

City of New Albany and Unincorporated Two Mile Fringe Area Comprehensive Plan, Year 2036

November 21, 2016

Draft

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**City of New Albany and
Unincorporated Two Mile Fringe Area
Comprehensive Plan, Year 2036**

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Table of Contents

Section 1: Vision and Executive Summary	1
Section 2: Introduction	5
Section 3: Implementation Plan	11
Section 4: Community Character	31
Section 5: Economic Development and Quality of Place	41
Section 6: Land Use	57
Section 7: Housing and Neighborhoods.....	77
Section 8: Natural Resources	91
Section 9: Transportation	101
Section 10: Utilities.....	113
Appendix	A.1

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1

Vision and Executive Summary

COMMUNITY VISION

New Albany is a city energized and in the midst of a transformation. The city finds itself at a unique time in the evolution of the Louisville Metro area and has the opportunity to build on the momentum formed over the last several years with the resurgence of its downtown. The city is also in a great position to benefit from its unique location in southern Indiana, its proximity to downtown Louisville and its growing population base of baby boomers and millennials.

With all of these factors aligned, now is the time for New Albany to affect change and act to continue to make New Albany the dynamic, secure, and sustainable community that the citizens have expressed a desire to be. This vision is supported through by the input and data collected through steering committee meetings, stakeholder meetings, a public meeting, staff meetings, and public survey responses. If New Albany does not act now, the community risks losing the momentum it has gained and the opportunity to become the community it wants, and needs, to be.

New Albany will be a ***vibrant, welcoming, inclusive community, where progress will be for the betterment of all***. New Albany will build upon its natural assets and proximity to Louisville and become a ***truly connected, walkable, and bikeable community***, helping to further strengthen the sense of community and small town feel so many treasure in New Albany. Lastly, New Albany will be ***adaptive, embrace change***, and continue to build upon the success of its funky and unique downtown revitalization, while not forgetting its heritage and history.

KEY THEMES

Following is an overview of the key themes that have been identified for this plan. The goals and objectives presented in the implementation section and throughout this plan are ultimately based around these priorities.

Invest in quality of life to make New Albany the premier place to live in the greater Louisville market

In today's competitive economic development environment, attracting and retaining a quality workforce is a priority. To continue to attract residents and new employers, the city will invest in the downtown, parks, greenways, programming, events, and public spaces.

Increase investment in New Albany's traditional neighborhoods

Additional investment will be directed toward New Albany's traditional neighborhoods in order to help them be more attractive, diverse, and stable and to raise the quality of life for all New Albany residents.

Continue making New Albany a more walkable city

The next steps are to focus on creating walkable connections between neighborhoods and destinations within the city, thus increasing equitable access to resources in the city and the overall health of the community.

Improve connectivity within New Albany

The city's priority is to enhance multi-modal connectivity throughout the city. Continued investment in north-south corridors is needed to relieve congestion and improve walkability and safety. Opportunities to improve east-west travel and connectivity to surrounding communities should be explored when they become available.

Update development policies to shift from suburban standards to more urban standards

Since there are limited places to grow outwardly in the city, moving towards more urban standards and growth policies will help encourage compatible redevelopment within current boundaries. It is also important to focus on ensuring quality future development/redevelopment through the appropriate land use policies and zoning ordinances.

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2

Introduction

INTRODUCTION

The New Albany Comprehensive Plan is an advisory guide for anyone involved in making decisions and policies for the community, such as the Mayor, City Council, Planning Commission, Board of Public Works and Safety, Board of Zoning Appeals, city staff and engaged citizens.

The comprehensive plan is not the same as zoning and is not intended to provide detailed guidance on specific development standards or the design of a certain amenity. That level of detail is best left to individual regulatory efforts and ordinances adopted during the zoning and subdivision control process. The comprehensive plan serves as a general guide for a larger community vision and should help to inform those planning efforts and ordinances.

In Indiana, comprehensive planning is permitted by the 500 series of Title 36-7-4 of the Indiana Code. This law allows and authorizes towns, cities and counties in Indiana to adopt plans. Any plan that is adopted in Indiana must contain at a minimum the following:

- A statement of objectives for the future development of the jurisdiction
- A statement of policy for the land use development of the jurisdiction
- A statement of policy for the development of public ways, public places, public land, public structures and public utilities.

While these represent the minimum components of a comprehensive plan, they may also include additional elements, such as economic development, quality of life, parks and recreation, natural resource protection, transportation and utilities and infrastructure.

The time frame of the comprehensive plan is intentionally long-term (up to 20 years). However, the plan is not static. New Albany has changed significantly over the last twenty years and can be expected to change over the next twenty years as well. Technology is likely to advance in ways not yet understood and this plan is intended to allow flexibility in dealing with the future realities of unknown circumstances.

Preparation for this plan began with a review of the 1999 comprehensive plan. Formation of the current plan was developed during a six-month timespan and was overseen by a 14-person steering committee comprised of local officials, residents, and not-for-profit representatives.

Additional community outreach efforts included:

Key Stakeholder Interviews

Key stakeholders were interviewed and provided valuable input on issues such as economic development, downtown, housing, recreation, and utilities, which are reflected in the plan. Following is a partial list of the many organizations that contributed ideas and input throughout the stakeholder input process.

- Indiana University Southeast
- New Albany Floyd County Consolidated School Corporation
- Indiana Landmarks
- Clark-Floyd Counties Convention-Tourism Bureau
- New Albany Housing Authority
- Local Realtors
- Local Developers

Public Meetings

A public workshop was held on September 28, 2016, to gather additional ideas and input for the issues facing New Albany. An additional public presentation of the plan was held during the adoption process to present plan goals and objectives.

Public Survey

A public survey dedicated to the comprehensive plan was created and made available through hard copies and an online link. The survey was shared with organizations during the stakeholder interviews, the city's website and Facebook pages, and attendees at the Harvest Homecoming Festival in New Albany. A link to the survey was also made available at computer stations at the New Albany Floyd County Public Library. Nearly 700 responses were received from this effort.

Steering Committee Meetings

As mentioned previously, the steering committee consisted of 14 individuals who volunteered their time to set priorities and outline the goals and objectives presented in this plan. The steering committee met five times and served as the sounding board for the ideas received through public input and presented in the comprehensive plan.



City-County Building downtown New Albany

PLAN OUTLINE

Following is a brief summary of the sections in the plan which lay out a guide to transform the community's vision into a tangible process. Several of the sections in this comprehensive identify a series of goals. The implementation section following this introduction provides a summary table of the goals, along with concrete steps that can be taken to meet those goals and parties responsible for taking those steps.

Community Character

The Community Character section highlights the unique qualities of New Albany. Community resources, cultural resources, and a demographic snapshot of the community are discussed.

Economic Development and Quality of Place

The Economic Development and Quality of Place section discusses economic development opportunities within New Albany and identifies realistic actions that can be taken to create an improved economic climate. Additionally, these section reviews quality of life indicators in New Albany including educational systems and pedestrian connectivity.

Land Use

The Land Use section discusses current land use patterns for the city and addresses how future land use decisions can assist in shaping the fabric and look of the community.

Housing and Neighborhoods

The Housing and Neighborhoods section discusses the current housing picture in New Albany, including the type of homes available, new building permits, foreclosures, number of renters, and demographics. The section also highlights the current market overview in Floyd County and future community opportunities.

Natural Resources

This section features a discussion of the available natural resources and assets in and around New Albany, including local ecology, water features, drainage/flooding, and nearby natural areas, preserves, and parks.

Transportation

The Transportation section highlights the existing transportation resources in and around New Albany. Future transportation development and key opportunities, such as pedestrian and cyclist opportunities and gateways are also discussed.

Infrastructure and Utilities

The Infrastructure and Utilities section focuses on the existing conditions of New Albany's infrastructure and utilities and the need to continually plan for upgrades and maintenance of the networks in place. Infrastructure updates and utility growth will need to be evaluated as the community grows.

A FINAL NOTE

Residents and local leaders donated many hours crafting the vision goals of this plan. These goals represent the best ideas to help realize a common vision for the future of the community. Community leaders must use this plan to form the basis for public discourse and to help guide the intended outcomes of their future decisions.

This plan should be used to benchmark progress toward a common vision for the future prosperity of New Albany. It should guide thoughts and actions and hold local leaders accountable to the desired outcomes that were contributed by so many thoughtful residents. Circumstances will change and New Albany will change. This plan should serve as the filter to assist decisions to be made in that changing environment and should be modified to reflect future changes and adjustments in the vision and direction desired by the community.



