



**Architectural Review Board Staff Report  
July 13, 2026 Meeting**

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**6600 NEW ALBANY-CONDIT ROAD OFFICE  
FINAL DEVELOPMENT PLAN**

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LOCATION: 6600 New Albany-Condit Road (PID: 222-000640)  
APPLICANT: Rob Riddle  
REQUEST: Final Development Plan  
ZONING: Infill Planned Unit Development (I-PUD): 605 Neighborhood Office District  
STRATEGIC PLAN: Village Center  
APPLICATION: FDP-32-2026

Review based on application materials received April 17, May 22, and June 24, 2026.

*Staff report prepared by Lauren Sauter, Planner*

**I. REQUEST AND BACKGROUND**

The applicant requests a recommendation of approval for a final development plan for updates to the approximately 1.116-acre property located at 6600 New Albany-Condit Road. The development proposal includes updates and modifications to the existing 1,516-square-foot home and 3,000-square-foot accessory structure as well as specifications for new parking and landscaping.

The zoning text requires final development plans to be reviewed by the Architectural Review Board using the same review criteria as is required to be applied by the Planning Commission. The Architectural Review Board shall recommend approval, approval with conditions, or disapproval to the Planning Commission, and the Planning Commission shall be the decision-making body.

The final development plan follows the intent and regulations of the recently approved zoning amendment and preliminary development plan (ZC-78-2025/O-48-2025), which was recommended for approval with conditions by the Architectural Review Board on October 13, 2025 (after which the Planning Commission recommended approval with conditions to City Council on December 1, 2025, and City Council adopted on January 6, 2026). The site is zoned for Infill Planned Unit Development (I-PUD) with the “605 Neighborhood Office District” zoning text. The I-PUD allows office and administrative uses. The relevant standards outlined in the I-PUD zoning text, the New Albany Design Guidelines and Requirements (“DGRs”), and other city code provisions apply.

The application is scheduled to be heard at the Planning Commission meeting on July 20, 2026.

**II. SITE DESCRIPTION & USE**

The subject property comprises approximately 1.116 acres of land and is located within the Village Center. The site currently contains a single-family residence and two accessory detached structures. The property fronts State Route 605, also known as New Albany-Condit Road.

Properties to the immediate south and west of the property are of similar low-density, single-family residential uses that are designated within the Rural Residential sub-district of the Urban Center

Code. To the east, the property abuts the Windsor subdivision, which is designated within the Village Residential sub-district of the Urban Center code. Office uses are located to the north of the site across State Route 161.

### III. REVIEW CRITERIA

Staff's review of this application is based on New Albany plans and studies, zoning text, and zoning regulations. Primary concerns and issues have been indicated below, with needed action or recommended action in underlined text.

#### Review Process

This final development plan application requires review and approval by both the Architectural Review Board and Planning Commission. Section X(A)(2) of the I-PUD zoning text states that the initial final development plan application for the zoning district shall be reviewed by the Architectural Review Board prior to being presented for review by the Planning Commission. The Architectural Review Board shall provide a recommendation of approval, approval with conditions, or disapproval of the final development plan application to the Planning Commission using the same review criteria for a final development plan application as is required to be applied by the Planning Commission. The Planning Commission shall be the decision-making body as to the approval, approval with conditions, or disapproval of the final development plan application.

In conformance with the zoning text, the standard review criteria included for Planning Commission evaluations of final development plans are included below.

#### Final Development Plan Review Criteria

The basis of approval for a Planned Unit Development is found in C.O. Chapter 1159. The Board should consider, at a minimum, the following (per C.O. Section 1159.08):

- a. *That the proposed development is consistent in all respects with the purpose, intent and applicable standards of the Zoning Code;*
- b. *That the proposed development is in general conformity with the Strategic Plan/Rocky Fork-Blacklick Accord or portion thereof as it may apply;*
- c. *That the proposed development advances the general welfare of the Municipality;*
- d. *That the benefits, improved arrangement and design of the proposed development justify the deviation from standard development requirements included in the Zoning Ordinance;*
- e. *Various types of land or building proposed in the project;*
- f. *Where applicable, the relationship of buildings and structures to each other and to such other facilities as are appropriate with regard to land area; proposed density may not violate any contractual agreement contained in any utility contract then in effect;*
- g. *Traffic and circulation systems within the proposed project as well as its appropriateness to existing facilities in the surrounding area;*
- h. *Building heights of all structures with regard to their visual impact on adjacent facilities;*
- i. *Front, side and rear yard definitions and uses where they occur at the development periphery;*
- j. *Gross commercial building area;*
- k. *Area ratios and designation of the land surfaces to which they apply;*
- l. *Spaces between buildings and open areas;*
- m. *Width of streets in the project;*
- n. *Setbacks from streets;*
- o. *Off-street parking and loading standards;*
- p. *The order in which development will likely proceed in complex, multi-use, multi-phase developments;*
- q. *The potential impact of the proposed plan on the student population of the local school district(s);*
- r. *The Ohio Environmental Protection Agency's 401 permit, and/or isolated wetland permit (if required); and*
- s. *The U.S. Army Corps of Engineers 404 permit, or nationwide permit (if required).*

In addition, the Board should consider the purpose and intent of the Planned Unit Development (PUD) (as outlined in C.O. Section 1159.02):

- a. *Ensure that future growth and development occurs in general accordance with the Strategic Plan;*
- b. *Minimize adverse impacts of development on the environment by preserving native vegetation, wetlands and protected animal species to the greatest extent possible;*
- c. *Increase and promote the use of pedestrian paths, bicycle routes and other non-vehicular modes of transportation;*
- d. *Result in a desirable environment with more amenities than would be possible through the strict application of the minimum commitment to standards of a standard zoning district;*
- e. *Provide for an efficient use of land, and public resources, resulting in co-location of harmonious uses to share facilities and services and a logical network of utilities and streets, thereby lowering public and private development costs;*
- f. *Foster the safe, efficient and economic use of land, transportation, public facilities and services;*
- g. *Encourage concentrated land use patterns which decrease the length of automobile travel, encourage public transportation, allow trip consolidation and encourage pedestrian circulation between land uses;*
- h. *Enhance the appearance of the land through preservation of natural features, the provision of underground utilities, where possible, and the provision of recreation areas and open space in excess of existing standards;*
- i. *Avoid the inappropriate development of lands and provide for adequate drainage and reduction of flood damage;*
- j. *Ensure a more rational and compatible relationship between residential and non-residential uses for the mutual benefit of all;*
- k. *Provide an environment of stable character compatible with surrounding areas; and*
- l. *Provide for innovations in land development, especially for affordable housing and infill development.*

#### **IV. EVALUATION**

##### **Engage New Albany Strategic Plan**

The subject lot is located in the Village Center future land use district of the Engage New Albany Strategic Plan. The Strategic Plan identifies the active mixed-use Village Center as the type of authentic, walkable environment that office users are seeking; the plan highlights adding office space to the Village Center as an important effort, and careful integration and appropriate design of office development will expand the city's offerings.

At the location of the subject parcel, New Albany-Condit Road is identified as both a Business Park Transitional Road (extending north) and a Village Center Road (extending south). The Business Park to the north is characterized by office uses. As a transitional area into the Village Center, the proposed commercial office use is appropriate in allowing the reuse of the site in a way that is sensitive to its surrounding context, including the office uses to the north and the architectural qualities of the immediate vicinity, and appropriate for the recently approved I-PUD zoning text.

##### **Use, Site, and Layout**

1. The zoning text allows administrative and business offices, organizations and associations organized on a profit or non-profit basis for promotion of membership interests, and storage within the existing accessory building. The main building is proposed to be turned into an office, which is a permitted use.
2. The existing buildings on the site are remaining in place with some proposed exterior modifications and updates. The existing drive will remain, and a newly paved drive and parking lot will be installed to the rear of the main home.

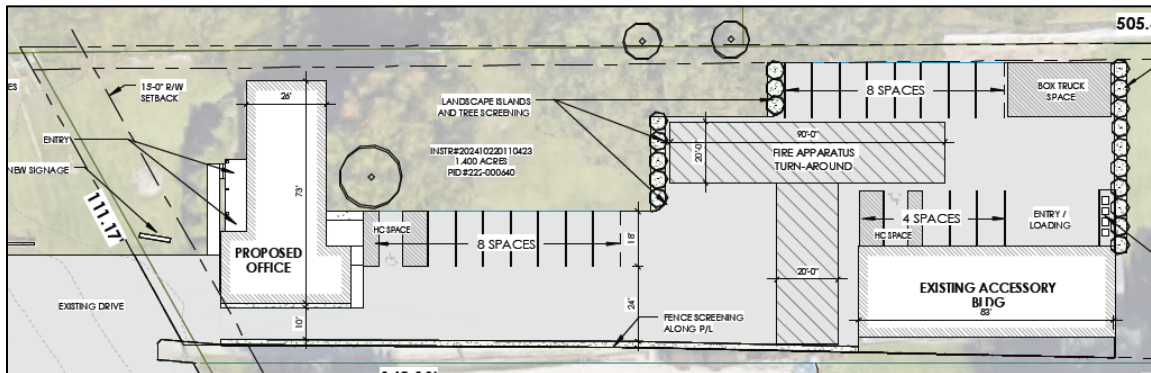
- The I-PUD zoning text requires the following applicable setbacks for buildings and pavement:

Boundary	Required	Proposed	Meets code?
New Albany-Condit Road (front)	Pavement: 15 feet Buildings: 15 feet	Pavement: 15+ feet Buildings: 15 feet	✓
State Route 161 (side, north)	Pavement: 5 feet Buildings: 5 feet	Pavement: 5 feet Buildings: 5+ feet	✓
Southern boundary (side, south)	Pavement: 5 feet Driveway: 2.5 feet Buildings: 5 feet	Pavement: <i>See condition #1</i> Driveway: 2.5 feet Buildings: 5+ feet	
Eastern boundary (rear)	Pavement: 15 feet Buildings: 50 feet	Pavement: 15+ feet Buildings: 50+ feet	✓

- The distance of the pavement from the southern lot line is unclear. Staff recommends a condition of approval that the parking lot pavement be at least five feet away from the southern property line (condition #1).
- The zoning text permits a maximum lot coverage of 80 percent, which includes both buildings and pavement. The applicant is proposing a lot coverage of approximately 42 percent. The requirement is being met.

### Access, Loading, and Parking

- Vehicular access to the subject parcel is provided from New Albany-Condit Road. The application for the rezoning was approved with a condition that the final development plan shall include details to further delineate the route to access the driveway from the driveway on the parcel to the south of and adjacent to this zoning district for review and approval by the Planning Commission. At a minimum, the applicant is proposing to extend the existing median between the two properties to better delineate the entry drives. Engineering staff conducted a preliminary review of the site access and noted that if a typical commercial curb cut were to be installed, the adjacent property would likely need to connect its driveway to the commercial driveway due to the width and curb radius, requiring cross-access and removing direct access to New Albany-Condit Road. As such, the preliminary recommendation of the City Engineer was to allow the driveway to remain as it currently exists; another recommendation is to remove or reduce the pavement to the existing garage door and include a more standard curb radius on the northern side of the entry drive.
- A Traffic Access Study has been completed, which found that no turn lanes are warranted at the site access. The City Engineer reviewed the study and concurred with the results. Actionable items recommended by the City Engineer have been included in the City Engineer's Comments section of this report.



*Image: Proposed site layout, showing the buildings, pavement and parking, and general landscaping.*

- A total of 20 parking spaces is proposed, which is the maximum number allowed (zoning text V(A)). All parking is located to the rear of the main building and no farther back than the easternmost portion of the accessory structure. Additionally, one loading space is proposed and one parking space is included at the northeast of the lot for a box truck.
- The following parking requirements are applicable to the proposed development and are contained in C.O. 1167:

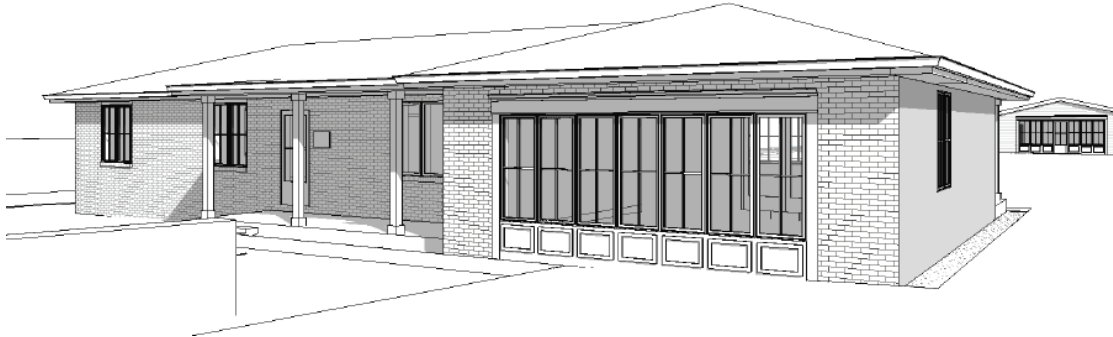
<b>Topic</b>	<b>Required</b>	<b>Proposed</b>	<b>Meets code?</b>
Parking space dimensions	Width: min. 9 feet Length: min. 19 feet	Width: 9 feet Length: 19 feet	✓
Maneuvering lane width	Min. 22 feet	23+ feet	✓
Loading space dimensions	Width: min. 12 feet	Width: 25+ feet	✓

- Pedestrian access to the main building is facilitated from both the front and rear of the building. The development plan includes updates to the existing front porch and back patio to enhance the development at the pedestrian scale.
- The Strategic Plan has identified the proximal portion of State Route 605 as an area of importance for future pedestrian and vehicular connectivity to the Village Center, and the city is in the preliminary stages of a roadway connectivity plan to guide future roadway and pedestrian improvements. At present, a pedestrian path exists along only a portion of the subject parcel, starting and extending north of the existing vehicular access point. However, right-of-way and topographical constraints cause the extension of the existing sidewalk to be difficult, and once this roadway and connectivity plan is complete, the property owner will pay a fee in-lieu of an extension of the path at such time that the City manager or their designee deems appropriate. The fee-in-lieu amount will be approved by City Council.
- As required for commercial developments by the Urban Center Code (see UCC evaluation below), staff recommends a condition of approval that a bike rack be installed on the site, subject to staff approval (condition #4).

### **Architectural Standards**

1. The following sections of the DGRs apply to the proposed final development plan:
  - Section 1: Design Principles and American Architectural Precedent – This section of the DGRs generally governs all development in the city. It notes that buildings that existed prior to the creation of the Architectural Review Board will not necessarily be expected to follow the American architectural precedent described in the DGRs, and that greater attention should be given to the physical context of location so that the design is compatible with its neighbors (Sections 1(I)(B), 1(I)(J)).
    - According to the Franklin County Auditor’s website, the existing home was constructed in 1966; adjacent properties were built around the same time. As such, the existing structures on the site may not be fully in conformance with the DGRs, but the modifications proposed in the final development plan respect the original qualities and character of the buildings and their context with adjacent properties.
  - Section 3: Village Center Commercial – The development plan supports commercial growth that aligns with Section 3 of the DGRs, preserves the residential character of the existing buildings, and respects the context of neighboring properties.
    - Design elements follow traditional commercial building design. Buildings designed as offices are encouraged to incorporate storefronts into the design, such as by use of display windows and bulkheads.

2. According to the DGRs, the key to sensitive renovation of existing buildings is to observe and respect the physical context of the property and design new elements in a sensitive way that fits in with existing structures. Residential buildings can be converted to commercial uses, but they should retain the residential character and design elements. Construction will observe the setback appropriate for the streetscape and the context of the existing buildings on and near the property.



*Image: Proposed exterior of main building.*

3. The renovations proposed in the final development plan are generally aligned with applicable sections of the DGRs. The main renovations proposed by the final development plan include:
  - The front porch and back deck will be renovated for improved accessibility. This promotes pedestrian movement on the site and engagement with more than just the front of the building—elements of which the DGRs are highly supportive.
  - A traditional commercial storefront (e.g. display windows, bulkheads) will be installed where the front-facing garage doors are currently located on both the main building and accessory building; the storefront is recommended by the Village Center Commercial DGRs. This supports compliance with the commercial DGRs while still retaining the residential character and original qualities of the buildings.
  - In accordance with the DGRs and zoning text, the proposed parking is at the rear of the lot behind the main building. The rear setback provides for this parking, as well as for delivery truck access, trash pickup, and similar commercial services. Placing these functions at the rear helps preserve the visual character of the site from the public right-of-way and reduces potential impacts on adjacent properties by consolidating service-related activities away from the main building frontage.
  - The existing exteriors of both buildings will be painted.
  - The essential character and structure of both buildings will remain.

**Parkland, Buffering, Landscaping, Open Space, and Screening**

1. The following landscape screening requirements are applicable to the proposed development and are outlined in C.O. 1171.05:

<b>Topic</b>	<b>Required</b>	<b>Proposed</b>	<b>Meets code?</b>
Screening of trash receptacles	Min. 6 feet tall; enclosed by walls, fences, and/or natural vegetation	6- to 7-foot-tall arborvitae	✓
Maintenance of shrubbery and hedges	Any shrubbery, hedges, or trees that could affect drivers' vision on adjacent streets must be kept to a maximum of 30 inches tall	<i>See condition #2</i>	-
Minimum trees	For 20,500+/- square feet of ground coverage: 4 trees with a total tree trunk size of 10 inches	Numerous existing mature trees	✓

2. The following parking lot landscaping requirements are applicable to the proposed development and are outlined in C.O. 1171.06:

Topic	Required	Proposed	Meets code?
Minimum parking lot landscaping	5 square feet of landscaping per 100 square feet of parking lot area <i>(Parking lot area alone not specified, but landscaped area exceeds requirement for full lot coverage area)</i>	28,000+ square feet	✓
Deciduous canopy trees	For 20 parking spaces: 2 deciduous canopy trees	<i>See condition #3</i>	-
Parking lot island trees	Parking lot island trees shall have a clear trunk at min. 5 feet above ground; remaining areas shall be landscaped at max. 2 feet in height	<i>See condition #2</i>	-

3. Specifications of the maintenance of shrubbery and hedges and the clear trunk of parking lot trees are not clear. Staff recommends a condition of approval that all landscaping requirements be met, subject to staff approval (condition #2).
4. The applicant has proposed three blue spruce evergreen trees around the parking lot area; however, two deciduous canopy trees are required. Staff recommends a condition of approval that at least two of the three proposed evergreen trees be deciduous canopy trees, subject to staff approval (condition #3).
5. Deciduous street trees must be planted within the right-of-way along New Albany-Condit Road at an average distance of 30 feet on center (zoning text VII(A)). The final development plan meets this requirement with three street trees placed 30 feet on center.
6. Surface parking areas must be screened from any right-of-way and adjacent properties by a minimum three- to five-foot-tall continuous planting hedge, fence, or wall unless adequate screening already exists (zoning text VII(C)). The proposed fence already screens the proposed parking lot from view by the adjacent parcel to the south; six-foot-tall arborvitae landscape screening is proposed along the eastern boundary of the pavement in addition to the existing forested area screening the site from Windsor.
7. A new six-foot-tall solid-screen fence will be installed six inches off of the southern boundary line of the property from the front of the parcel (not including the right-of-way) to the easternmost portion of the accessory structure, as required by the zoning text. The fence will be white and will provide complete opacity between the lot and the adjacent property to the south.
8. External mechanical equipment, roof-mounted equipment, service areas, and dumpsters are required to be screened to the specifications outlined in the proposed zoning text (zoning text VII(F) and (G)). Trash and recycling are enclosed in fence screening near the back of the site. No external mechanical equipment or roof-mounted equipment is shown.
9. The Ohio Department of Transportation is currently constructing a noise wall along State Route 161, which will be located in the right-of-way just next to the property on the north. The applicant has proposed the removal of the existing four-rail fence that delineates the northern property line, stating there will be too little room between the fence and the noise wall to access the area for maintenance such as cutting grass. In lieu of the fence, the applicant is proposing additional landscaping to help minimize the visual impact of the noise wall and exceed landscaping requirements for the site.
10. In addition to the required and aforementioned landscaping, the applicant proposes:
  - a. Minimum 24-inch-tall boxwoods along the front entryway.
  - b. Minimum 24-inch-tall hydrangea shrubs along the rear patio, in addition to various potted plantings.
  - c. Minimum one-gallon Hosta plants with the parking lot landscaping.

## Lighting

1. New street lighting is not required by the zoning text, and new street lighting is not proposed along the right-of-way.
2. Illumination of the parking lot, walks, and drives is limited by the zoning text (VIII(B) and (C)) to two-inch-tall ground surface illuminators and maximum three-foot-tall bollards. As required by the zoning text, both proposed modes of lighting are shielded. Further, the lighting fixtures are black and constructed of metal with a temperature of 3000K. No light poles are proposed.



*Images: Proposed site illumination.  
Surface illuminator (left) and bollards (right).*

## Signage

1. One new sign is shown in the proposed site plan, but specifications are not included. Zoning text section IX(A) allows one single-post sign that identifies the user of the accessory building if that user is different from the user occupying the converted home.
2. The applicant has stated that signage specifications will be proposed at a later date. Signage at this location is required to be reviewed and approved by the Architectural Review Board.

## Urban Center Code Compliance

C.O. 1158.03 states that when a PUD zoning designation is adopted, the property may be developed pursuant to the terms of the approved zoning text and development plan for the relevant PUD, provided that if the approved zoning text and/or development plan are silent on any particular matter, issue, restriction, or requirement that is addressed in the Urban Center Code, then the Urban Center Code shall apply to that matter, issue, restriction, or requirement.

The zoning text provides numerous standards matching or replacing requirements of the Urban Center Code (UCC), such as setbacks, building height, and parking space quantity. The following UCC standards for commercial development are identical to the standards contained in the zoning text or are not addressed by the zoning text and shall apply:

- The lot provides off-street parking spaces in the rear yard. All required parking is located on-site.
- Bicycle parking is required for commercial developments pursuant to UCC Section 5.30. Staff recommends a condition of approval that a bike rack be installed on the site, subject to staff approval (condition #4).
- Trash containers are stored out of public view and screened from adjacent properties.
- At least one entrance to the ground floor is provided from the street yard.
- The front yard entrance to the building shall incorporate a permitted building frontage in accordance with UCC Section 3.2. The development plan meets this requirement by utilizing an elevated front stoop, which is acceptable for commercial-type buildings.

## V. ENGINEER'S COMMENTS

Staff recommends a condition of approval that the Engineer's comments regarding both the final development plan and Traffic Access Study be addressed by the applicant, subject to staff approval (condition #5).

The City Engineer has reviewed the final development plan and provided the following comments:

1. Provide evidence that all existing private well and septic systems have been abandoned in accordance with all applicable environmental regulations.
2. Show how water and sanitary service will be provided.
3. Show ODOT Limited Access right-of-way on the plans and advise if an ODOT permit is required to support the project.
4. Provide a fire truck turning radius analysis and obtain Fire Department approval.
5. Show major flood routing on the grading plan and design the driveway so that most of the runoff is directed away from the public road.
6. Show stop signs and stop bars at the driveway curb cut and add site distance triangles. Remove impediments to motorist view.
7. Work with staff to determine what improvements are required in the public right-of-way to support the project.
8. Add a table showing parking stalls required and provided and ADA stalls required and provided.
9. Provide a photometrics plan.

Additionally, the City Engineer reviewed the Traffic Access Study, concurring with the findings and providing the following comments:

1. The site driveway design shall be reviewed when plans become available.
2. The horizontal sight distance review shows a slight overlap/conflict with the existing guardrail on the north leg of the intersection. Verify in the driveway design that the driveway's vertical profile does not preclude westbound office patrons from seeing northbound over the existing guardrail when exiting. Due to the noted elevation drop of the existing driveway on Streetview, verify that the clearance is enough for motorists to see over the guardrail as they wait to pull out; if it is not, the city may request a slight buildup on the first portion of the driveway to ensure vertical clearance is available to address this.

## **VI. SUMMARY**

The applicant proposes a final development plan for upgrades to an approximately 1.116-acre site in the Village Center. The updates conform to the new I-PUD zoning and to the recommendations of the Design Guidelines and Requirements, which encourage a balance between designing high-quality commercial sites and preserving the existing quality and character of the buildings.

Generally, the final development plan proposes exterior updates to the existing buildings on the site and the development of a new parking lot with landscaping to facilitate a change from residential to office use. The visual and functional components of the building and its site retain an appropriate level of design considering the context in which it is proposed.

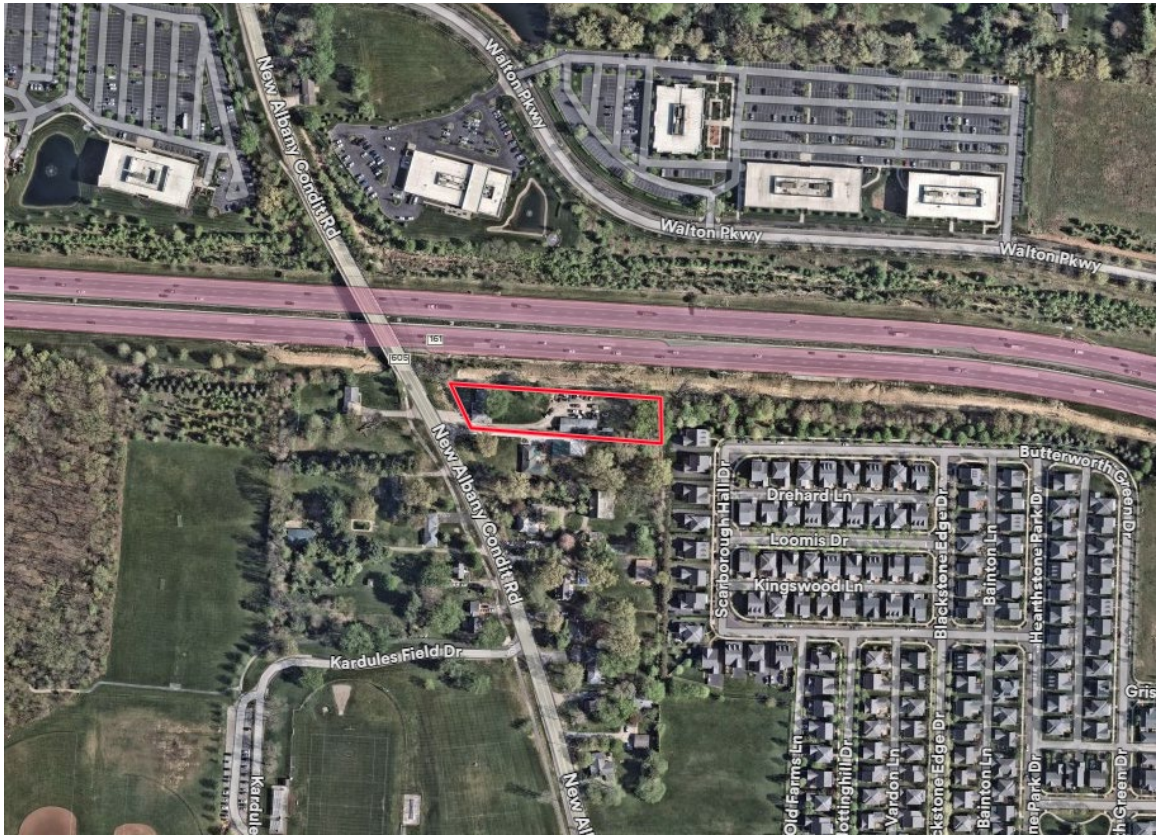
## **VII. ACTION**

Should the Architectural Review Board find that the application has sufficient basis for approval, the following motion would be appropriate (conditions of approval may be added):

### **Move to recommend approval of final development plan application FDP-32-2026 to the New Albany Planning Commission with the following conditions, subject to staff approval:**

1. The parking lot pavement shall be at least five feet away from the southern property line.
2. All landscaping requirements shall be met.
3. At least two of the three proposed evergreen trees shall be deciduous canopy trees.
4. A bike rack shall be installed on the site.
5. The Engineer's comments regarding both the final development plan and Traffic Access Study shall be addressed by the applicant.

**Approximate Site Location:**



Source: NearMap

404.775-02  
May 21, 2026

To: Lauren Sauter  
City Planner

From: Matt Ferris, P.E., P.S.  
By: Jay M. Herskowitz, P.E., BCEE

Re: 6600 NA Condit Rd.  
Final Development Plan

We reviewed the referenced submittal in accordance with Code Sections 1159.07 (b)(3) FDP. Our review comments are as follows:

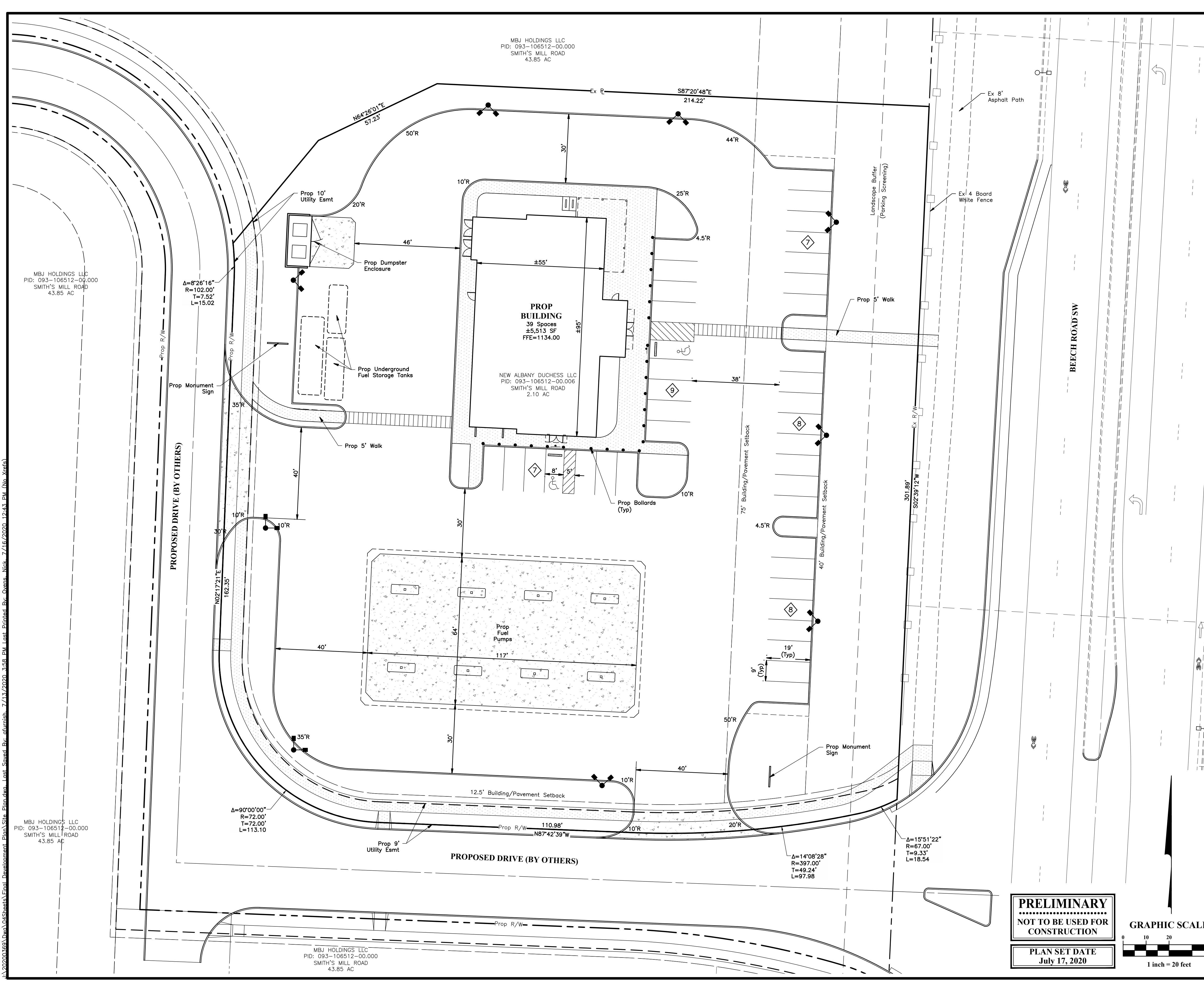
1. Refer to Exhibit A provided with this memorandum. Add the notes and signature block indicated to the Cover Sheet.
2. Provide evidence that all existing private well/septic systems have been abandoned in accordance with all applicable environmental regulations.
3. Show how water and sanitary service will be provided.
4. Existing r/w is approximately 70' and appears sufficient to support the project.
5. Show ODOT Limited Access R/W on the plans and advise if an ODOT permit is required to support the project.
6. Provide a fire truck turning radius analysis and obtain Fire Department approval.
7. We recommend that the existing drive be removed and that a commercial drive be provided similar to other projects in this area.
8. Show major flood routing on the grading plan and design the driveway so that most of the runoff is directed away from the public road.
9. Show stop signs/bars at the driveway curb cut and add site distance triangles. Remove impediments to motorist view.
10. Work with staff to determine what improvements in public r/w are required to support the project.
11. Add a table showing parking stalls required/provided and ADA stalls required/provided.
12. Provide more information about anticipated traffic volumes.
13. Provide a photometrics plan for review and approval.
14. We will further evaluate construction related details once detailed construction plans become available.

Brief written comment responses appreciated.

MEF/JMH

(attachment)

cc: Doug Bender, P.E., Traffic Engineer  
Jeremiah Wood, Development Engineer  
Joshua Albright, Engineering Manager



**LEGEND**

- Concrete Pavement
- Concrete Sidewalk
- Sign
- Site Light Pole (see Mep Plan)
- Parking Count

**PROJECT DESCRIPTION**  
The Gas Station Development Includes The Construction Of A 5,513 Square Feet Single Story Building With Fuel Pumps.