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3

Implementation Plan

IMPLEMENTING THE PLAN

Completing the planning process for the comprehensive plan is not the end of this effort for New Albany. While a comprehensive plan must first provide a vision and direction for the city, it must also provide clear steps on how to make the plan a reality. It can be overwhelming to think about addressing all of the recommendations and ideas that a plan such as this brings forth. This section serves to summarize the goals from each section and translate the discussion points from each of the sections into actionable steps.

Sub-Goals and Strategies

The following pages outline, goals, sub-goals, and action steps from each section in the plan. The goals and sub-goals can be found at the beginning of each section. The strategies are concrete steps that should be undertaken to achieve progress towards each sub-goal and are developed from the text of each section.

Partnerships

New Albany has done a good job of creating partnerships over the years with community organizations and leaders to advance and build up the city. Continuing those partnerships and building new ones will be critical to the success of the vision presented in this plan.

Document Review

While this plan is meant to be flexible and serve as a guide for decisions in the community, this plan and the action steps outlined in this section should be periodically reviewed. An annual review of this plan should be coordinated to identify any major community changes that could affect the plan.

Review Zoning Ordinance

The existing zoning ordinance should be reviewed and updated identified to reflect the policies and recommendations set forth in this plan. Land use policies should be introduced in conjunction with the modified zoning ordinance the desired types and quality of future development.

OVERARCHING SECTION GOALS

Economic Development and Quality of Place: Invest in infrastructure and amenities to make New Albany a premier location to live, learn, work, dine, and shop.

Land Use: Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

Housing and Neighborhoods: Encourage continued investment and programming to support a diverse housing mix and traditional neighborhoods in New Albany.

Natural Resources: Preserve and protect New Albany's unique and sensitive environmental areas, especially floodplains and steep slopes.

Transportation: Continue to improve local transportation networks, including vehicular, pedestrian, and transit to improve mobility and connectivity throughout the city.

Utilities and Infrastructure: Ensure that adequate infrastructure, facilities and amenities are provided to all portions of the planning area to support infill, redevelopment and quality of life investments.

Economic Development and Quality of Place: Invest in infrastructure and amenities to make New Albany a premier location to live, learn, work, dine, and shop.

Sub-Goal	Strategy	Responsible Party
A-1: Work to attract, retain and expand quality businesses in New Albany.		
	Partner with Purdue Polytechnic Institute to market their available sites and investigate the option of a certified technology park at this location.	
	Create inventory of available properties.	
	Establish outreach program to connect with major employers on an annual basis.	
	Implement business survey to assess business concerns and issues on an annual basis.	
	Hold annual business roundtables for key market sectors.	
	Create business toolkit that outlines local permit and business regulations and available resources.	
	Create coordinated multi-tiered marketing efforts to support business attraction.	
	Remain active in regional and state economic development organizations.	
	Target incentives based on understood criteria and expected return on investment.	
	Partner with Purdue Polytechnic Institute to market their available sites and investigate the option of a certified technology park at this location.	
A-2: Encourage a balance of uses in the downtown district to make downtown a regional destination with a healthy mix of activity during the day and evening.		
	Encourage downtown housing on upper floors.	
	Encourage higher education facilities to have a presence downtown.	
	Maintain the downtown the government and institutional center of the city and county.	
	Encourage investment and reinvestment in downtown office spaces to attract more downtown workers.	
	Encourage and promote local restaurants and retail in the downtown district.	
	Encourage the development of recreational and cultural attractions in the downtown district.	
	Encourage the development of downtown conference/events facilities.	
	Promote art in the public rights-of-way.	
	Explore the feasibility of a convention/expo facility and stadium/arena of 10,000 seats expandable to 20,000 seats.	

Economic Development and Quality of Place: Invest in infrastructure and amenities to make New Albany a premier location to live, learn, work, dine, and shop.

Sub-Goal	Strategy	Responsible Party
A-3: Redevelop older commercial/industrial developments within the I-265 loop to create attractive, walkable mixed used developments.		
	Establish redevelopment criteria that outlines the vision and key expectations for each area targeted for redevelopment.	
	Seek private sector partners and investors in redevelopment efforts.	
	Encourage flexibility in these areas to promote creativity and unique redevelopment opportunities.	
	Develop marketing materials and information packets that outline the opportunities and constraints for each property.	
A-4: Encourage continued development of the Grant Line Road industrial area, including the construction of the Reas Lane corridor to open new industrial lands for development.		
	Encourage new industrial to be located in the vicinity of I-265 in the greater Grant Line Road area.	
	Locate industrial land uses in areas which are accessible by arterial streets which are supported by an adequate infrastructure.	
	Impose restrictions upon industries to prevent nuisances to nearby land uses.	
	Locate hazardous or offensive industry away from residential areas.	
	Create and promote the incentives necessary to facilitate the development of industrial areas.	
	Seek shovel ready designation for key properties.	
A-5: Expand the recreation system of the area.		
	As feasible, locate passive recreational facilities in environmentally sensitive areas.	
	Maintain an updated 5 year parks and recreation master plan, and implement the recommendations of the plan.	
	Encourage neighborhood level amenities at all parks.	
	Develop a public park/nature area at the Loop Island Wetland.	
A-6: Develop New Albany's Riverfront as a multi-faceted community recreational area.		
	Discourage riverfront development which would detract from or conflict with recreational uses.	
	Promote the removal of all dilapidated housing from the Ohio River front.	
	Provide development incentives to prospective developers of riverfront property who develop their properties for recreation or related commercial oriented purposes.	
	Investigate new methods to provide enhanced vivibility and bicycle/pedestrian access to the Ohio River frontage.	
	Undertake an assessment of the Gallagher Station power plant to determine if it is suitable for a unique live/work/play district.	
	Phase out industrial land uses along the river front and replace with recreational land uses as appropriate	

Economic Development and Quality of Place: Invest in infrastructure and amenities to make New Albany a premier location to live, learn, work, dine, and shop.

Sub-Goal	Strategy	Responsible Party
A-7: Improve overall community health by making New Albany into a more walkable city.		
	Develop and implement a greenways vision plan that extends beyond the Ohio River Greenway.	
	Identify the roles and responsibilities of various city departments in the planning, development, funding, and maintenance of future greenways.	
	Investigate creation of an outer loop greenway that follows the electric utility easement within I-265.	
	Develop the remaining segments of New Albany portion of the Ohio River Greenway.	
	Extend the Ohio River Greenway locally to the Gallagher Station Power Plant.	
	Encourage all neighborhoods to be connected and walkable.	
	Improve pedestrian connectivity and walkability between existing public parks and the neighborhoods on all sides of the parks.	
	Research the feasibility and desirability of a bicycle/pedestrian pathway on the K&I Railroad Bridge over the Ohio River to create a loop with Jeffersonville Big 4 Bridge and the Ohio River Greenway.	
	Downtown should serve as a central hub for all greenway and multi-use trail connectivity.	

Land Use: Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

Sub-Goal	Strategy	Responsible Party
B-1: Enact land use regulations that support appropriate infill and redevelopment		
	Reduce the number of zoning districts by consolidating districts with similar regulations	
	Adopt a form-based code of ordinances and design guidelines to provide flexibility with architectural and site development standards.	
	Annex portions of the planning area into the city of New Albany when such an annexation is a logical extension of the urban area, or where the territory benefits from city services of facilities.	Common Council
	Indiscriminate annexation should be avoided; future annexation should not create municipal fiscal imbalance.	Common Council
	Encourage redevelopment of previously developed and/or blighted areas.	Redevelopment Commission Plan Commission
	Avoid creating too small parcels along major thoroughfare routes which promote excessive curb cuts.	
	Provide for safe and efficient internal movement within and between developments for pedestrians, cyclists, and motor vehicles.	
	Adopt and designate development districts where aesthetic characteristics are of high importance	
	Create sub areas plans for districts where additional planning emphasis is required, including the West End, Rear Market District, and the Jaycee Drive neighborhood	
	Define neighborhood architectural styles among residential, commercial, institutional, and industrial uses.	
	Require development to meet applicable federal and state pollution standards.	Plan Commission Board of Public Works and Safety BZA
	Organize land uses in a way to minimize vehicular travel through the reduction of the number of auto vehicle trips, as well as reducing the average distance of each trip.	Plan Commission Common Council
	Connect new development to existing development.	Plan Commission City Engineer County Engineer