**STORMWATER MANAGEMENT**  
The Storm Water For This Project Will Be Controlled By A Regional Basin West Of The Site.

**MONUMENTATION**  
Monumentation In Compliance With C.O. 1159.07 (3) Will Be Set Prior To Completion Of Construction.

**SITE DATA TABLE**

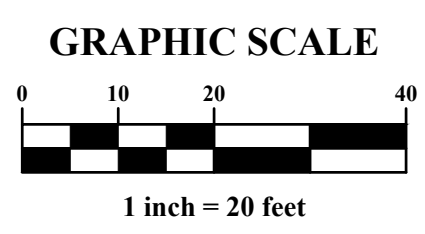
Total Site Area	2.11 Ac.
Proposed Convenience Store	5,513 SF
Parking Provided	39 Spaces
Handcap Parking Required	2 Spaces
Handcap Parking Provided	2 Spaces
<b>Lot Coverage</b>	
Pavement/Walk	61,258 S.F.
Building	5,513 S.F.
Total Coverage	66,771 S.F.
Site Area (2.11 Ac.)	91,771 S.F.
Percent Coverage	73%
Maximum Lot Coverage	85%
Total Parking Area	17,751 S.F.
Interior Landscape Area	1,763 S.F.
Interior Landscape Required	10%
	8%

- NOTES**
- All Radii Are 5' Unless Otherwise Noted.
  - All Curb To Be 6" Extruded Unless Otherwise Noted.
  - All Dimensions Given Are Measured To The Face Of Curb.
  - All Radius Dimensions Given Are Measured Along The Face Of Curb.
  - Curb cut on US 62 is subject to ODOT approval. If this curb cut is approved, the northern most curb cut on Theisen Rd will be exit only. If curb cut is not approved it will be removed from the plan and both curb cuts on Theisen Rd will remain as full access.

**APPROVALS:**

Planning Commission Chair	_____
Vice Chair or Designee	_____
Professional Engineer	_____
Professional Surveyor	_____

**PRELIMINARY**  
NOT TO BE USED FOR CONSTRUCTION  
PLAN SET DATE  
July 17, 2020



**REVISIONS**

MARK	DATE	DESCRIPTION

ENGLFIELD

CITY OF NEW ALBANY, LICKING COUNTY, OHIO  
FINAL DEVELOPMENT PLAN  
FOR  
**ENGLEFIELD OIL - BEECH & SMITH'S MILL ROAD**  
SITE PLAN

DATE	July 17, 2020
SCALE	1" = 20'
JOB NO.	2020-0369
SHEET	1/2

M:\2020\0369\Drawings\04\Sheets\Final\_Development\_Plan\_Site\_Plan.dwg - Last Saved By: dturnish - 7/13/2020 3:58 PM - Last Printed By: Ovens, Nick - 7/16/2020 12:43 PM (No Xrefs)

MBJ HOLDINGS LLC  
PID: 093-106512-00.000  
SMITH'S MILL ROAD  
43.85 AC

MBJ HOLDINGS LLC  
PID: 093-106512-00.000  
SMITH'S MILL ROAD  
43.85 AC

MBJ HOLDINGS LLC  
PID: 093-106512-00.000  
SMITH'S MILL ROAD  
43.85 AC

MBJ HOLDINGS LLC  
PID: 093-106512-00.000  
SMITH'S MILL ROAD  
43.85 AC

NEW ALBANY DUCHESS LLC  
PID: 093-106512-00.006  
SMITH'S MILL ROAD  
2.10 AC

401.001  
July 1, 2026

To: Joshua Albright, PE  
Engineer II

From: Matt Ferris, P.E., P.S., Consulting City Engineer

Re: 6600 N.A. -Condit Rd  
Traffic Access Study  
Review Memo

By: Douglas A. Bender, PE, PTOE

---

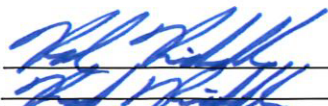

EP Ferris received *SR 605-New Albany Small Office Traffic Access Study (TAS)* prepared by Carpenter-Marty for the planned redevelopment of a single-family residence into a new small-office site on the east side of New Albany-Condit Road (SR 605) in New Albany. This TAS is dated June 24, 2026, and was received via email the next day. After completing our review of the submitted TAS, our comments are as follows:

- We agree with the methodology, analyses and volumes/growth rate used by C-M in the preparation of the TAS report
- We concur with results on the turn lane warrants — no turn lanes are needed on NA-Condit Road because of the redevelopment of this site as a small office.
- Capacity analysis results at the office driveway intersection are acceptable for the redeveloped site.
- The horizontal sight distance review shows a slight overlap/conflict with the existing guardrail on the north leg of the intersection. We would like C-M to verify in their driveway design that the driveway's vertical profile does not preclude westbound office patrons from seeing northbound over the existing guardrail when exiting. Top of rail height is typically a 31" and standard driver eye height is 42". Due to the noted elevation drop of the existing SFR driveway on Streetview, please verify that the clearance is enough for motorists to see over the guardrail as they wait to pull out. If not, the city may want to request a slight buildup on the first portion of the driveway to ensure vertical clearance is available to address this.
- EPF would still like to review the site driveway design on behalf of the city for this site when submitted plans are available

Please let us know if you have any questions regarding the comments provided above.



**Community Development Planning Application**

<b>Submission</b>	<p>Submit planning applications and all required materials via email to <a href="mailto:planning@newalbanyohio.org">planning@newalbanyohio.org</a></p> <p>Paper copies are not required at this time however, 12 paper copies of the entire submission will be required ahead of a board hearing date. The planner assigned to your case will inform you when the paper copies need to be delivered to our offices. Fee invoices will be issued to you once the application is entered.</p>																									
<b>Project Information</b>	<p>Site Address <u>6600 New Albany Condit Rd New Albany OH, 43054</u></p> <p>Parcel Numbers <u>222-000640</u></p> <p>Acres <u>1.4</u> # of lots created <u>1</u></p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;">Choose Application Type</th> <th style="width:50%;">Description of Request:</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> Appeal</td> <td rowspan="8">Existing home to be converted to a commercial office for conducting a real estate business.</td> </tr> <tr> <td><input type="checkbox"/> Certificate of Appropriateness</td> </tr> <tr> <td><input type="checkbox"/> Conditional Use</td> </tr> <tr> <td><input checked="" type="checkbox"/> Development Plan</td> </tr> <tr> <td><input type="checkbox"/> Plat</td> </tr> <tr> <td><input type="checkbox"/> Lot Changes</td> </tr> <tr> <td><input type="checkbox"/> Minor Commercial Subdivision</td> </tr> <tr> <td><input type="checkbox"/> Zoning Amendment (Rezoning)</td> </tr> <tr> <td><input type="checkbox"/> Zoning Text Modification</td> <td></td> </tr> </tbody> </table>		Choose Application Type	Description of Request:	<input type="checkbox"/> Appeal	Existing home to be converted to a commercial office for conducting a real estate business.	<input type="checkbox"/> Certificate of Appropriateness	<input type="checkbox"/> Conditional Use	<input checked="" type="checkbox"/> Development Plan	<input type="checkbox"/> Plat	<input type="checkbox"/> Lot Changes	<input type="checkbox"/> Minor Commercial Subdivision	<input type="checkbox"/> Zoning Amendment (Rezoning)	<input type="checkbox"/> Zoning Text Modification												
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<b>Contacts</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Applicant Information</th> <th colspan="2">Property Owner Information</th> </tr> </thead> <tbody> <tr> <td>Name</td> <td>Rob Riddle</td> <td>Name</td> <td>Rob Riddle</td> </tr> <tr> <td>Address</td> <td></td> <td></td> <td></td> </tr> <tr> <td>City, State, Zip</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Phone Number</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Email</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Applicant Information		Property Owner Information		Name	Rob Riddle	Name	Rob Riddle	Address				City, State, Zip				Phone Number				Email				
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Name	Rob Riddle	Name	Rob Riddle																							
Address																										
City, State, Zip																										
Phone Number																										
Email																										
<b>Signature</b>	<p>Site visits to the property by City of New Albany representatives are essential to process this application. The Owner/Applicant, as signed below, hereby authorizes Village of New Albany representatives, employees and appointed and elected officials to visit, photograph and post a notice on the property described in this application. I certify that the information here within and attached to this application is true, correct and complete.</p> <p>Signature of Owner <u></u> Date: <u>05/20/26</u></p> <p>Signature of Applicant <u></u> Date: <u>05/20/26</u></p>																									

Department Address: 7815 Walton Parkway • New Albany, Ohio 43054 • Phone 614.939.2254

Mailing Address: 99 West Main Street • P.O. Box 188 • New Albany, Ohio 43054

# SR-605 New Albany Small Office Traffic Access Study

Prepared for: Thomas Riddle Real Estate Group

June 24, 2026



# Table of Contents

<b>I. Purpose of Report &amp; Study Objectives .....</b>	<b>2</b>
<b>II. Proposed Development .....</b>	<b>2</b>
A. Off-Site Developments.....	2
B. On-Site Development.....	2
<b>III. Area Conditions.....</b>	<b>3</b>
A. Area of Influence.....	3
B. Jurisdictions .....	3
C. Traffic Volumes & Conditions .....	3
<b>IV. Projected Traffic .....</b>	<b>4</b>
A. Background Traffic.....	4
B. Trip Generation.....	4
<b>V. Traffic Analysis .....</b>	<b>4</b>
A. Turn Lane Warrant & Length Analysis .....	4
B. Capacity Analysis.....	4
C. Sight Distance Analysis.....	4
<b>VI. Results.....</b>	<b>5</b>
A. Turn Lane Warrant & Length Analysis .....	5
B. Capacity Analysis.....	5
C. Sight Distance Analysis.....	5
<b>VII. Recommendations and Conclusions .....</b>	<b>5</b>
<b>VIII. Appendices .....</b>	<b>6</b>

## List of Tables

Table 1 – Trip Generation Summary ..... 4  
Table 2 – Horizon Year Turn Lane Warrant and Length Summary ..... 5  
Table 3 – Capacity Analysis Summary (LOS/delay) ..... 5

## List of Figures

Figure 1 – Location in Central Ohio..... 2  
Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections ..... 3



## I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed small office development located at 6600 New Albany Condit Road in New Albany, OH. This traffic access study (TAS) is required by the City of New Albany as part of the development approval process. A Memorandum of Understanding (MOU) was submitted to and approved by the city. The MOU can be seen in **Appendix A**.

## II. Proposed Development

### A. Off-Site Developments

The surrounding area includes single-family homes to the east, south, and west, with some commercial and office developments to the north. The existing site is currently developed with a single-family home.

### B. On-Site Development

#### Location

The site is located on the east side of New Albany Condit Road just south of SR-161 in New Albany, Ohio. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

*Figure 1 – Location in Central Ohio*

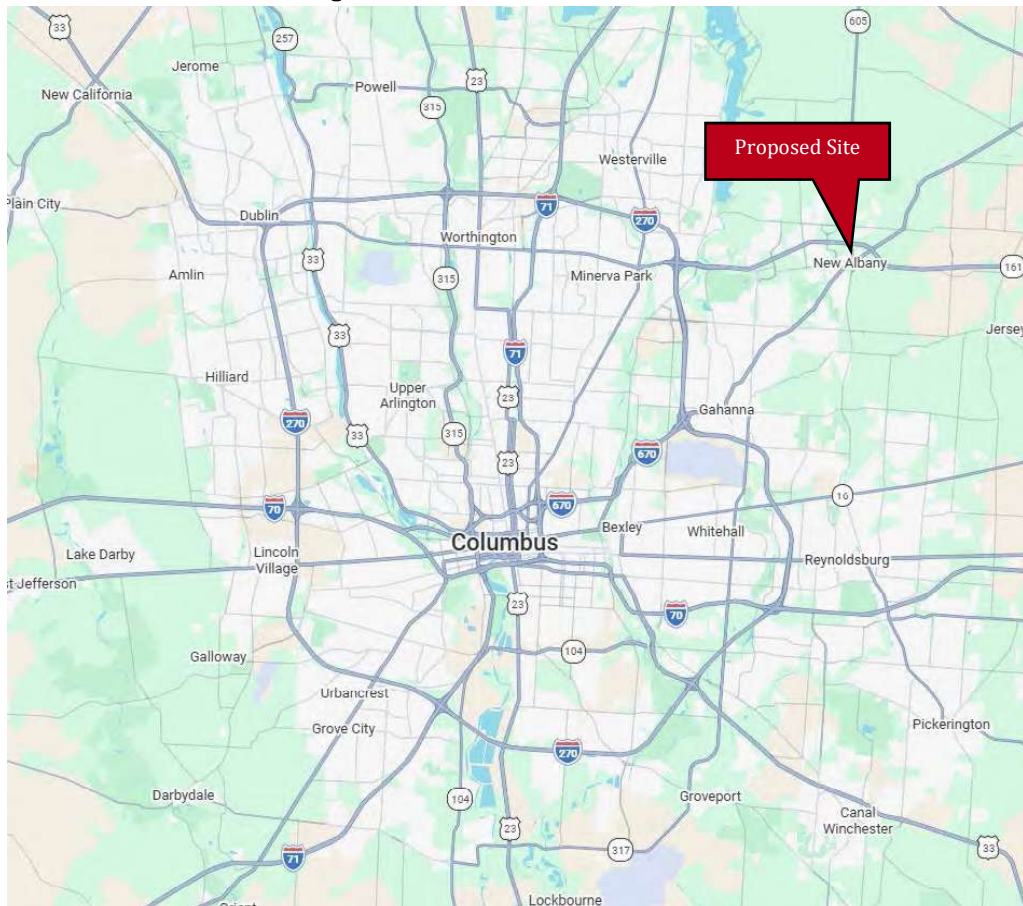


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections



### Land Use & Intensity

The site is proposed to develop within the existing 2,115 square foot single-family home and will maintain the existing 2,500 square foot accessory building. The single-family home and an estimated 50% of the accessory building will be utilized for office use. The remaining 50% of the accessory building will be used for storage and will not generate traffic. The development is proposed to have one full access point on New Albany Condit Road. The site plan is provided in **Appendix A**.

## III. Area Conditions

### A. Area of Influence

The study intersection for the proposed development is the intersection of New Albany Condit Road & Site Access. The study intersection can be seen in **Figure 2**.

New Albany Condit Road has a two-lane section and a posted speed limit of 35 MPH.

### B. Jurisdictions

The New Albany Condit Road & Site Access intersection is under City of New Albany jurisdiction.

### C. Traffic Volumes & Conditions

24 hours of turning movement count data was collected along SR-605 (New Albany Condit Road) near the existing site location by ODOT on March 20<sup>th</sup>, 2025. Linear, annual growth rates were obtained from ODOT's Traffic Forecasting Management System (TFMS). Count data and growth rate data can be found in **Appendix B**.

## IV. Projected Traffic

### A. Background Traffic

For analysis, the Opening Year of the development is 2027 and the Design, or Horizon Year, is 2037. The previously described growth rates were applied to the count data to produce No Build volumes for the Opening and Horizon Years.

### B. Trip Generation

Trips for the proposed development were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 12<sup>th</sup> Edition. Land Use Code (LUC) 712 - *Small Office Building* was used to generate trips for the proposed development.

**Table 1** summarizes the trip generation for the proposed development. Trip generation outputs from ITE can be found in **Appendix C**.

*Table 1 – Trip Generation Summary*

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
712 – Small Office Building	2,115 SF	3	1	2	3
712 – Small Office Building	1,250 SF (50% of accessory building)	2	0	1	2

Trips for the proposed development were distributed to/from the site based on count data, knowledge of the surrounding area, and engineering judgement. Proposed development site traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D**.

## V. Traffic Analysis

### A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted for the free-flowing approaches of the study intersection using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual. Lengths of existing turn lanes were also calculated.

### B. Capacity Analysis

The 2024 version of Highway Capacity Software (HCS) was used to analyze capacity at the study intersection. Per ODOT Analysis and Traffic Simulation (OATS) Manual guidance, the overall intersection level of service (LOS) should be D or better, approach and control LOS should be E or better, and all movements should have a volume to capacity (v/c) ratio <1.0.

### C. Sight Distance Analysis

A horizontal sight distance exhibit was developed for the proposed access point following methodologies outlined in the ODOT L&D Manual. Required sight triangles were produced

to visually demonstrate if any sight distance obstructions are present for vehicles turning out of the proposed site.

## VI. Results

### A. Turn Lane Warrant & Length Analysis

Results of the turn lane warrant and length analysis are summarized in **Table 2**. The full turn lane warrant analysis can be found in **Appendix E**.

*Table 2 – Horizon Year Turn Lane Warrant and Length Summary*

Intersection	Turn Lane	No Build	Build
New Albany Condit Road (SR-605) and Site Access	Northbound Right	Not Warranted	
	Southbound Left	Not Warranted	

As seen in **Table 2**, no turn lanes are warranted at the study intersection.

### B. Capacity Analysis

Results of the capacity analysis for the study intersection in the Build scenarios can be seen in **Table 3** below. The full capacity analysis can be found in **Appendix F**.

*Table 3 – Capacity Analysis Summary (LOS/delay)*

Intersection	Approach/Movement	Opening Year (2027)		Horizon Year (2037)	
		AM Build	PM Build	AM Build	PM Build
New Albany Condit Road (SR-605) and Site Access	Westbound	C/19.3	B/14.6	C/23.5	C/16.7
	Southbound Left	A/8.4	A/8.4	A/8.6	A/8.7

As seen in **Table 3**, the study intersection operates at acceptable LOS/delay in all scenarios.

### C. Sight Distance Analysis

The sight distance analysis shows that no sight distance obstructions are expected for the proposed site access. The existing guardrail on the east side of SR-605 is not expected to obstruct sight distance, and the bridge decorative protective fence is outside of the required vision triangle for the access approach. The sight distance exhibit can be found in **Appendix G**.

## VII. Recommendations and Conclusions

Based on the results of the turn lane warrant analysis, no turn lanes are warranted at the site access. The capacity analysis shows that the study intersection operates at acceptable LOS/delay in all scenarios. The sight distance exhibits show that there are no sight obstructions present at the proposed access point. Based on the results of this traffic study herein, it is recommended that the development and access points be permitted as shown in the site plan.