Land Use: Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

Sub-Goal	Strategy	Responsible Party
B-2: Encourage mixed-use development within the city where appropriate		
	Locate compatible land uses together. Buffer incompatible residential development from highway-oriented commercial and industrial land uses.	NACPC
	Encourage both commercial and residential land uses within mixed-used districts. Buffering within these districts is discouraged.	NACPC
	Encourage neighborhood scale and mixed-use development along State Street south of the hospital, Charlestown Road, and Grant Line Road corridors.	
	Identify potential redevelopment locations that could support technology oriented uses and facilities.	
B-3: Consider appropriate and compatible increased density in developments to accommodate population growth without expanding boundaries.		
	Create maximum parking requirements and enforce both minimum and maximum parking requirements.	
	Follow the best principles of urban design and setback structures in accordance with neighboring developments. Setbacks on infill sites should be consistent with adjacent development.	
	Allow for compatible and appropriate increased density for infill and redevelopment sites.	
	Encourage adaptive re-use of existing buildings.	
	Encourage increased compatible and appropriate density in mixed-use districts.	
	Encourage alternative stormwater management strategies that maximize land use.	
B-4: Promote the expansion and/or upgrading of community facilities through the planning area.		
	Encourage other public and quasi-public entities to develop and publish plans for their future long-term needs.	
	Assist such entities as requested in acquiring information and/or preparing studies relevant to their plans.	
	Review such plans and adopt them as part of the Comprehensive Plan as necessary.	
	Notify appropriate entities, including the New Albany-Floyd County Consolidated School Corporation, the New Albany Fire Prevention Bureau, the Ohio River Greenway Commission, etc. of any pending, significant developments which may affect or conflict with their plans.	
	Review opportunities and develop a plan for increasing available space for cemeteries	

Land Use: Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

Sub-Goal	Strategy	Responsible Party
B-5: Maintain high quality business areas by encouraging reinvestment and redeveloping throughout commercial districts.		
	Encourage the redevelopment of underperforming commercial districts into walkable mixed-use commercial districts which are re-oriented away from automobile-centric design and oriented towards the neighborhoods they serve.	
	Encourage commercial services to be located mixed-use districts.	
	Discourage the rezoning of additional lands for highway-oriented commercial properties.	
	Design commercial sites to be walkable, to minimize curb cuts, to minimize distracting signage, and to encourage access between adjacent developments.	
	Discourage strip commercial development.	
	Require the design of commercial facilities to be compatible with the existing urban form.	
	Identify underutilized buildings and over-sized parking lots as potential redevelopment sites.	
B-6: Develop a policy to promote the appropriate balance of industrial properties through the city.		
	Encourage existing industry south of I-265 to remain in its current location for as long as the industry remains a viable industry.	
	Encourage existing industry located south of I-265 to expand and grow within lots already zoned for industrial uses.	
	Encourage existing industrial buildings south of I-265 to be bought, sold, and adapted for new industrial tenants when it is practical to do so.	
	Discourage the rezoning of additional lots south of I-265 for industrial uses.	
	Encourage rezoning of vacant industrial properties south of I-265 for commercial or residential uses.	
	Reclaim brownfield areas through assessment and mitigation.	
	Encourage the redevelopment of the Pillsbury site south of I-265/ Grant Line Road interchange for industrial use since it is contiguous to other industrial areas in this corridor. If reuse of the site for industrial is not feasible, only then should alternative economic development uses be considered.	
	Update industrial development standards to accommodate more dense development	

Land Use: Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

Sub-Goal	Strategy	Responsible Party
B-7: Conserve and/or protect historic sites and structures within the planning area.		
	Encourage the preservation of historic structures according to locally-developed historic preservation standards.	
	Protect historic areas from the intrusion of incompatible land uses or negative impacts of development.	
	Permit land uses in historic areas which promote the preservation of historic structures.	
	The Building Commission will consult with the Historic Preservation Commission before demolition of historic structures.	
	Nominate new sites for inclusion to the National Register.	
	Encourage the creation of additional historic districts.	
	Re-establish a visual link from downtown to the Ohio River.	

Housing and Neighborhoods: Encourage continued investment and programming to support a diverse housing mix and traditional neighborhoods in New Albany.

Sub-Goal	Strategy	Responsible Party
C-1: Develop and/or redevelop residential neighborhoods in order to provide quality of life environments for all residents.		
	Pattern residential infill and redevelopment into the fabric of existing neighborhoods. Avoid creating small pockets of development isolated from surrounding neighborhoods.	
	Encourage aging in place by providing all neighborhoods with adequate public facilities and walkable services.	
	Locate high density residential development within the downtown, commercial – mixed use corridor districts, and other walkable locations served by neighborhood level commercial services.	
	Prohibit the indiscriminate placement of free standing manufactured homes; locate in manufactured home parks.	
	Ensure that residential dwellings and properties are properly maintained.	
	Investigate the feasibility of requiring new home construction and substantial home rehabilitations to provide for a base level of accessible design features to encourage aging in place.	
	Encourage the maintenance and upkeep of rental housing to encourage high quality affordable housing, including continuation of a systematic rental inspection program.	
	Assist prospective first time home buyers in the city through down payment assistance, home inspection assistance, and other tools that may be available.	
	Provide for community based policing in targeted inner-city neighborhoods.	
C-2: Encourage reinvestment and revitalization in traditional neighborhoods.		
	Encourage the retention and rehabilitation of historic housing and neighborhoods.	
	Renovate and/or conserve the established residential neighborhoods of New Albany.	
	Allow for owner-occupied multi-family housing	
	Implement a residential façade or residential development grant program	
C-3: Recognize and build upon the individual neighborhoods that make up New Albany		
	Assist neighborhoods in developing and implementing neighborhood-based plans.	
	Encourage the creation of new neighborhood organizations by providing a how-to packet for interested parties	
	Develop a neighborhood identity program that involves neighborhood signage and events for established neighborhoods.	
	Encourage neighborhood participation through events such as clean-up days.	

Housing and Neighborhoods: Encourage continued investment and programming to support a diverse housing mix and traditional neighborhoods in New Albany.

Sub-Goal	Strategy	Responsible Party
C-4: Achieve a more balanced mix of public and subsidized housing in the city.		
	Encourage group homes to be distributed evenly throughout the Planning Area.	
	Assist affordable housing providers in the development of affordable housing throughout the planning area.	
	Implement the recommendations of the plan between New Albany and the New Albany Housing Authority to decentralize low-income subsidized housing.	
C-5: Encourage diversity in the housing stock.		
	Encourage a variety of housing types and densities as to provide choices for all.	
	Strengthen the design qualities of New Albany's neighborhoods to make them distinctive.	
	Encourage product development that is attractive to baby boomers and millennials.	

Natural Resources: Preserve and protect New Albany's unique and sensitive environmental areas, especially floodplains and steep slopes.

Sub-Goal	Strategy	Responsible Party
D-1: Encourage responsible development with a primary focus on conservation in the steep slopes and floodplains of the planning area		
	Require large lot size when steep slope and/or floodplains are developed for purposes.	Plan Commission BZA
	Encourage the use of conservation subdivisions when steep slopes and/or floodplains are present.	Plan Commission BZA
	When development occurs on steep slopes, require geotechnical studies to be completed and submitted	Plan Commission BZA
	Require all construction in flood hazard areas to be effectively protected against inundation.	Zoning Officer Plan Commission
	Discourage residential development in the floodplain.	Plan Commission BZA
	Require adequate alternate access routes for development in flood prone areas.	City Engineer Plan Commission Board of Public Works and Safety
	Reserve lands not suited to urban development as passive open space.	Plan Commission Parks Board Board of Public Works and Safety
	Limit the expansion of public utilities and infrastructure, such as sanitary sewers, into areas with steep slopes and floodplains so as to minimize future development therein.	Board of Public Works and Safety Sewer board Plan Commission
D-2: Reduce the negative impacts of development upon the water resources of the planning area.		
	Implement the New Albany Stormwater Master Plan	Board of Public Works and Safety Sewer Board Plan Commission
	Require new development to be served by the New Albany sanitary sewer system.	Common Council Plan Commission Board of Public Works and Safety Sewer Board
	Require development to implement best practices for managing the quality of stormwater runoff.	Plan Commission
	Preserve existing wetlands in the planning area, or mitigate impacts per governing regulations.	IDEM IDNR
	Discourage indiscriminate tree removal and require replacement and mitigation planting	Plan Commission Board of Zoning Appeals

Natural Resources: Preserve and protect New Albany's unique and sensitive environmental areas, especially floodplains and steep slopes.