## **VIII. Appendices**

Appendix A – MOU & Site Plan

Appendix B – Count Data & Growth Rate Data

Appendix C – Trip Generation

Appendix D – Volume Calculations

Appendix E – Turn Lane Warrant and Length Analysis

Appendix F – Capacity Analysis

Appendix G – Sight Distance Exhibit

# Appendix G

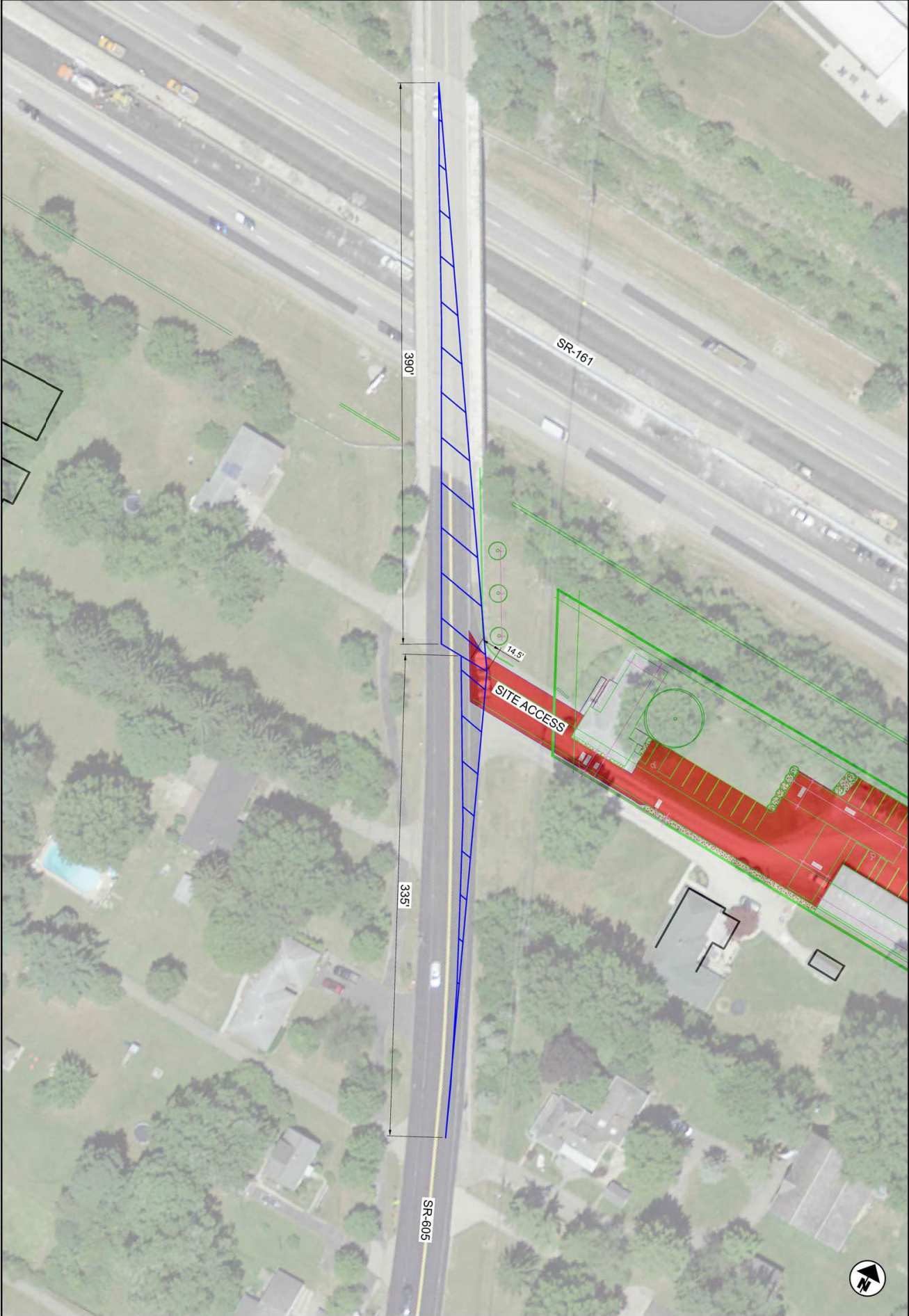
## Sight Distance Exhibits



SR-605 NEW ALBANY SMALL OFFICE TAS

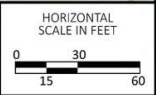
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 P:\TRA\26\26042 - SR-605 New Albany Small Office TAS\Analysis\Sight Distance\Basemap.dgn

G2 of 2



SHEET TOTAL	DESIGN AGENCY
P.1	CARPENTER MARTY
1	DESIGNER
	LEW
	REVIEWER
	ASP 06-04-26
	PROJECT ID
	0

SR-605 NEW ALBANY SMALL OFFICE TAS  
 HORIZONTAL SIGHT DISTANCE EXHIBIT



**6600 NEW ALBANY CONDIT RD**

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NEW ALBANY, OH, 43054

# INDEX

01	COVER PAGE
02	INDEX
03	EXISTING PROPERTY
04	EXISTING IMAGE
05	LOCATION MAP
06	SURVEY
07	DIMENSIONED SITE PLAN
08	GRADING PLAN
09	DRAINAGE PLAN
10	PROPOSED SITE PLAN
11	LANDSCAPE PLAN
12	EXISTING IMAGES
13	EXISTING IMAGES
14	EX PLANS & ELEVATIONS
15	PROPOSED PLANS
16	PROPOSED ELEVATIONS
17	PROPOSED ELEVATIONS
18	PROPOSED ACCESS BLDG
19	PERSPECTIVE VIEWS
20	SITE ILLUMINATION
21	SITE FENCING PLAN
22	SITE FENCING DETAIL

PROPOSED USE:

EXISTING HOME TO BE CONVERTED TO A  
COMMERCIAL OFFICE FOR CONDUCTING A REAL  
ESTATE BUSINESS.

---

SIGNATURE FOR PLANNING COMMISSION

---

DATE OF APPROVAL OF PLANNING COMMISSION

EXISTING



03

NEW OFFICE BLDG

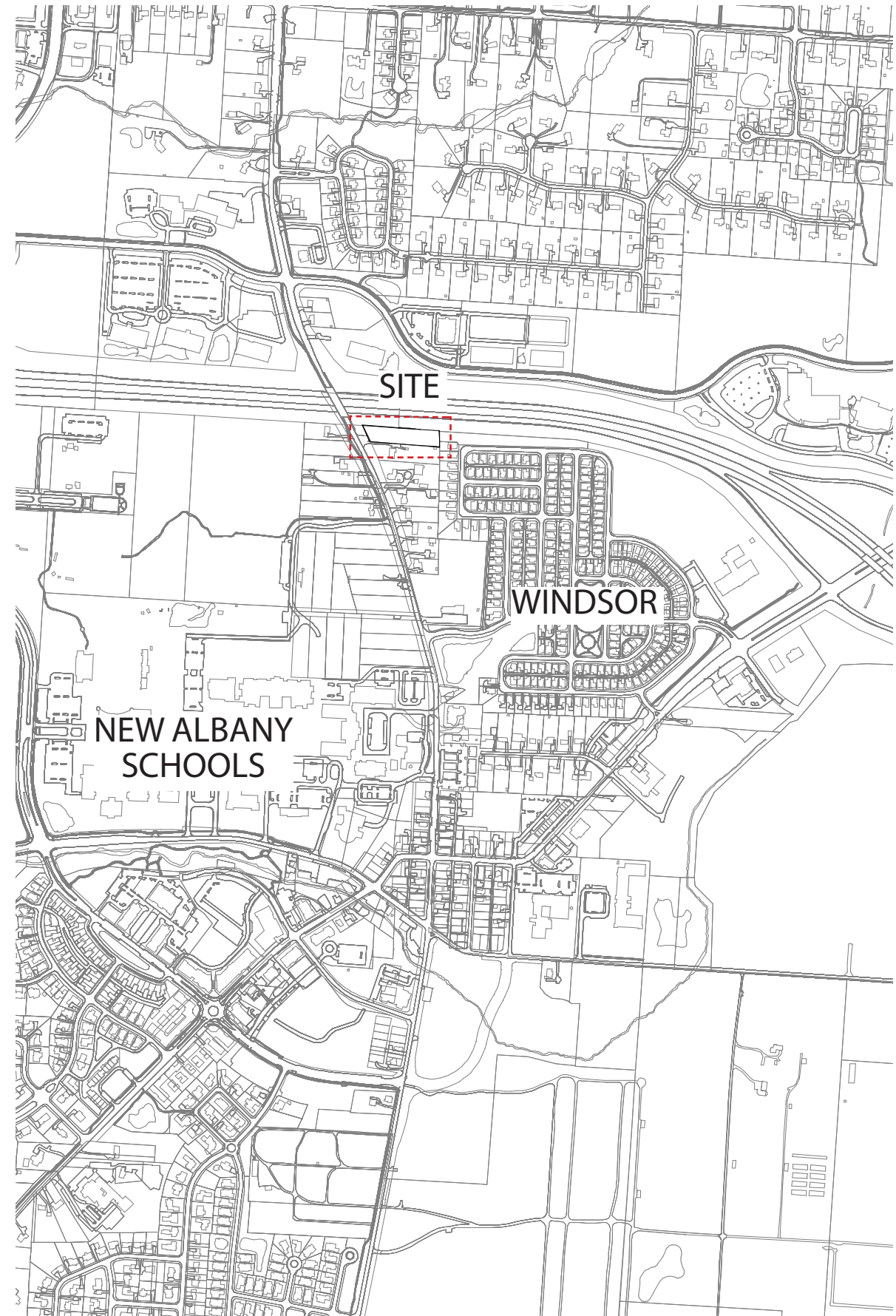
6600 NEW ALBANY CONDIT RD, NEW ALBANY OH 43054



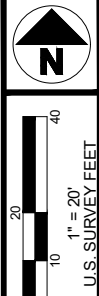
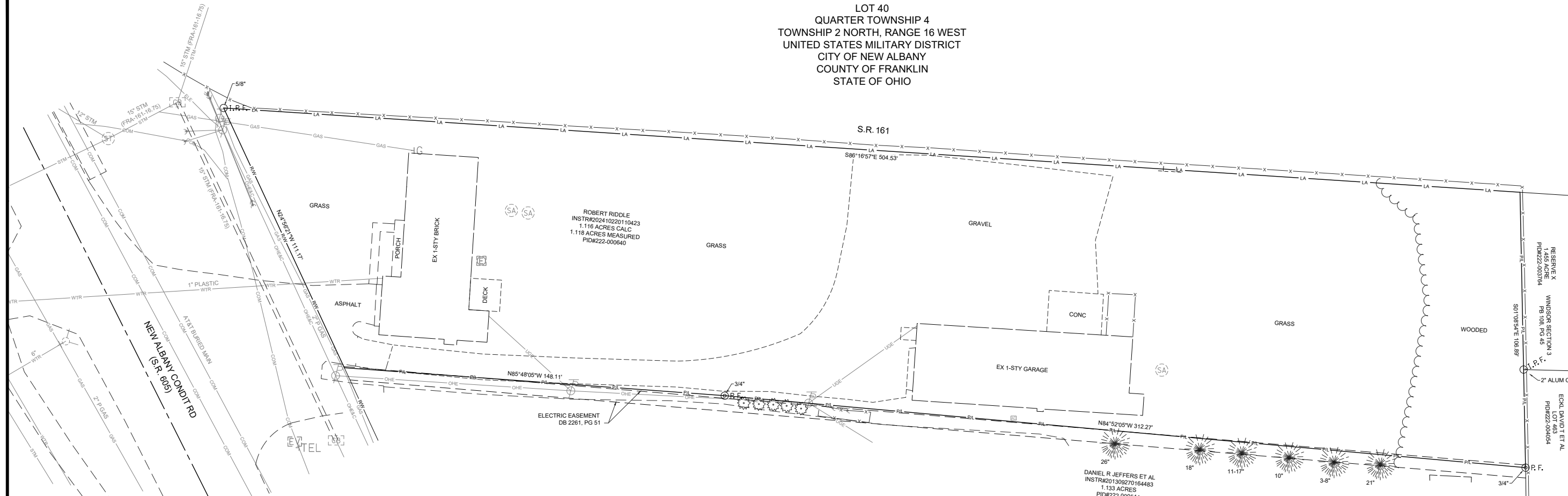
EXISTING



# LOCATION MAP



LOT 40  
 QUARTER TOWNSHIP 4  
 TOWNSHIP 2 NORTH, RANGE 16 WEST  
 UNITED STATES MILITARY DISTRICT  
 CITY OF NEW ALBANY  
 COUNTY OF FRANKLIN  
 STATE OF OHIO



EXISTING CONDITIONS

6600 NEW ALBANY CONDIT RD  
 NEW ALBANY, OH 43054

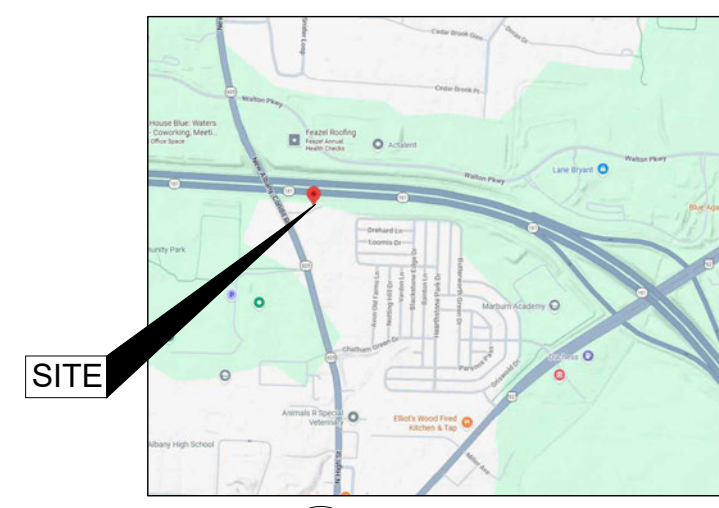
SYMBOLGY

	CABLE TV AMPLIFIER		POST
	D.H.F. DRILL HOLE FOUND		POWER/LIGHT POLE
	ELECTRIC BOX		POWER POLE
	ELECTRIC METER		PULL BOX
	ELECTRIC MANHOLE		LARGE ROCK
	FIRE HYDRANT		RAILROAD SPIKE FOUND
	FLAG POLE		SANITARY SEWER MANHOLE
	GENERIC CATCH BASIN		SPRINKLER HEAD
	GAS METER		SIGN 1-POST
	GAS MANHOLE		SIGN 2-POST
	GAS LINE MARKER		SIGNAL STRAIN/SUPPORT POLE
	GAS VALVE		STORM INLET ROUND
	GOVERNMENT DISK		STORM SEWER MANHOLE
	GUY WIRE ANCHOR		TELECOMMUNICATION POLE
	IRON PIPE FOUND		TELECOMMUNICATION/LIGHT POLE
	IRON PIN FOUND		ELECTRIC/COMMUNICATION, OVERHEAD
	IRON PIN SET		TELECOMMUNICATION MANHOLE
	INSPECTION WELL		TELECOMMUNICATION LINE MARKER
	LIGHT POLE		TELEPHONE PEDESTAL
	MAIL BOX		TELECOMMUNICATION/POWER POLE
	MONUMENT BOX		WATER GATE VALVE
	OWNERSHIP HOOK		WATER MANHOLE
	PAPER BOX		WATER METER
	PK NAIL FOUND		YARD LIGHT
	PK NAIL SET		

LINEWORK

	100-YEAR FLOOD LIMITS
	CENTERLINE
	CONTOUR, INDEX
	CONTOUR, INTERMEDIATE
	COMBINATION SEWER
	COMMUNICATION, UNDERGROUND
	COMMUNICATION, OVERHEAD
	EASEMENT
	EDGE OF WATER
	ELECTRIC, UNDERGROUND
	ELECTRIC, OVERHEAD
	FENCE
	FORCE MAIN
	GAS
	GUARDRAIL
	LIMITED ACCESS RIGHT OF WAY
	PROPERTY LINE
	RIGHT OF WAY LINE
	SANITARY SEWER
	SETBACK
	STORM SEWER
	WATER LINE

NOTE: STANDARD LEGEND BLOCK, NOT ALL SYMBOLS OR LINEWORK APPLY



SITE



BASIS OF BEARINGS:

THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE OHIO COUNTY COORDINATE SYSTEM, FRANKLIN COUNTY, NAD83 (2011) EPOCH 2010. SAID BEARINGS ORIGINATED FROM A FIELD TRAVERSE WHICH WAS REFERENCED TO SAID COORDINATE SYSTEM BY GNSS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE OHIO DEPARTMENT OF TRANSPORTATION REAL-TIME-NETWORK.

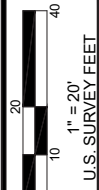
SOURCE DOCUMENTS AND THE AUDITOR'S PARCEL NUMBERS ARE SHOWN ON THE PLAT.

THIS PLAT WAS BASED ON A FIELD SURVEY CONDUCTED BY CW DESIGN GROUP, LLC UNDER MY GUIDANCE IN MARCH 2026.