Sub-Goal	Strategy	Responsible Party
D-3: Improve the condition of the public and private urban forest.		
	Strengthen the New Albany Tree Board's authority and budget, and continue operation of the City's Urban Forestry Office.	
	Recognize the inherent value of the public urban forest as a component of the City's infrastructure.	
	Recognize the resultant fiscal burden and liability risks associated with the neglect of the public urban forest.	
	Promote the planting of appropriate, desirable tree species on public rights-of-way and in City parks.	
	Encourage the planting of appropriate, desirable tree species on private property whenever feasible where public right-of-way is limited or not suitable for planting.	
	Regulate the expansion, improvement, and maintenance of utilities and municipal infrastructure in a manner that preserves and protects the urban forest.	
	Require tree inventories of sites to identify specimen trees that should be saved from indiscriminate removal during development or redevelopment.	
D-4: Preserve private urban forest resources.		
	Require the preservation or enhancement of the natural forest cover on environmentally-sensitive areas, namely floodplains and steep slopes.	
	Limit the expansion of utilities into or through environmentally sensitive areas.	
D-5: Reduce the negative impacts of development on the urban forest resource.		
	Require the preservation of existing trees, where feasible, in the development or redevelopment of an area.	
	Require native tree and landscape species plantings in new development plantings and landscaping.	
	Require mitigation of lost urban forest resources due to the development or redevelopment of an area.	
	Maintain specimen trees during site development.	

Transportation: Continue to improve local transportation networks, including vehicular, pedestrian and transit to improve mobility and connectivity throughout the city.

Sub-Goal	Strategy	Responsible Party
E-1: Enhance bicycling throughout the planning jurisdiction		
	Add protected bike lanes complete with striping, signage, and signalization as right-of-way are upgraded or reconstructed.	
	Install bike infrastructure at appropriate nodes such as downtown, uptown, and at parks.	
	Create connectors to the Ohio River Greenway	
E-2: Develop a thoroughfare system which will provide safe, efficient and economical movement of people, goods and services through the planning area and encourage motorists to stop and engage in local commerce/activities.		
	Require all new developments to dedicate and/or improve adequate right-of-way for existing or future streets.	
	Support thoroughfare improvements which both enhance traffic flow and are in compliance with complete streets principles.	
	Require neighborhood street design to interconnect streets in adjacent neighborhoods.	
	Require all new developments to accommodate pedestrians and bicyclists by including sidewalks and planned trail segments within the property or adjacent right of way.	
	Ensure that transportation facilities are compatible with adjacent developments.	
	Promote thoroughfare projects which improve automobile safety at at-grade railroad crossings.	
	Perform an ADA evaluation within the public rights-of-way and develop a plan to address areas with ADA accessibility issues or non-conformance.	
	Extend Reas Lane to connect industrial areas.	
	Continue two-way traffic conversions and calming projects.	
E-3: Implement complete street design practices and extend already completed streetscape projects		
	Extend Main Street improvements as funding becomes available.	
	Adopt a complete streets policy in which all streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.	Board of Public Works and Safety Redevelopment Commission
	Prioritize complete street design along corridors where pedestrian traffic is not safe or where vehicles are the only viable mode of transportation	
	Implement complete streets on roads slated for stormwater improvements	

Transportation: Continue to improve local transportation networks, including vehicular, pedestrian and transit to improve mobility and connectivity throughout the city.

Sub-Goal	Strategy	Responsible Party
E-4: Improve public transit options		
	Improve bus lead times and service hours and consider adding routes.	
	Encourage private vehicle for hire services.	
	Investigate the opportunity to establish a trolley system to connect IUS to downtown.	
	Explore the viability of light rail in the city and region.	
E-5: Explore rail re-use options for the CSX line adjacent to Grant Line Road		
	Convert the rail to multi-use path.	
E-6: Create and maintain attractive streetscapes and gateways into the city		
	Create a gateways action plan to prioritize gateways and improvements to those gateways.	
	Identify key corridors into the city and establish design guidelines for those corridors, including street trees placements, site furnishings and amenities, decorative lighting, landscaping, and sign placement	
	Develop a plan to address unnecessary regulatory and roadway signage identified during the sign inventory.	

Utilities and Infrastructure: Ensure that adequate infrastructure, facilities and amenities are provided to all portions of the planning area to support infill, redevelopment and quality of life investments.

Sub-Goal	Strategy	Responsible Party
F-1: Alleviate the storm drainage problems of the planning area.		
	Require all new development to meet the Stormwater Master Plan.	
	Implement drainage projects in accordance with the Stormwater Master Plan	
	Prohibit indiscriminate filling of low areas and flood ponding areas.	
	Minimize unnecessary site clearing, grading, cutting, and filling.	
	Minimize changes to the natural stream channel.	
	When appropriate, acquire residences constructed in the floodway and/or floodway fringe and restore the site to pre-construction configuration. Prioritize homes in the floodway.	
	Develop incentive program reducing storm runoff	
F-2: Improve the effective capacity of the New Albany wastewater treatment plant and sewer system.		
	Prohibit storm drainage connections to sanitary sewer lines.	
	Disconnect all existing storm drainage connections to sanitary sewer lines.	
	Rebrand the WWTP as a “Water Reclamation Facility”.	
	Continue to implement the projects outlined in the Agreed Order to free up capacity in the collection system.	
F-3: Improve the quantity and pressure of public water supply throughout the planning area.		
	Require sufficient water mains throughout the planning area to meet the need for fire protection.	
	Encourage the Silver Creek Water Company to upgrade deficient elements of its water distribution system.	
	Require major developments to install hydrants with adequate water flow and to provide adequate fire protection.	
	Conduct regular meetings with local water utilities to plan infrastructure improvements	
F-4: Provide high-speed internet through the city		
	Invest in Wi-Fi equipment to increase the areas of free internet	
	Set aside telecom easements in new developments	
F-5: Improve coordination of utility projects in the city		
	Require all utility improvements to be reviewed by the City’s right-of-way coordinator	
	Create local policies and regulations to better manage access to and work within the city’s rights-of-way.	
	Design and locate utility easements for convenient access, common use, and minimal visual impact.	Private Utilities NACPC

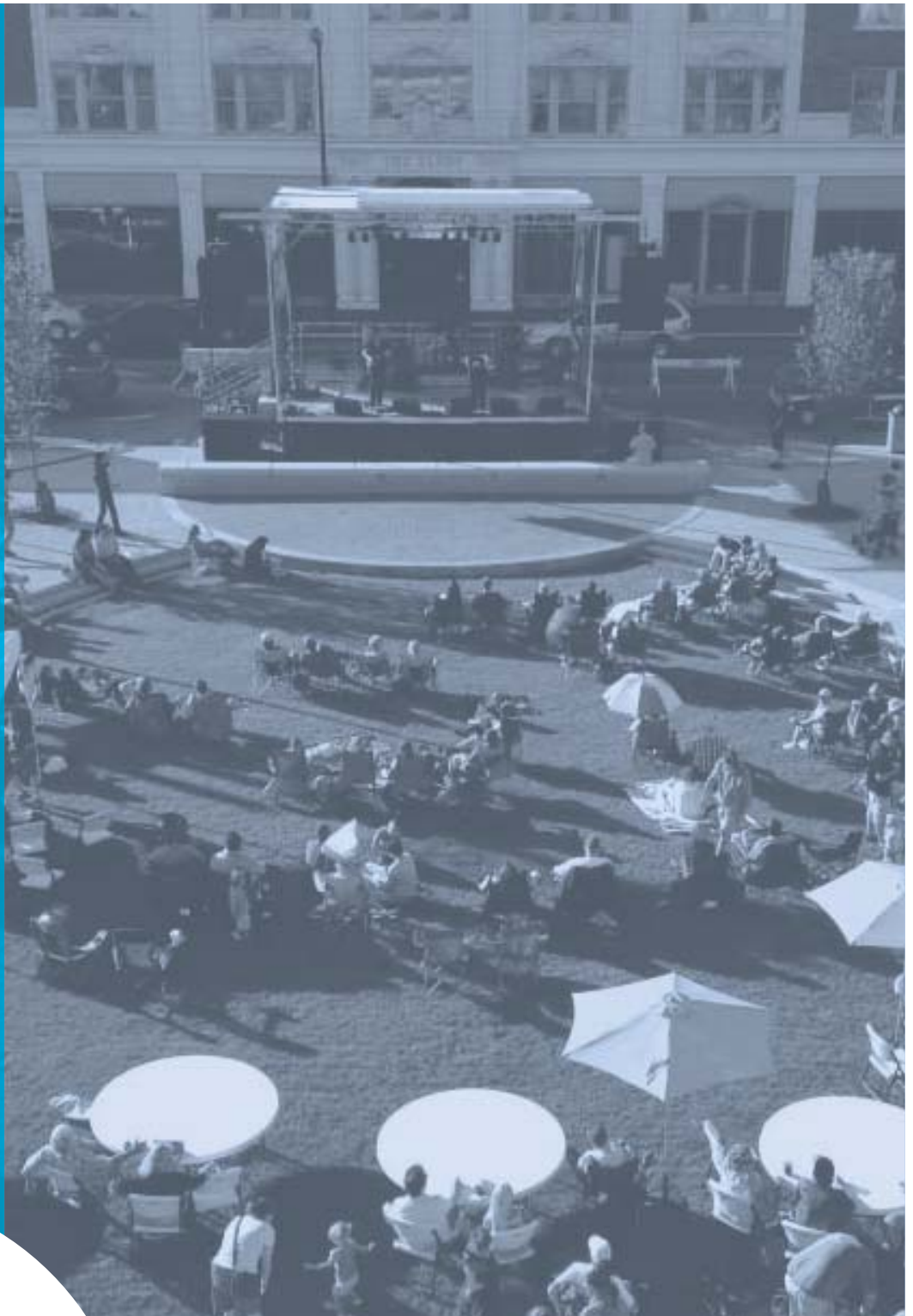
Utilities and Infrastructure: Ensure that adequate infrastructure, facilities and amenities are provided to all portions of the planning area to support infill, redevelopment and quality of life investments.

Sub-Goal	Strategy	Responsible Party
F-6: Continue appropriate zoning and land use controls for cellular telephone/personal community services towers and facilities.		
	Continue to make the establishment of cellular telephone/personal communication services towers and facilities subject to the Special Exception process.	
	Locate cellular telephone/personal communications services towers and facilities according to the following order of preference: <ul style="list-style-type: none"> • Co-location on existing buildings, towers or other structures. • On existing public semi-public buildings or lands, towers, or other structures such as water towers or utility poles/towers. • On existing privately owned buildings. • New tower in industrial or commercial districts. • New tower in commercial districts near residential areas. • New tower in residential areas. 	
	The developer/owner of any new tower shall permit co-location on that tower by other cellular telephone/personal communication services facilities to the extent physically feasible.	
	Developers/owners of a tower shall cause the tower to be removed when use of the tower is vacated or when the design, construction, or operation no longer meet contemporary standards.	
F-7: Provide adequate and timely information to the public.		
	Maintain a free and public geographic information system.	
	Post public information on the City's website and social media platforms.	
	Cultivate the development of strong and permanent neighborhood organizations.	
	Explore ways the community can communicate needs and desires in real time, through emerging apps, social media platforms, and new technologies.	
	Increase the use of digital submissions for building permits, zoning permits, and other permits as feasible	

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4

Community Character



INTRODUCTION

A quintessential and self-proclaimed river town, New Albany possesses a heritage and tradition consistent with those historic industrial cities located along the Ohio River. In recent years, New Albany has seen a resurgence of its downtown. Several unique restaurants and boutiques create a foodie culture and funky atmosphere that is beginning to define the city. The city is awakening to its possibilities and embracing change, with a renewed emphasis and energy on creating an exceptional place to live, learn, work, and play. Beyond the downtown, big improvements can be found, including the Ohio River Greenway, updated new park facilities, such as Silver Street Park, Binford Park, and the River Run Family Aquatic Center, revitalized historic homes and structures and continued development of higher education opportunities, such as the Purdue Polytechnic Institute and Indiana University Southeast.

The future looks bright for New Albany, as citizens continue to create a community that is becoming a destination in the Louisville-metro area. As New Albany continues looking to its future, it is also helpful to understand its past.



Public Art in Downtown New Albany

History

New Albany and the bend in the Ohio River around Louisville have a long and rich history. Early in 1813, New Albany began taking shape as the Scribner brothers, Joel, Nathaniel and Abner, came from New York and started clearing land below the falls of the Ohio. New Albany was incorporated as a town in 1817 and incorporated as a city in 1839. Prior to the locks being built on the Louisville side of the river, New Albany was one of the largest cities in Indiana.

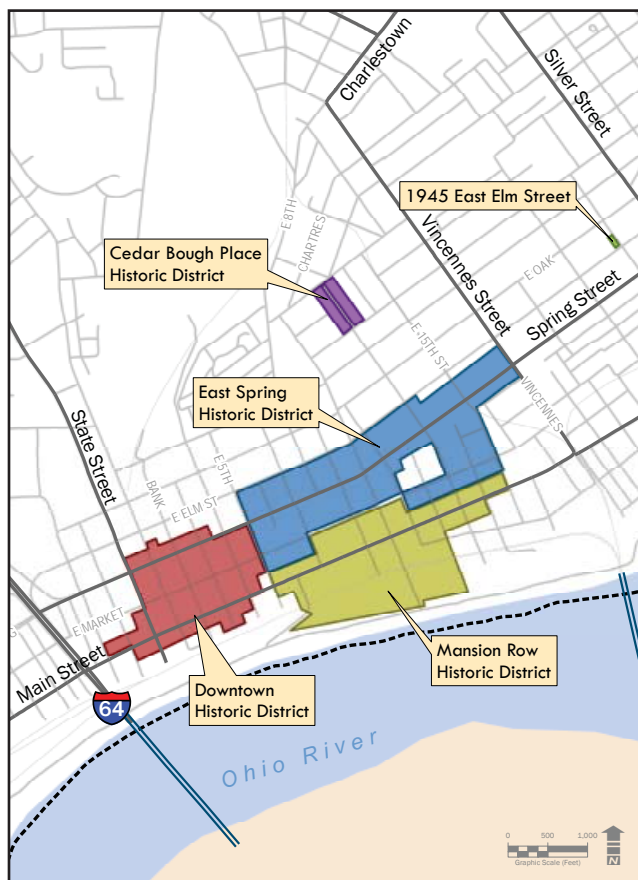
New Albany's location on the river allowed riverboat building and glass manufacturing to become important early businesses. In the mid 1800s, the city was connected to Lake Michigan via the Monon Railroad. By 1853, New Albany High School was established as the first public high school in Indiana. The present New Albany-Floyd County Consolidated School Corporation was the first of its kind in Indiana.

As shipbuilding and glass manufacturing industries faded, New Albany's plywood and veneer production industries began to flourish. This industry is still active in the community, with a few lumberyards located throughout the city. The city's population peaked at 38,000 in 1970, mainly due to lack of annexation. As of 2014 the city had an estimated population of 36,434. According to the Indiana Economic Development Corporation, the city is projected to grow around 1.5 percent by 2021. This is in line with projected population growth of Floyd County by around 1.9 percent in the same time frame according to Stats Indiana. The Indiana counties of the Louisville metro area are also projected to experience a growth rate of around 3.5 percent in the same time frame according to Stats Indiana. In tandem with this projected growth, the city is experiencing a resurgence of popularity in its historic downtown with several unique and popular boutiques, restaurants, and taverns.

New Albany's history has provided the backdrop for many significant historic events. Additionally, the city includes many well-maintained historic sites and structures. The presence of these historic resources provide residents and visitors many opportunities for historic and cultural experiences within the city. Below is a list of registered historic sites within the city, representing a small fraction of the historic resources remaining in New Albany.

- Downtown Historic District
- Cedar Bough Place Historic District
- East Spring Street Historic District
- Mansion Row Historic District
- Cardinal Ritter Birthplace (1218 E Oak St.)

As New Albany was one of the largest and richest cities in Indiana throughout the 1800s and into the 1900s, there are a variety of historic properties in various architectural styles and sizes. There are several organizations in the city dedicated to preserving and promoting the historic fabric of the community including Historic New Albany, Develop New Albany, and Indiana Landmarks.



New Albany Historic Districts



Culbertson Mansion State Historic Site



Downtown New Albany

Source: New Albany Floyd County Public Library

New Albany has always been a transportation town. Indiana Historic Pathways cross through the city on the route which used to be a buffalo trace, then a stagecoach route to Vincennes, IN. The route starts at the river on the southeast side of the city, follows Spring Street west and then north along State Street and out of the city headed west. With Interstate 64 and Interstate 265 running along its western and northern edges, New Albany is well connected. Interstate 65 is just two miles east. New Albany is only four and a half miles from downtown Louisville, closer than much of Louisville is to downtown Louisville. The Louisville International Airport is only 12 miles away via Interstate 64 and Interstate 264.