CW Design Group  
 CIVIL ENGINEERING & LAND SURVEYING  
 PHONE: 614-846-9279  
 972 Linkfield Drive  
 Worthington, Ohio 43085

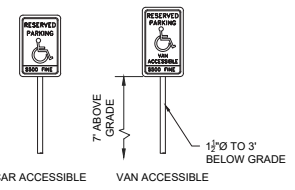
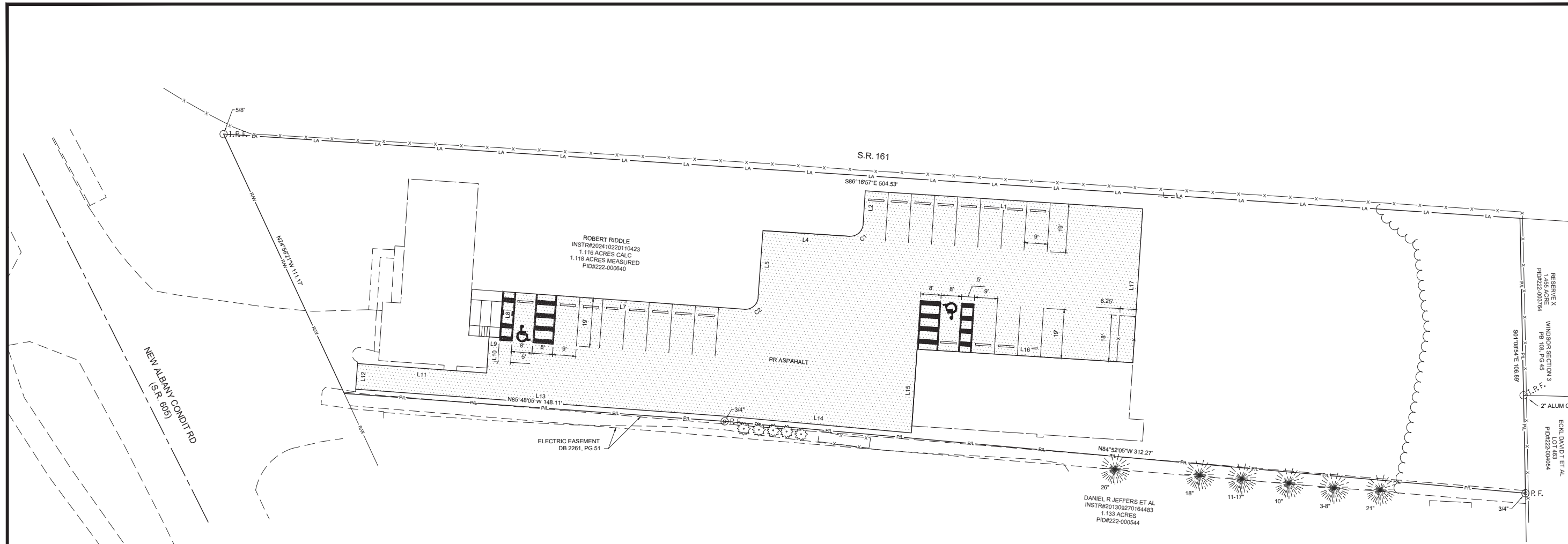
CHARLES A. WAGNER, S-8091  
 DATE 04/10/2026  
 CW DESIGN GROUP, LLC





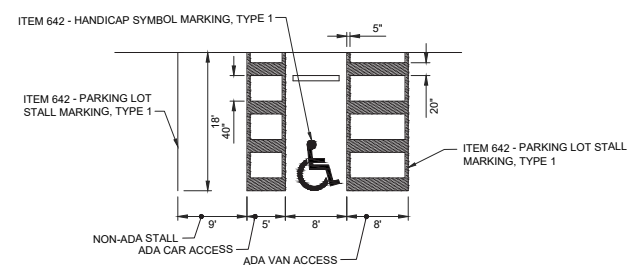
**SITE PLAN**

**6600 NEW ALBANY CONDIT RD  
NEW ALBANY, OH 43054**

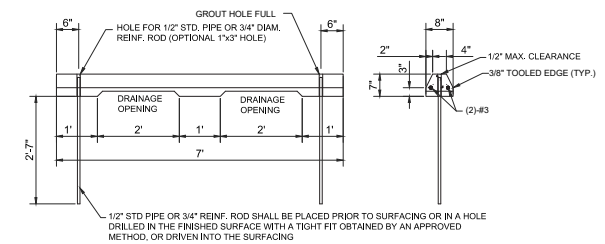


PROVIDE A 12"x16" SIGN, POLE MOUNTED IN FRONT OF EACH HANDICAP PARKING SPACE & DESIGN STANDARDS OF FEDERAL HIGHWAY ADMINISTRATION; PROVIDE VAN ACCESSIBLE TEXT AT VAN ACCESSIBLE SPACES ONLY.

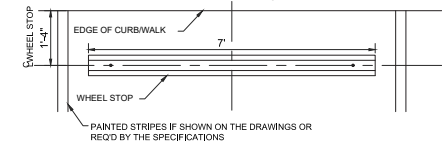
**RESERVED PARKING SIGNS**



**PARKING STALL MARKING TYPICAL**



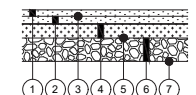
**ELEVATION & SECTION**



**PLAN  
WHEEL STOP DETAIL**

**LEGEND**

PROPOSED ASPHALT PAVEMENT. SEE PAVEMENT SECTION DETAIL THIS SHEET



**ASPHALT PAVEMENT SECTION  
-NOT TO SCALE-**

**PAVEMENT SECTION CODED NOTES:**

- 1 ITEM 404-1.50" ASPHALT CONCRETE
- 2 ITEM 402-1.50" ASPHALT CONCRETE
- 3 ITEM 407-TACK COAT (0.10 GAL/SY)
- 4 ITEM 301-3" ASPHALT CONCRETE BASE
- 5 ITEM 408-BITUMINOUS PRIME COAT
- 6 ITEM 304-6" AGGREGATE BASE
- 7 ITEM 204-SUBGRADE COMPACTION AND PROOF ROLLING

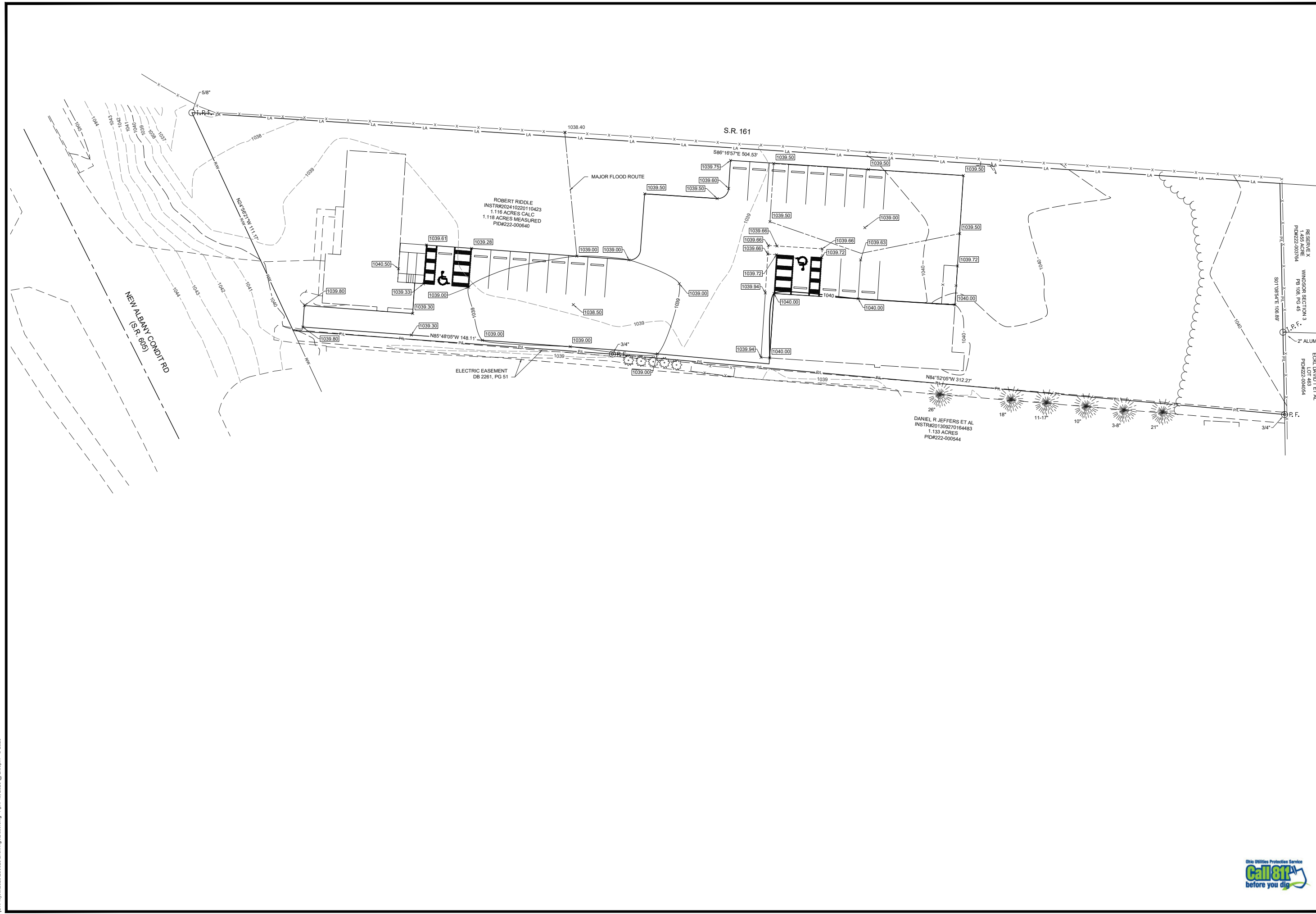
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L2	S03°43'03"W	13.00
L4	N86°16'57"W	33.63
L5	S04°11'55"W	26.02
L7	N85°48'05"W	94.00
L8	S04°11'55"W	17.90
L9	N86°13'21"W	4.08
L10	S03°46'39"W	14.11
L11	N85°48'05"W	50.26
L12	S04°11'55"W	9.96
L13	S85°48'05"E	143.82
L14	S84°52'05"E	72.64
L15	N03°57'12"E	32.61
L16	S86°25'22"E	83.92
L17	N03°43'03"E	59.92

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH	DELTA
C1	7.85'	5.00'	S48°43'03"W	7.07'	090°00'00"
C2	7.85'	5.00'	S49°11'55"W	7.07'	090°00'00"

SITE COVERAGE			
Pre-Site Statistics		Acres	
Impervious Area	0.14	Pavement/Building	
Impervious Area	0.21	Gravel Parking Lot	
Pervious Area	0.77	Grass - Good condition, D	
Total Area	1.12		
Post-Site Statistics		Acres	
Impervious Area	0.47	Pavement/Building	
Pervious Area	0.65	Grass - Good condition, D	
Total Area	1.12		

D:\Project\2025\00029\Drawing\base.dwg - May 20, 2026 @ 8:43pm - © 2026





**GRADING PLAN**

**6600 NEW ALBANY CONDIT RD  
NEW ALBANY, OH 43054**

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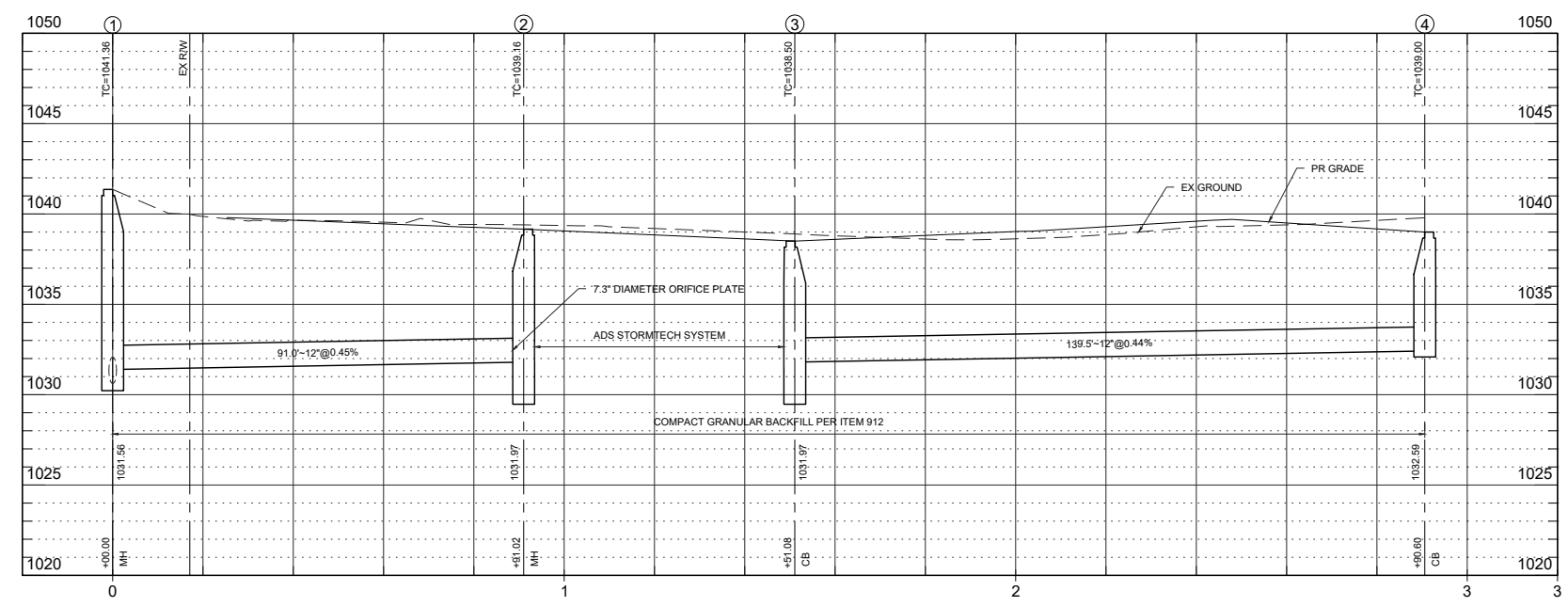
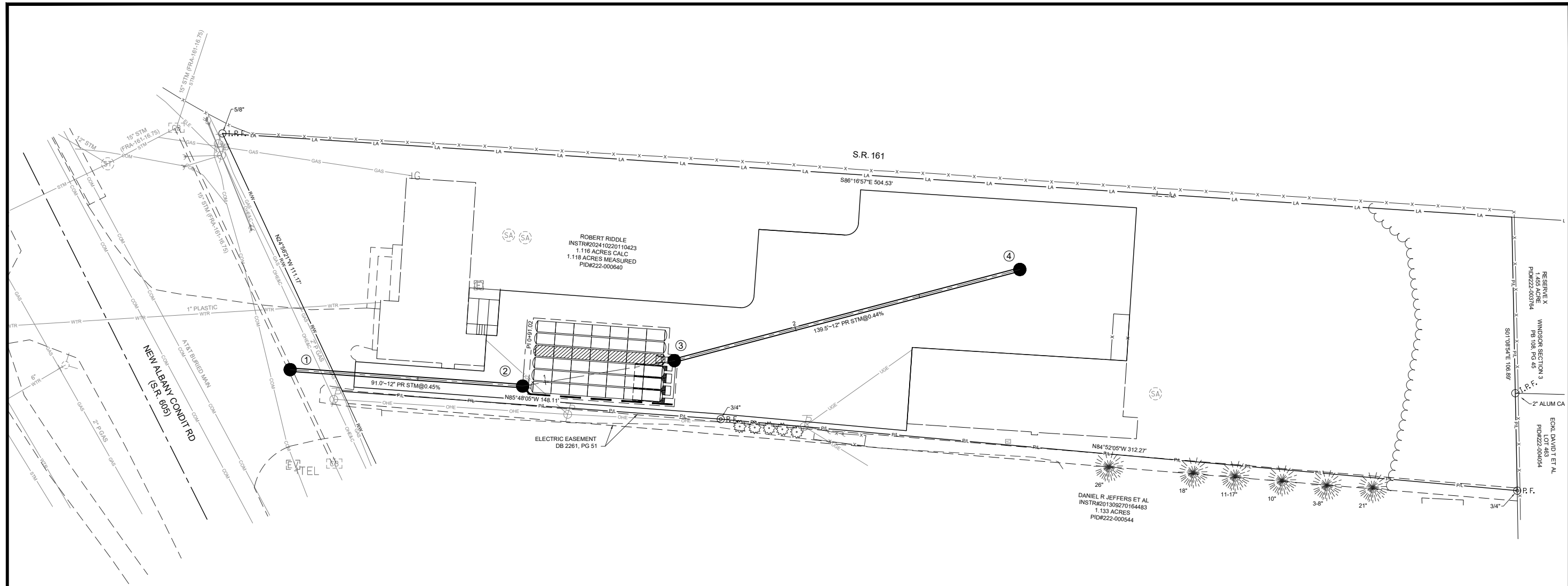




# DRAINAGE PLAN

6600 NEW ALBANY CONDIT RD  
NEW ALBANY, OH 43054

4  
4



STORM SEWER STRUCTURE DATA						
STR#	DESCRIPTION	STATION	NORTHING	EASTING	PIPE DATA	GRATE
1	MH	0+00.00	761452.80	1881673.36	12" INV E=1031.56	1041.36
2	MH	0+91.02	761446.39	1881764.15	12" INV W=1031.97	1039.16
3	CB	1+51.08	761456.33	1881823.38	12" INV E=1031.97	1038.50
4	CB	2+90.60	761491.93	1881958.29	12" INV W=1032.59	1039.00