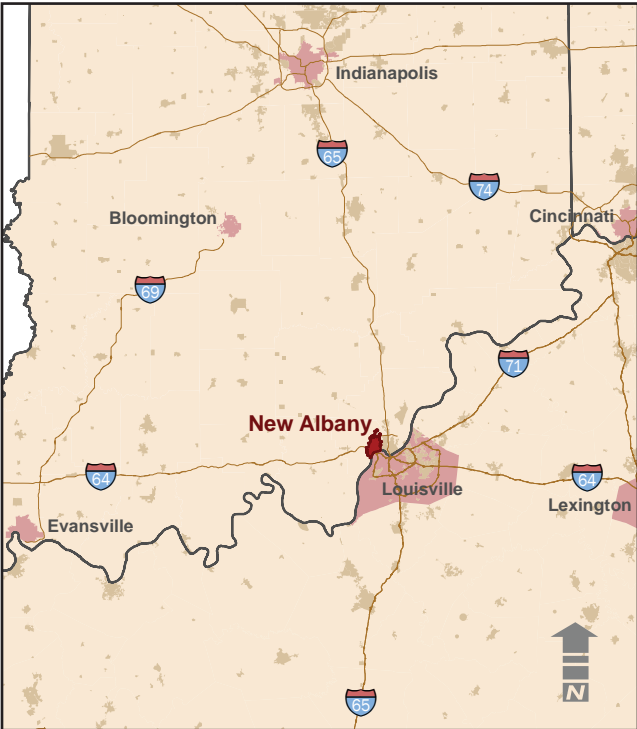


TABLE 1: DRIVING DISTANCE TO NEARBY CITIES	
Louisville, KY	4.5 miles
Columbus, IN	75 miles
Lexington, KY	85 miles
Cincinnati, OH	110 miles
Indianapolis, IN	115 miles
Evansville, IN	120 miles

Community Resources

The community resources exhibit to the right illustrates the diversity and range of community resources throughout the community. A complete list of the resources shown on the map can be found in the appendix, but a few of the highlights include:

No.	Resource
55	Floyd County Government
64	Post Office
76	New Albany City Building
16	Baptist Health Floyd County
7	Culbertson Mansion State Historic Site
56	New Albany Floyd County Library
15	Griffin Recreation Center
19	River Run Aquatic Center
49	Sam Peden Community Park
48	Dog Park
63	Carnegie Center for Arts and History
72	Farmers Market
57-61	New Albany Fire Department Stations
3	New Albany High School
20	Indiana University Southeast
53	Purdue Polytechnic Institute

Exhibit A: Community Resources

Legend

- School
- Safety
- Recreation
- Library
- Historic
- Health
- Government
- Cemetery

Graphic Scale (Feet)

0 2,000 4,000

Graphic Scale (Feet)

0 500 1,000

Cultural Resources/Attractions

- Downtown New Albany
 - More than 30 restaurants, 60 local businesses, and multiple art galleries, studios and theaters
- Midtown New Albany
 - More than 20 local businesses, including art galleries, studios, gyms and theaters
- Uptown New Albany
 - More than 30 local businesses
- YMCA and Aquatic Center
- Museums and Galleries
 - Floyd County Historical Society and Padgett Museum
 - Scribner House and Gardens
 - Cardinal Ritter House and Museum
 - Culbertson Mansion
 - Copper Moon Gallery
 - Division Street School
 - Carnegie Center for Art and History
- New Albany Parks and Recreation
- New Albany Amphitheater/Ohio River Greenway
- New Albany/Floyd County Public Library
- Baptist Health Floyd (previously Floyd Memorial Hospital and Health Services, Inc.)
 - More than 600 physicians and part of Louisville, KY Baptist Health
- New Albany Floyd County Consolidated School Corporation
 - Can boast of the oldest high school in Indiana – New Albany High School
 - Oversees two high schools, three middle schools and nine elementary schools. One high school, two middle schools and six elementary schools are within the corporate limits of New Albany
 - 15th largest school district in Indiana in student population
- Purdue Polytechnic Institute and Purdue Technology Center of Southeast Indiana
 - Six Bachelor of Science degrees
- Indiana University Southeast
 - More than 50 undergraduate and graduate degree programs
 - Approximately 6,000 undergraduate students
- Ivy Tech
 - Located in Sellersburg, just north of New Albany
- Other Higher Education
 - More than 24 colleges and universities in the greater Louisville Metropolitan Statistical Area, including the University of Louisville and Bellarmine University.
 - Indiana and Kentucky have reciprocity agreements for tuition between the counties in the Louisville metro area



Ohio River Greenway Trailhead



Musical performance at the amphitheater

Source: City of New Albany

Events/Festivals

There are many different cultural activities for New Albany residents to enjoy within the city. Below is a list of some of the many cultural activities available throughout the year.

- Downtown Farmers Market (May through October)
- Culbertson Mansion – Haunted House Tour
- Harvest Homecoming Festival (week long event in fall)
- Spotlight New Albany
- Winter Farmers Market (November and December)
- Boomtown Ball and Festival
- Holiday Fest/Jingle Walk
- Scribner House Victorian Tea and Open House
- Uptown Ornament Walk
- Padgett Museum Christmas Open House
- Historic Home Tour
- Carnegie Center’s a Taste of Art and History
- Midtown Street Fair and Festival
- Light Up Downtown Christmas Festival
- Bicentennial Park Concerts
- Riverfront Amphitheater Concerts



Light up New Albany - downtown
Source: City of New Albany

Regional Attractions

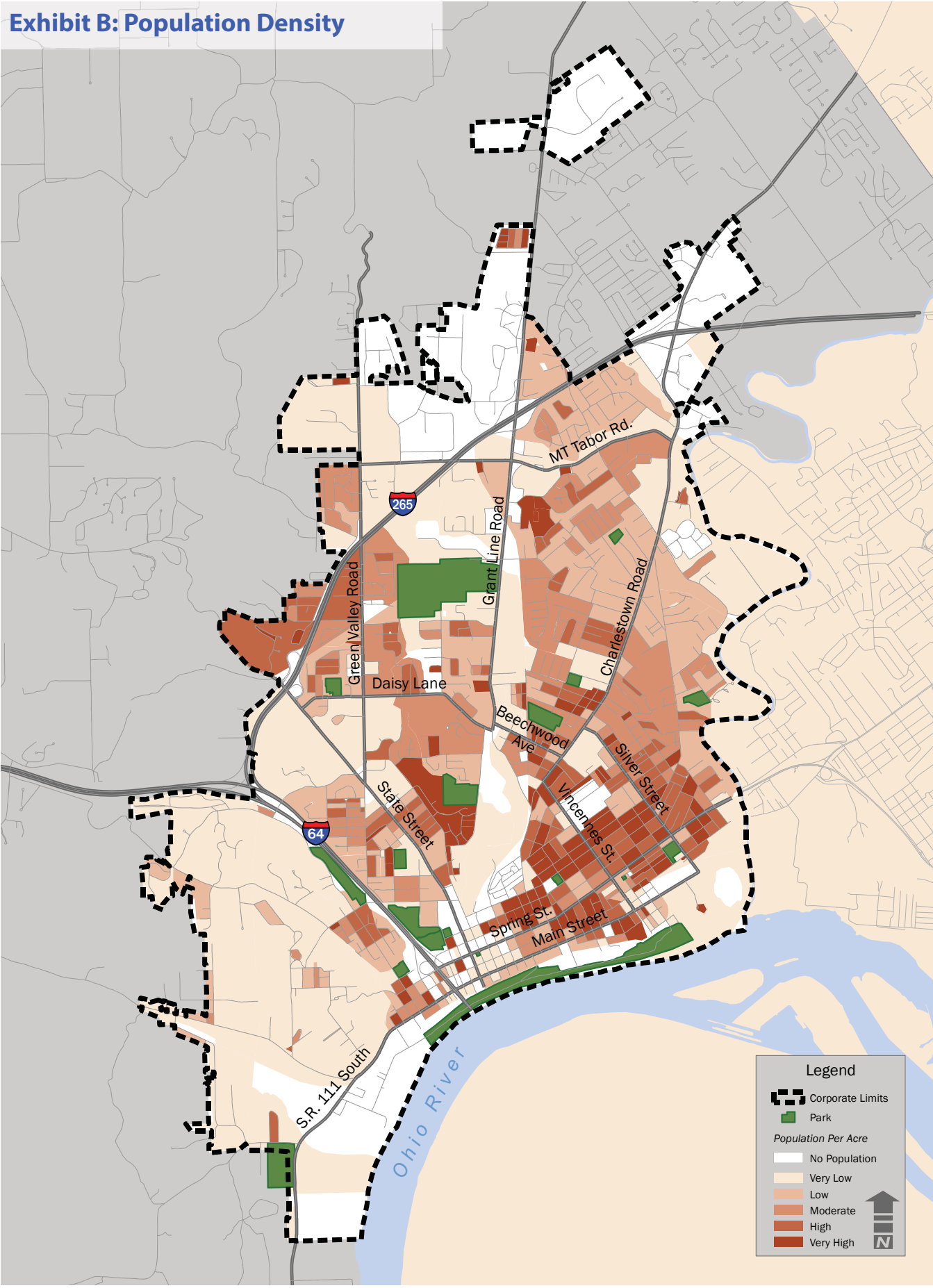
- Ohio River Greenway
- Falls of the Ohio
- Huber’s Orchard, Winery and Vineyards
- Big 4 River Bridge in Jeffersonville
- Louisville Zoo
- Fourth Street Live
- Historic Belle of Louisville
- IU Southeast Athletics
- University of Louisville Athletics
- More than 25 golf courses
- Derby Dinner Theater
- Jeffersonville Riverstage Amphitheater
- Churchill Downs Racetrack
- Horseshoe Southern Indiana Casino