STORM SEWER PIPE DATA				
PIPE NAME	SIZE	SLOPE	BEARING	LENGTH
1	12"	0.45%	N85°57'27"W	91.02'
2	12"	0.44%	S75°12'54"W	139.52'

D:\Project\2025\00029\Drawing\base.dwg - April 10, 2026 @ 2:07pm - © 2026







EXISTING



012

NEW OFFICE BLDG  
6600 NEW ALBANY CONDIT RD, NEW ALBANY OH 43054



EXISTING



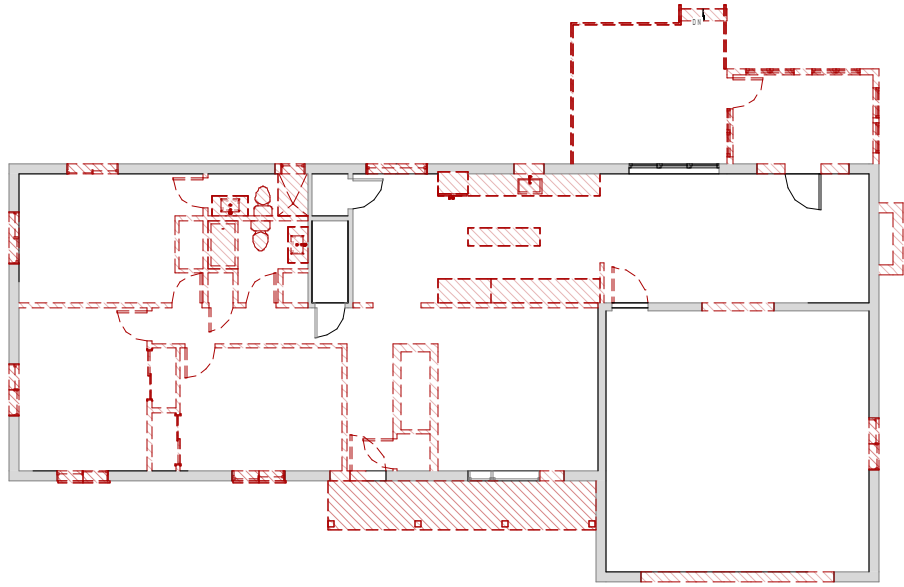
013

NEW OFFICE BLDG

6600 NEW ALBANY CONDIT RD, NEW ALBANY OH 43054

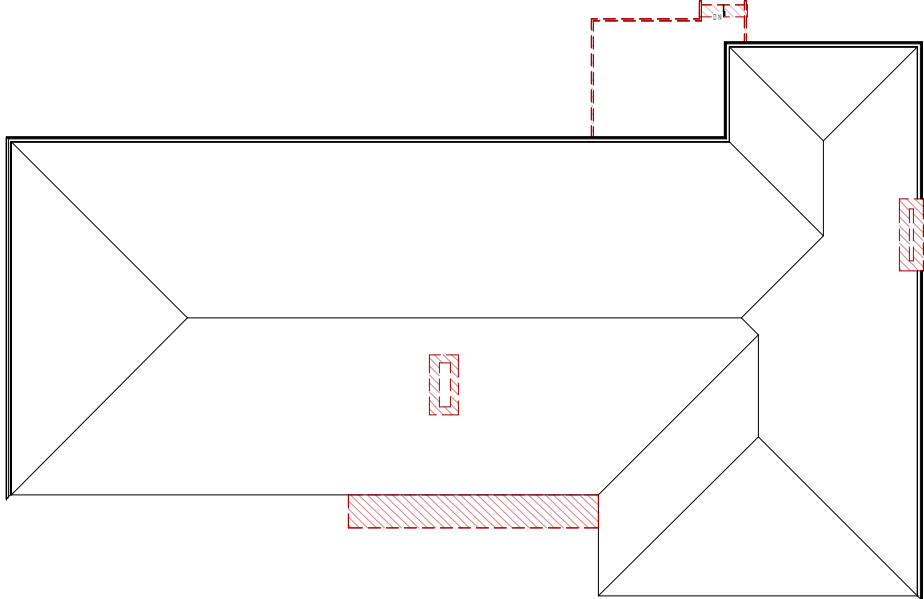


# EXISTING



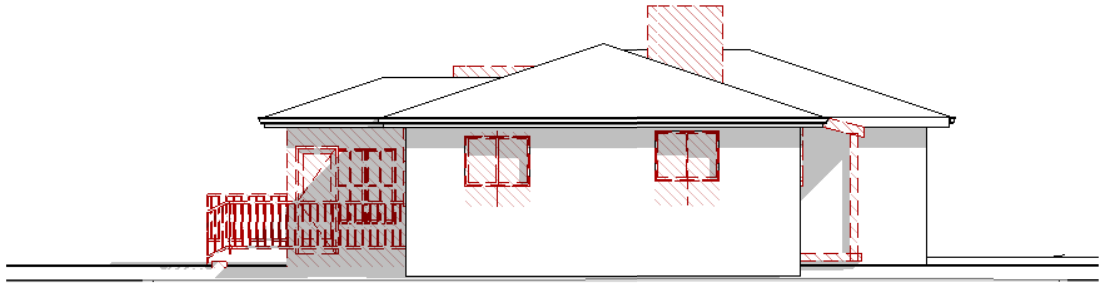
1 FIRST FLOOR EXISTING

1/8" = 1'-0"



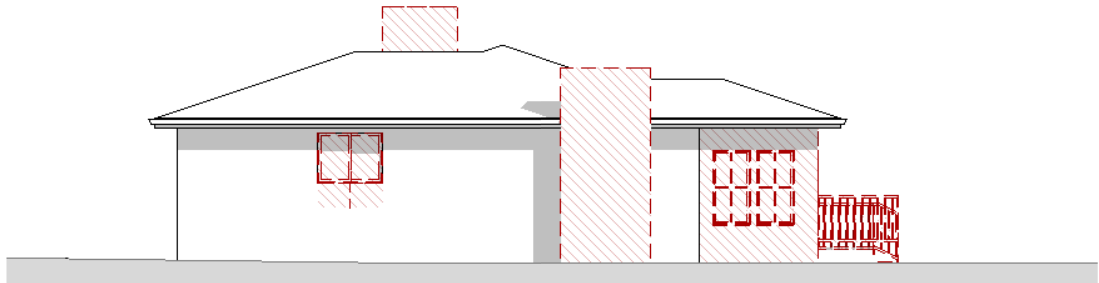
2 ROOF PLAN EXISTING

1/8" = 1'-0"



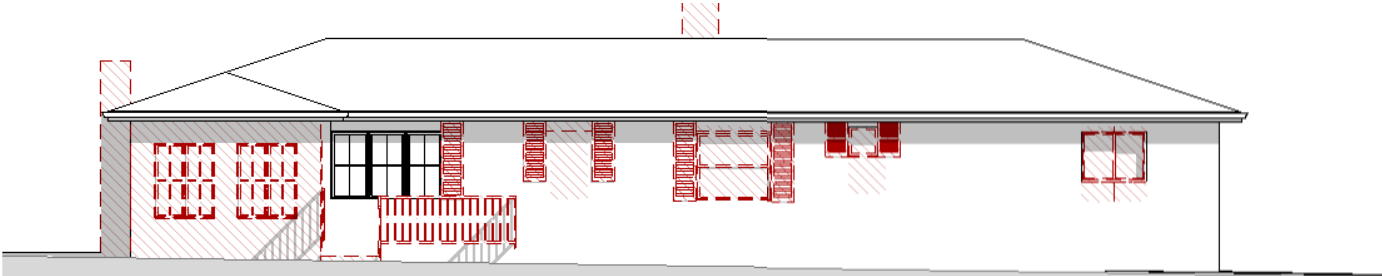
EX (LEFT) SIDE ELEVATION

1/8" = 1'-0"



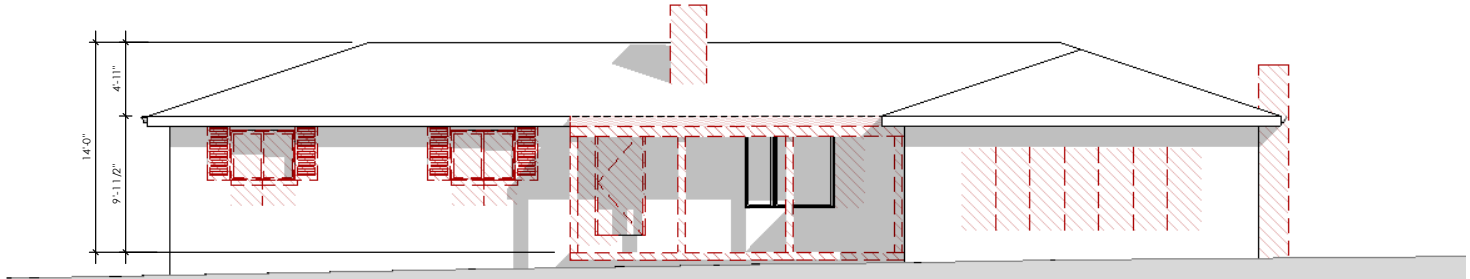
EX (RIGHT) SIDE ELEVATION

1/8" = 1'-0"



EX REAR ELEVATION

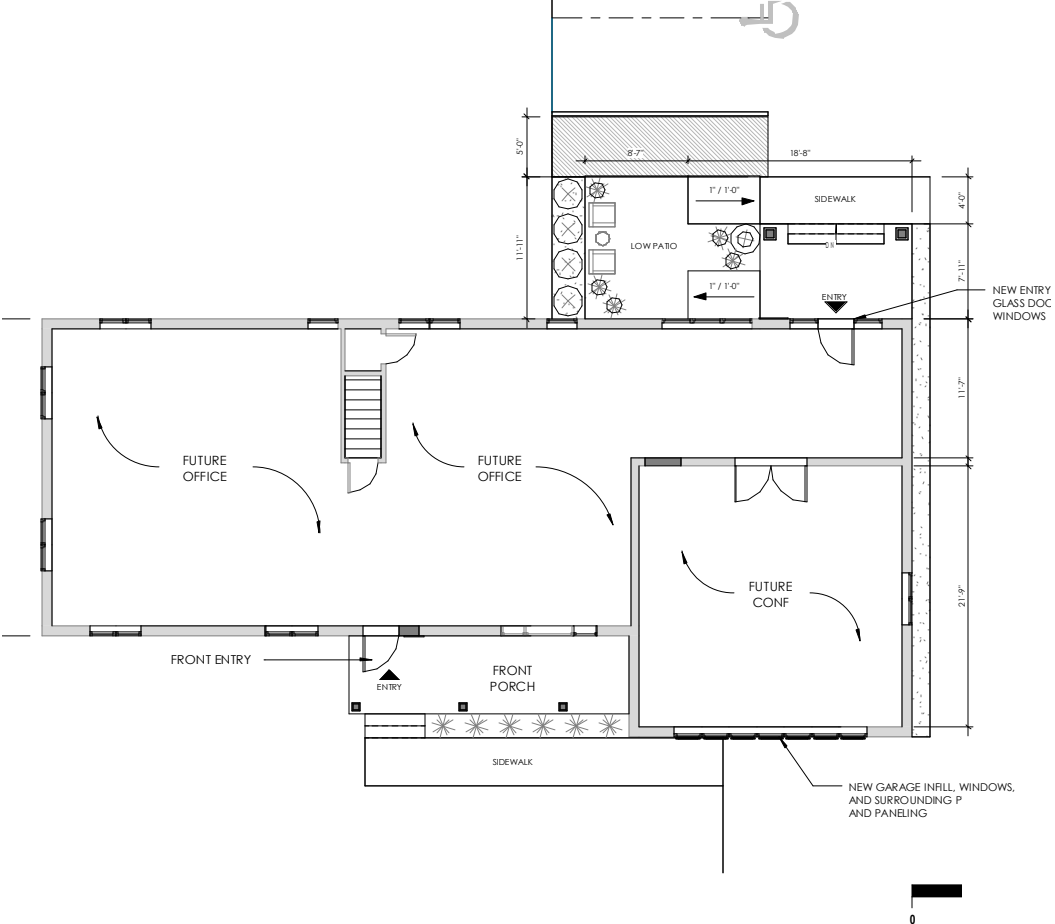
1/8" = 1'-0"



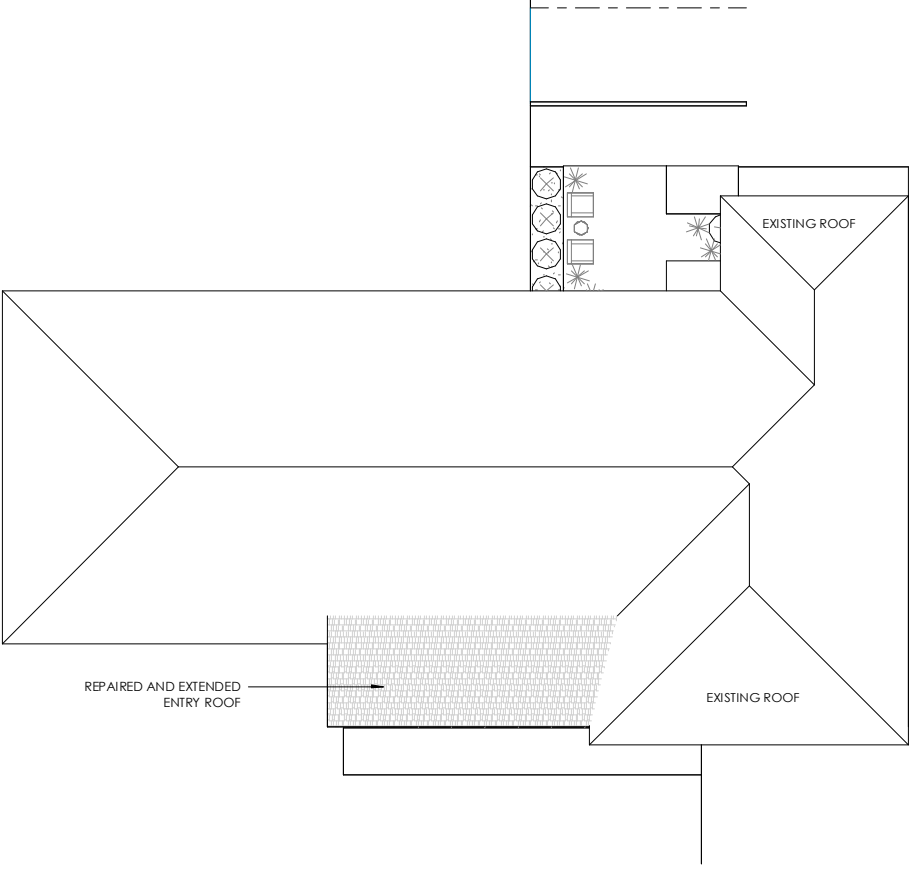
EX FRONT ELEVATION

1/8" = 1'-0"

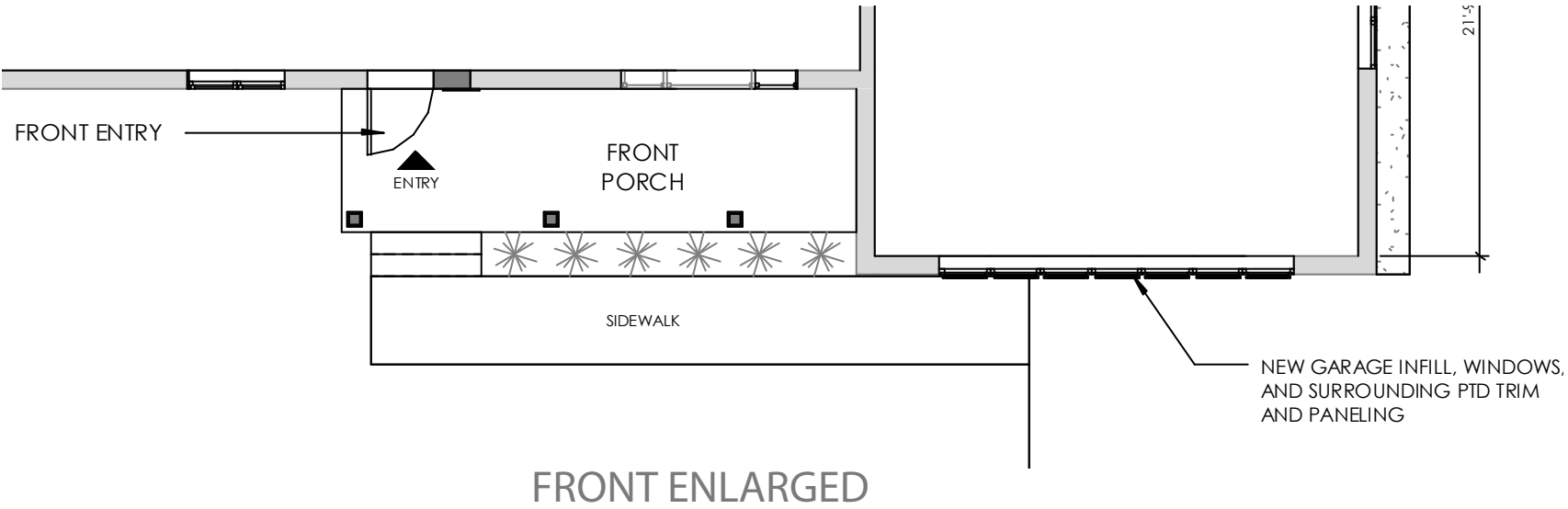
# PROPOSED



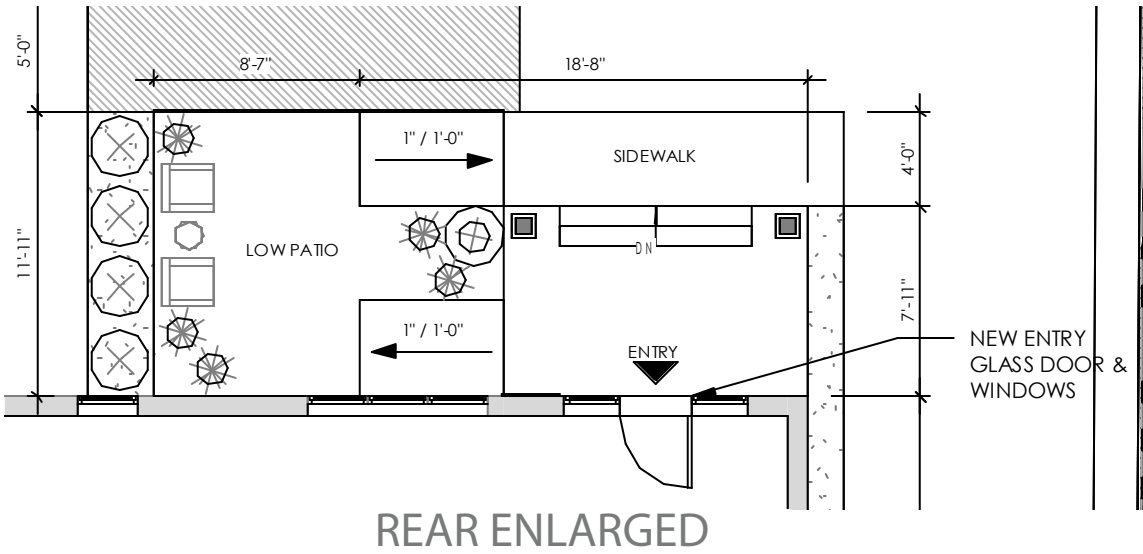
1 FIRST FLOOR PROPOSED  
1/8" = 1'-0"



2 ROOF PLAN PROPOSED  
1/8" = 1'-0"



FRONT ENLARGED



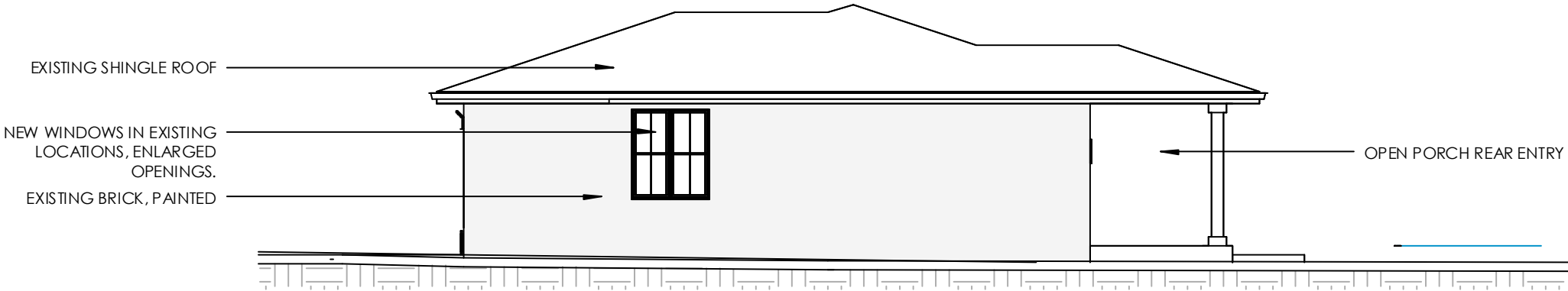
REAR ENLARGED

# PROPOSED



FRONT ELEVATION

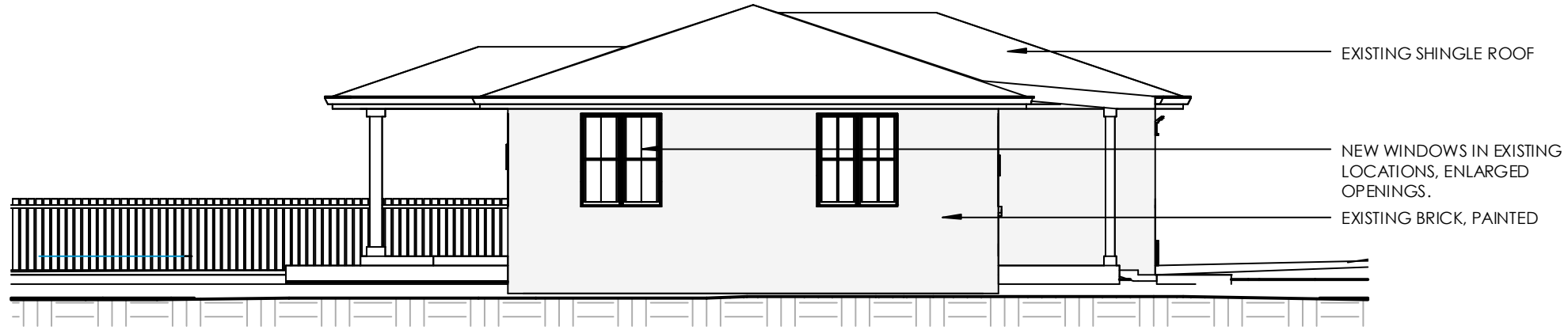
1/8" = 1'-0"



SIDE (RIGHT) ELEVATION

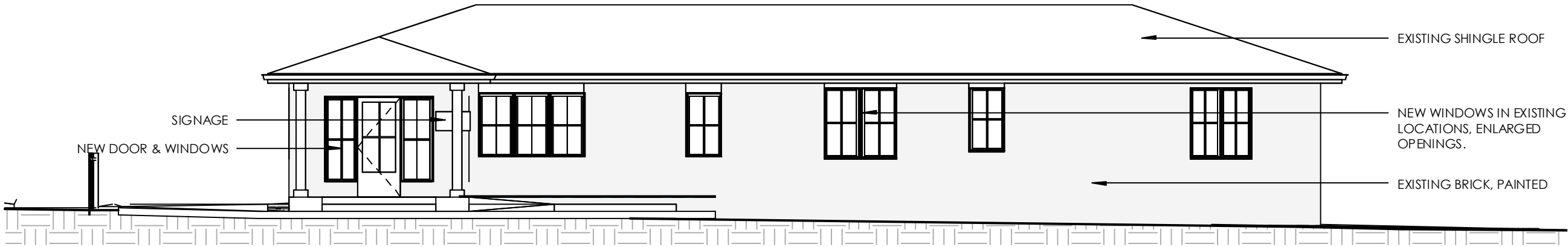
1/8" = 1'-0"

# PROPOSED



SIDE (LEFT) ELEVATION

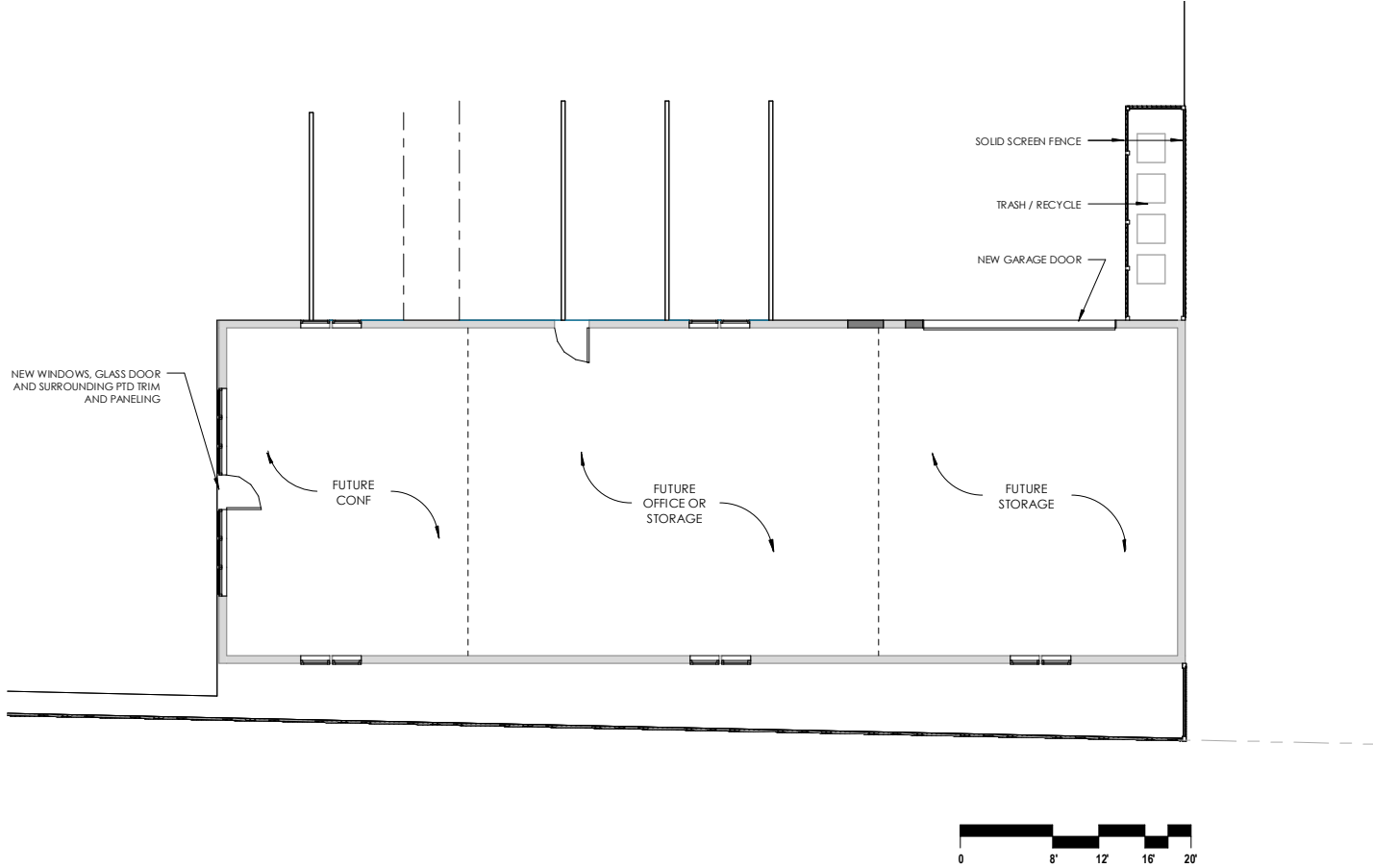
1/8" = 1'-0"



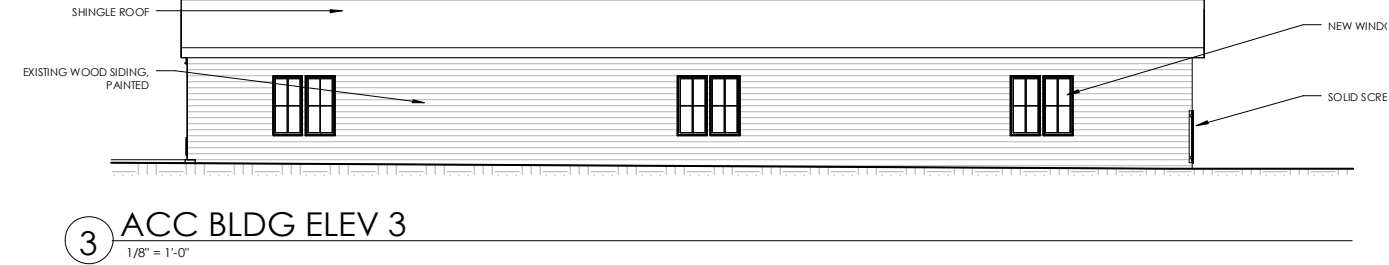
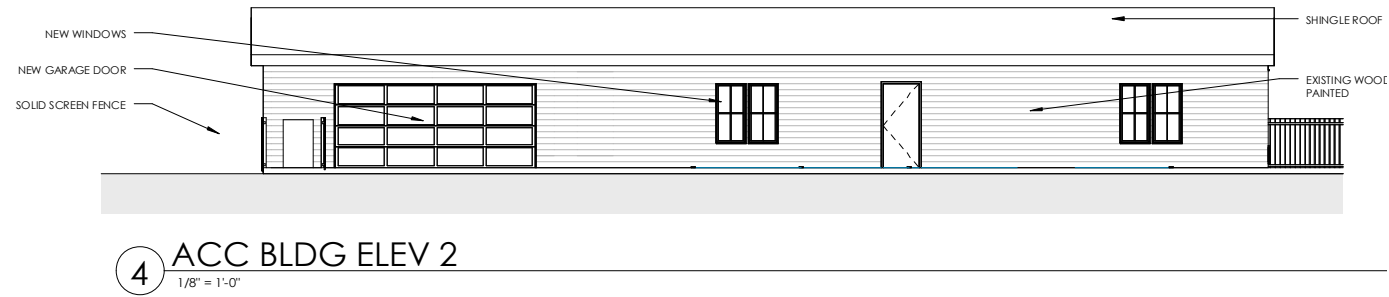
REAR ELEVATION

1/8" = 1'-0"

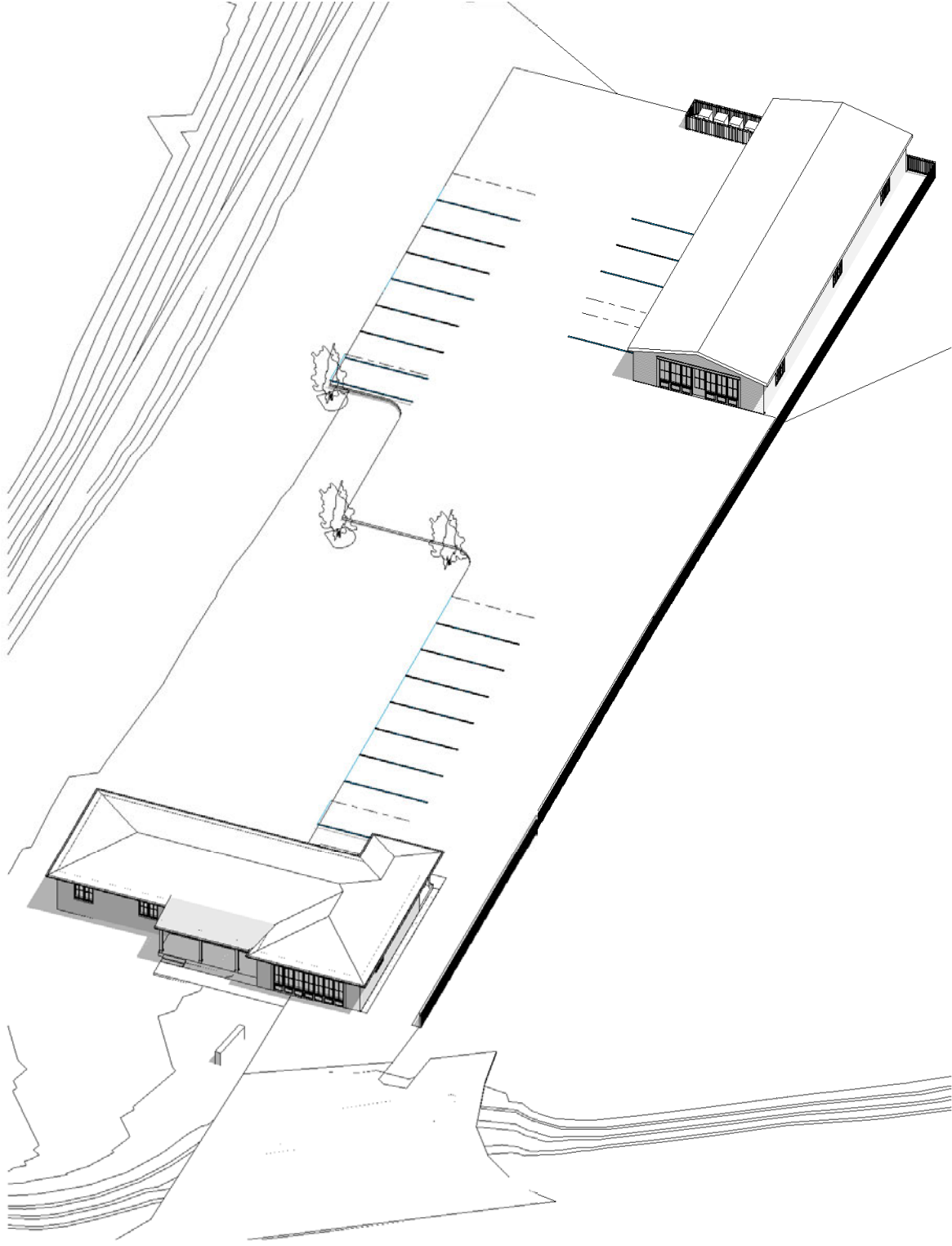
# PROPOSED ACCESSORY BLDG



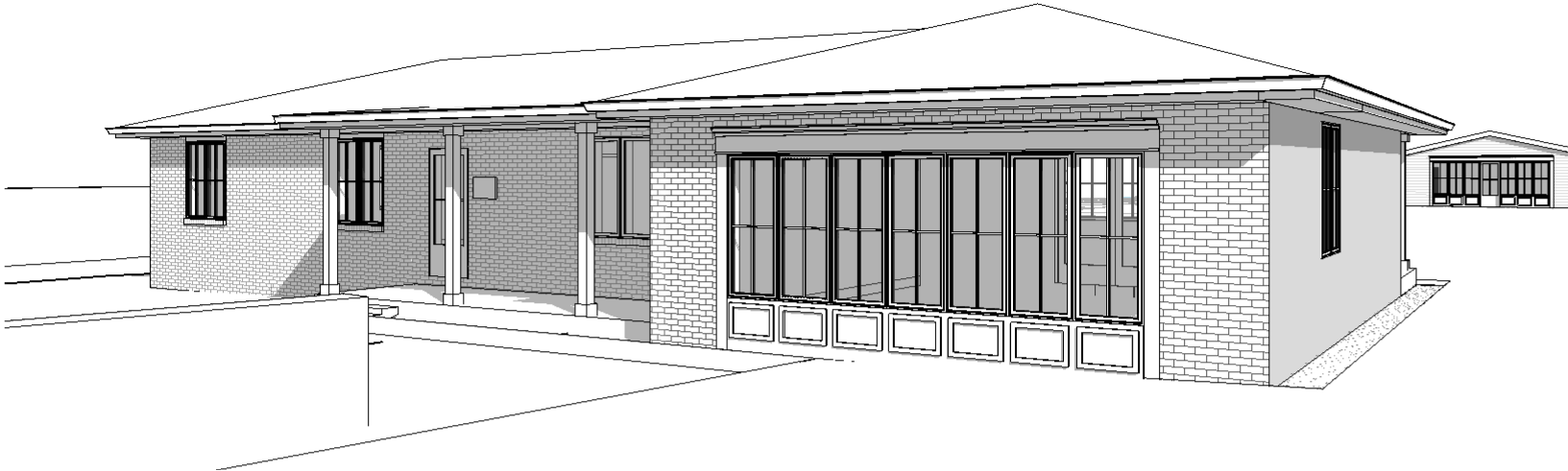
1 ACCESSORY BLDG PLAN  
1/8" = 1'-0"