Harvest Homecoming Festival
Source: City of New Albany

TABLE 2: DEMOGRAPHIC SNAPSHOT			
	2014	2010	Percent Change Since 2010
Population	36,496	36,434	0.1%
Race			
White	86.5%	87.1%	-0.6%
Black/African Amer.	7.8%	7.9%	-0.1%
Asian	0.5%	0.9%	-0.4%
Hispanic/Latino	4.1%	4.2%	-0.1%
Other Race or 2+ races	3.2%	3.1%	0.1%
Median Age	37.7	37.4	0.8%
Educational Attainment			
Less than 9th	3.8%	5.3%	-1.5%
9th to 12th	12.5%	14.2%	-1.7%
High School	37%	37.3%	-0.3%
Some College	22.5%	21.9%	0.6%
Associates Degree	7.5%	5.7%	1.8%
Bachelors Degree	11.7%	11.8%	-0.1%
Graduate/Professional Degree	5%	5.8%	-0.3%
Floyd Co. Unemployment Rate <i>*As of September 2016. **September 2010.</i>	4%*	8.3%**	-4.3%
Median Household Income <i>***Adjusted for inflation</i>	\$40,061	\$41,654***	-3.8%
Median Home Value <i>****Adjusted for inflation</i>	\$112,300	\$121,160****	-7.3%

Exhibit B: Population Density



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5

Economic Development and Quality of Place

INTRODUCTION

New Albany's vision is to be the preferred place to live in the greater Louisville market because of its high quality of place. In today's competitive economic development market, New Albany recognizes that developing and maintaining a high quality of place is essential to attracting and retaining a strong workforce and encouraging job creation.

New Albany's oldest industrial areas are largely obsolete, while modern industry grows close to and north of I-265. In the coming years, it is expected that this trend will continue. However, with New Albany's practical growth limitations, there is a limited amount of land for new industrial development.

Finally, New Albany recognizes that it is important to both recruit new employers and attract new residents to the community. Enhancing local quality of place will require a broad range of investments, including improving connectivity, walkability, education, recreational opportunities, downtown revitalization, and neighborhood enhancement.



A walkable and friendly downtown add to the vibe and energy from downtown revitalization

GOALS

Invest in infrastructure and amenities to make New Albany a premier location to live, learn, work, dine, and shop.

- Work to attract, retain, and expand quality businesses in New Albany
- Encourage a balance of uses in the downtown district to make downtown a regional destination with a healthy mix of activity during the day and evening.
- Redevelop older commercial/industrial developments within the I-265 loop to create attractive, walkable mixed used developments.
- Encourage continued development of the Grant Line Road industrial area, including the construction of the Reas Lane corridor to open new industrial lands for development.
- Expand the recreation system of the area.
- Develop New Albany's Riverfront as a multi-faceted community recreational area.
- Improve overall community health by making New Albany into a more walkable city.

WHAT IS ECONOMIC DEVELOPMENT FOR NEW ALBANY?

Economic development is the key to long-term sustainability in New Albany. Traditionally, economic development has focused on building wealth in a community, often by creating high wage jobs and building infrastructure to support assessed valuation growth. Policies supporting this philosophy have contributed to New Albany's historical success in supporting manufacturing facilities as the foundation for the local economy.

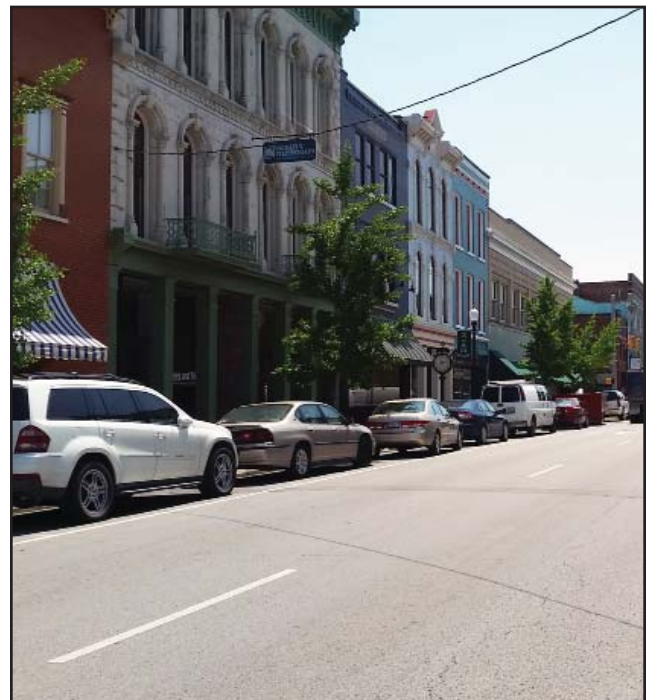
As the state and national economy has shifted in the past few decades, economies like New Albany's have been impacted by a move away from their traditional industrial base. Successful communities have begun to focus on the development of quality of place to support economic development efforts. With the state's shift away from a traditional property tax structure to a more income/sales tax based structure, where someone chooses to live and shop has become increasingly more important than where they work. The need to attract and retain a talented workforce in a community and region has never been more important.

It is also important to note that business and industry pay higher property taxes but consume less in services when compared to residential uses, and thus continue to remain a good investment. Through this planning effort, a desire to maintain an industrial base within the community has been voiced. However, the focus should be shifted toward advanced manufacturing and technology-oriented businesses.

Attracting technology industries starts by creating a local culture that supports the younger/diverse employment base that tends to feed such industries. This culture starts in local schools by developing entrepreneurial

and STEM based learning. It includes making sure local infrastructure, especially broadband, supports the capacities that technology companies and their employees demand. It includes building the quality of place, activities, and local residential options that are sought by millennials. Finally, it requires that the community actively demonstrate progressive thinking, creativity, and public engagement with regard to policy decisions that impact the community. To successfully attract these type of users, the community must have the infrastructure to support such facilities and a community climate that is attractive to the workforce of those businesses.

For New Albany to realize its ultimate community vision, provide for long-term economic sustainability, and maximize its economic potential, it is essential that local policies and investment focus on both traditional economic development while also enhancing New Albany's quality of place.



Downtown New Albany is in the midst of a resurgence

KEY ISSUES

Older Industrial Developments

New Albany has a history of successful manufacturing activity. As the factory buildings have aged, and operators have changed or left the community, several vacant or underutilized industrial sites have been left behind. Many of these sites, including the Pillsbury plant and the Stemwood Veneer facility, are within residential areas of the community. While some of these areas have potential for further industrial use, many seem more appropriately targeted for redevelopment. These redevelopment opportunities may include mixed-use facilities that are designed to integrate the surrounding neighborhoods and connect to the urban core of the community with multi-modal infrastructure improvements. Additional discussion may be found in the Land Use section of this document.