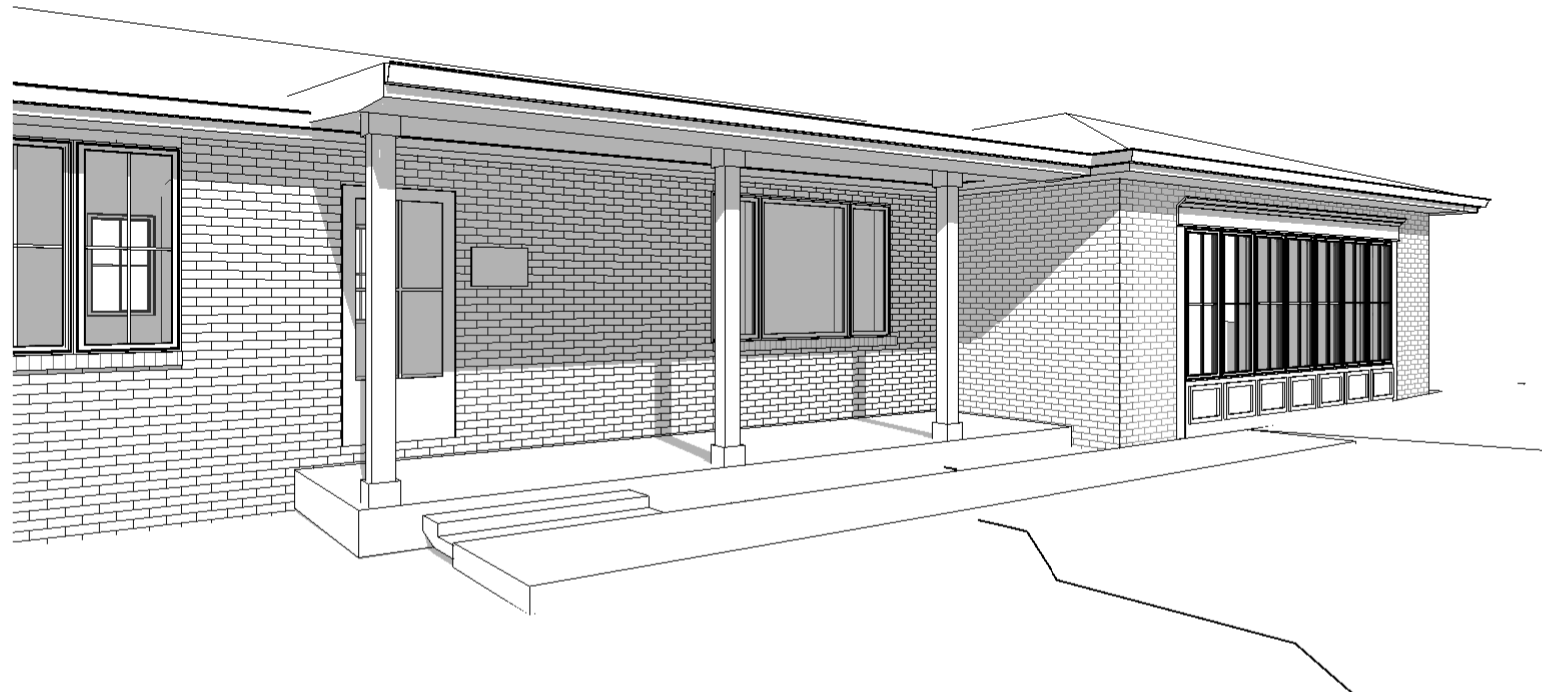
# PROPOSED ACCESSORY BLDG



② ROOF AXON




① PERSPECTIVE 1




④ PERSPECTIVE 2

# SITE ILLUMINATION

**In-grade luminaire**  
Ground surface illuminator




A series of LED in-grade luminaires to illuminate ground surfaces. Equipped with one, two or four light apertures to meet different lighting requirements. These luminaires are designed to bear pressure loads up to 8800 lbs. from vehicles with pneumatic tires. The luminaires must not be used for traffic lanes where they are subject to horizontal pressure from vehicles braking, accelerating and changing direction.  
Die-cast aluminum - Clear safety glass - Reflector made of pure anodized aluminum  
LED color temperatures: 2700K, 3000K, 3500K, 4000K  
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.  
NRTL listed to North American standards - Suitable for wet locations - Protection class IP 67



IN-GROUND SURFACE ILLUMINATOR  
2" ABOVE GROUND / 3000K TEMP

**Bollard**  
Directed light




A series of bollard luminaires with shielded light distribution that are ideal for providing a high level of illuminance directly in front of the luminaires while providing exceptional glare control. Provided with mounting system that allows the luminaire to be adjusted independent of anchor bolt or

2700K (K27), 3000K (K3), 3500K (K35), 4000K (K4)

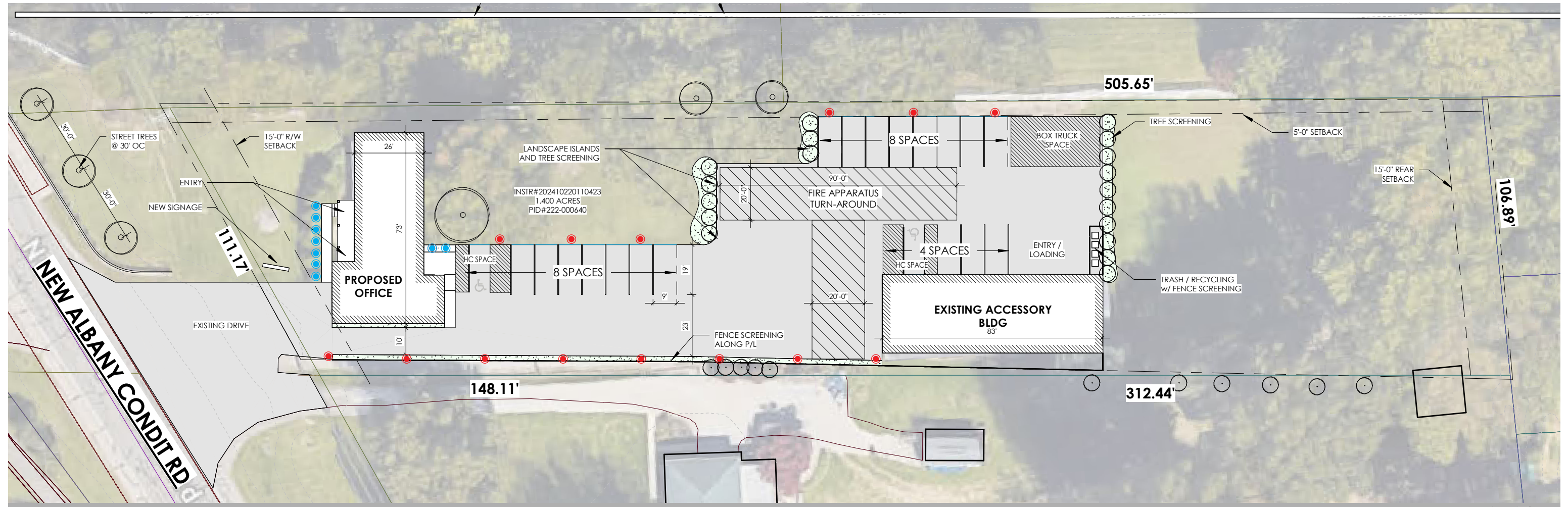
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

NRTL listed to North American Standards, suitable for wet locations

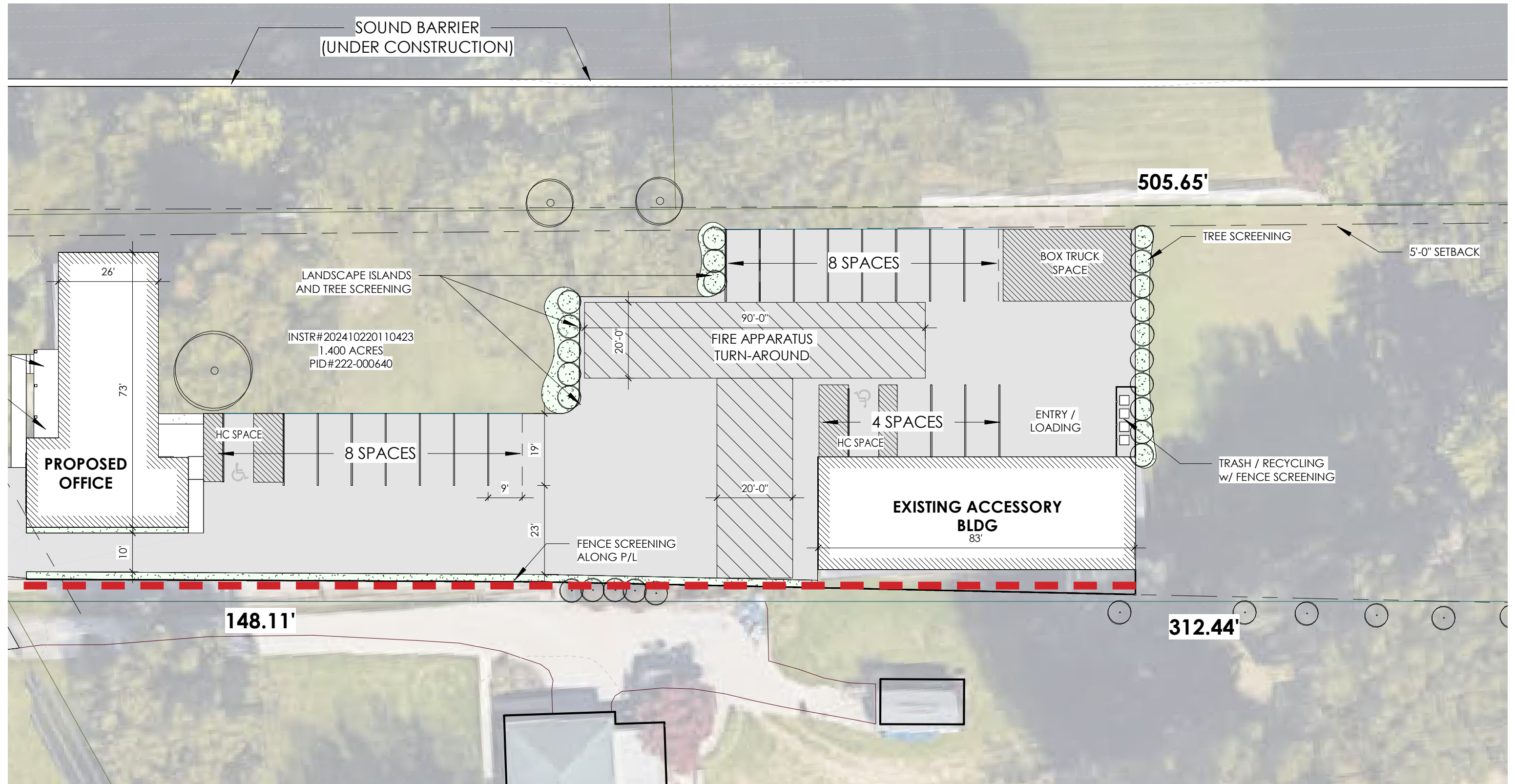
IP 65



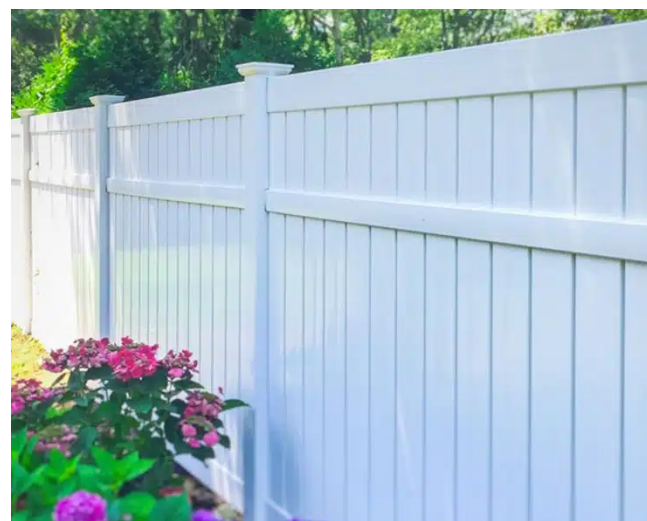
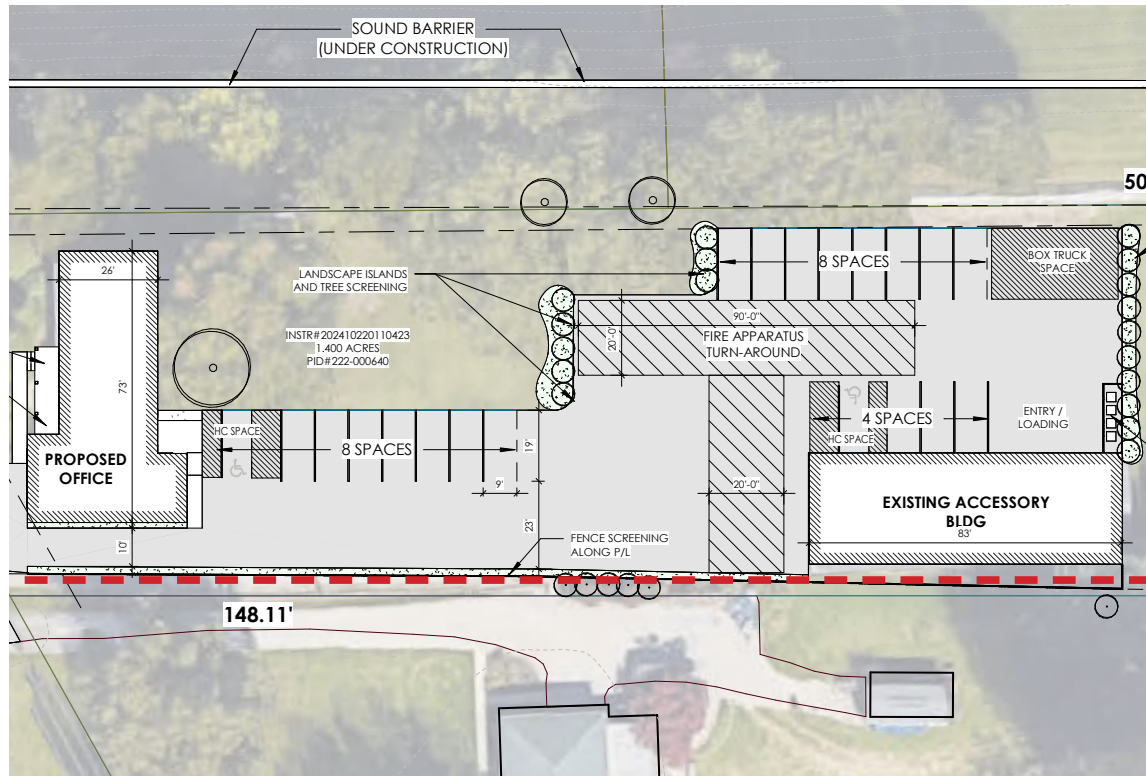
IN-GROUND BOLLARD  
AVAILABLE IN 28" & 36" HEIGHT - 3000K TEMP



# SOLID SCREEN FENCING



# SOLID SCREEN FENCING



WOOD SCREENING  
(IMAGES ARE REPRESENTATIVE)