Riverfront Redevelopment

Many older industrial sites can also be found along the riverfront and present a unique opportunity to help the city reconnect to the Ohio River. In the upcoming years, there will be multiple opportunities to re-purpose former industrial areas along the river. One opportunity includes the Loop Island area, which could potentially support a large passive recreation and nature area tied into natural/cultural resources in Clarksville and the Falls of the Ohio State Park. Another opportunity is the former Gallagher Station power plant, which has potential for mixed-use development district. There are some major hurdles at this site, such as large overhead lines and coal ash lagoons, but with proper due diligence and investigation, it still represents a unique opportunity to prevent the site from becoming an eyesore. Some of these opportunities may also include the city exploring property acquisition.

Older Commercial Areas

New Albany is fortunate to have very successful commercial areas, especially near the I-265 interchanges with State Street, Grant Line Road, and Charlestown Road. However, as these areas developed, some end-users from existing commercial areas chose to relocate to newer areas. As a result, commercial buildings and developments inside the corridors have struggled to maintain occupancy and remain relevant to the neighborhoods they once served. This is especially true along the Charlestown Road corridor. Future opportunities may exist to transform and revitalize these former commercial strip centers into modern urban and walkable streetscapes which enhance the overall quality of place of the neighborhoods they serve.

Limited New Development Areas

Future outward growth is limited by natural features and jurisdictional boundaries on all sides of New Albany.

Given constraints, it is important for New Albany to maximize the value of the remaining areas it has for new development. One way to manage this is to strategically invest in the infrastructure required to open the remaining commercial areas along State Street and the industrial properties along Grant Line Road. The best solution is to make these investments as part of public/private partnerships with private sector developers who will market these areas toward primary employers, which are industries that produce more goods and services than can be consumed by the local economy, and therefore export a significant portion of them. These partnerships will allow for the maximum return on investment for the community and deliver on the community's desire to grow the employment base and tax base while also maximizing private sector investment in New Albany.

AREAS OF FOCUS

Education

The quality and reputation of local schools play a critical role in helping people decide where they will live, and correspondingly where they will choose to locate their businesses.

K-12 education

There are two sides to looking at relative qualities of local schools. The first is the quality and range of services that are actually being provided to the children of New Albany. The second is how the community is reviewed statistically by those outside of New Albany. The New Albany Floyd County Consolidated School Corporation (NAFCSC) performs well on both fronts. Throughout the planning process, public input has consistently praised NAFCSC and listed the local schools as one of the many assets to be proud of in the city.

The school corporation also fares very well statistically, ranking above the State of Indiana in graduation rate, ISTEP test scores, and SAT and ACT average test scores.

The community also recently affirmed their commitment to local schools with approval of an \$87 million referendum for school building projects.



New Albany High School

Source: New Albany Floyd County Consolidated School Corporation

Higher education

Educational attainment is a strong indicator of quality of workforce and the attractiveness of the community to younger families and millennials. New Albany is in a great position being served by three higher education institutions in its immediate vicinity and more than 24 colleges and universities within the Louisville metro area. Kentucky and Indiana have tuition reciprocity for public colleges/universities in the region.

Higher education institutions within or in the immediate vicinity of New Albany include Indiana University Southeast (IUS), Purdue Polytechnic Institute, and Ivy Tech. Indiana University Southeast offers more than 50 degree programs and has approximately 6,000 undergraduate students. Purdue Polytechnic Institute offers six bachelor of science degrees and Ivy Tech located in nearby Sellersburg and Jeffersonville offers more than 150 programs.



Indiana Southeast University Library

Source: Indiana Southeast University

Business Attraction Versus Business Retention and Expansion

New and existing business support

There is much debate regarding the appropriate mix of investing local dollars toward new business attraction and supporting growth and expansion of existing businesses. Statistics show that over 70 percent of new job growth in the country comes from existing businesses. Statistics also show that new business startups and aggressive entrepreneurial efforts can lead to explosive local economic growth in the correct environments. Communities that actively pursue both attraction and retention tend to have the most sustainable local economies in the long run.

The limited available land for new development and the regional development opportunities in Louisville and at RiverRidge Commerce Center suggest that New Albany is best suited to attract medium-sized businesses (15 to 25 employees). These medium-sized businesses are solid primary employers, allow for a diverse mix of operational uses, and provide a blend of proven operational success with significant growth potential.



Purdue Polytechnic Institute and Technology Center
Source: Purdue Polytechnic Institute

Incentives

Incentives are a necessary part of any local economic development strategy. Traditional economic development tools, such as tax increment financing and tax abatement, are common for both attraction and retention efforts. These tools must be used strategically, however, and are often only a small part of a company's ultimate decision to locate or remain within a community. These traditional incentives should be combined with more creative tools, such as rent abatement, low interest loans, and workforce recruitment to build the most diverse and comprehensive toolbox possible. New Albany has employed some of these creative solutions in the past, such as facade improvement and sidewalk replacement programs. However, any incentive should be viewed as an investment and there must be a calculation to ensure that the expected return warrants the proposed investment.

Certified technology park

Another unique opportunity for New Albany is the creation of a certified technology park. The main benefit of technology parks is attracting and growing new age manufacturing and technology industries to the community. Such facilities already exist in the Northpoint Technology Center in Jeffersonville and at similar facilities in Louisville. Purdue Polytechnic Institute, Indiana University Southeast, and Ivy Tech's proximate presence in the community provide a unique convergence of the higher education muscle necessary to make these facilities successful. New Albany also has a regional technical high school, Prosser Vo-Tech, which can help prepare local residents for study at these facilities. Whether the facility focuses on startup entrepreneurs or second level graduation space from traditional incubators, this partnership opportunity may be worth pursuing in New Albany.

Quality of Place to Grow Local Workforce

New Albany stands to benefit from tapping into the regional workforce base. However, long-term sustainability of the community will be based, in large part, on convincing a greater percentage of that workforce to reside in New Albany. Individuals generally desire to live closer to where they work, so more good paying jobs will help the population of the community grow.

These same individuals, however, also seek to live in areas with a high quality of place (also referred to as quality of life), including parks, trails, shopping, strong educational opportunities, low crime and great neighborhoods. Communities that are experiencing success in building sustainable development and strong local economies are already implementing strategies to enhance their attractiveness for livability.

Enhancing the quality of life for the community helps create unique places that differentiate one community from another and investment in quality of place improvements should be seen as an economic development investment. Income tax dollars mostly follow where a person lives rather than where they work and while income taxes may be a small percentage of overall tax revenue today, it is anticipated that they will become a larger and larger share of local tax revenue in the future. By further solidifying New Albany as a great place to work and also as the premier regional destination for living, the community can sustain and grow its tax base. In addition, the community can establish a workforce draw as an additional incentive to businesses shopping the region for a new location.

Walkability Initiative

Many of the quality of place improvements discussed in this plan center around improving pedestrian walkability.

In 2014, New Albany commissioned urbanist Jeff Speck, author of *The Walkable City*, to evaluate the organization of the downtown street network and the design of all downtown streets. This report, *New Albany, Indiana Downtown Street Network Proposal*, recommended the comprehensive reintroduction of two-way streets into the downtown. Following a subsequent engineering study of those recommendations, the city is moving forward with converting downtown one-way streets to two-way, and expects to make those conversions in 2017.

This report, and subsequent discussion of one-way conversions initiated a community conversation about the importance of walkability in New Albany. The report helped the community understand that many neighborhoods are very walkable, but that much more needs to be done to improve walkability in other parts of the community. This conversation continued as part of the comprehensive plan and resulted in the following recommendations to specific areas related to improving walkability in the community.

Greenways

The Ohio River Greenway is a planned continuous recreation corridor along the Ohio River in New Albany, Clarksville, and Jeffersonville. It is also planned to connect to greenways in Louisville by means of the Big 4 pedestrian bridge in Jeffersonville. The city broke ground on phase three of development, between 8th and 18th Streets in September 2016. This segment will create a continuous riverfront trail through New Albany. Coinciding with New Albany's construction of phase three, Clarksville is proceeding with construction of their next segment, which will complete the connection across Silver Creek and effectively complete the connection between New Albany and Clarksville.

However, there are no additional connecting walking trails within New Albany. With the original plan for the Ohio River Greenway nearing completion, now is the time to develop a vision plan for the extension of a greenway and multi-use path system throughout the New Albany. Exhibit C on the following page highlights existing and proposed trails in the city.



Ohio River Greenway

This vision plan should consider the following:

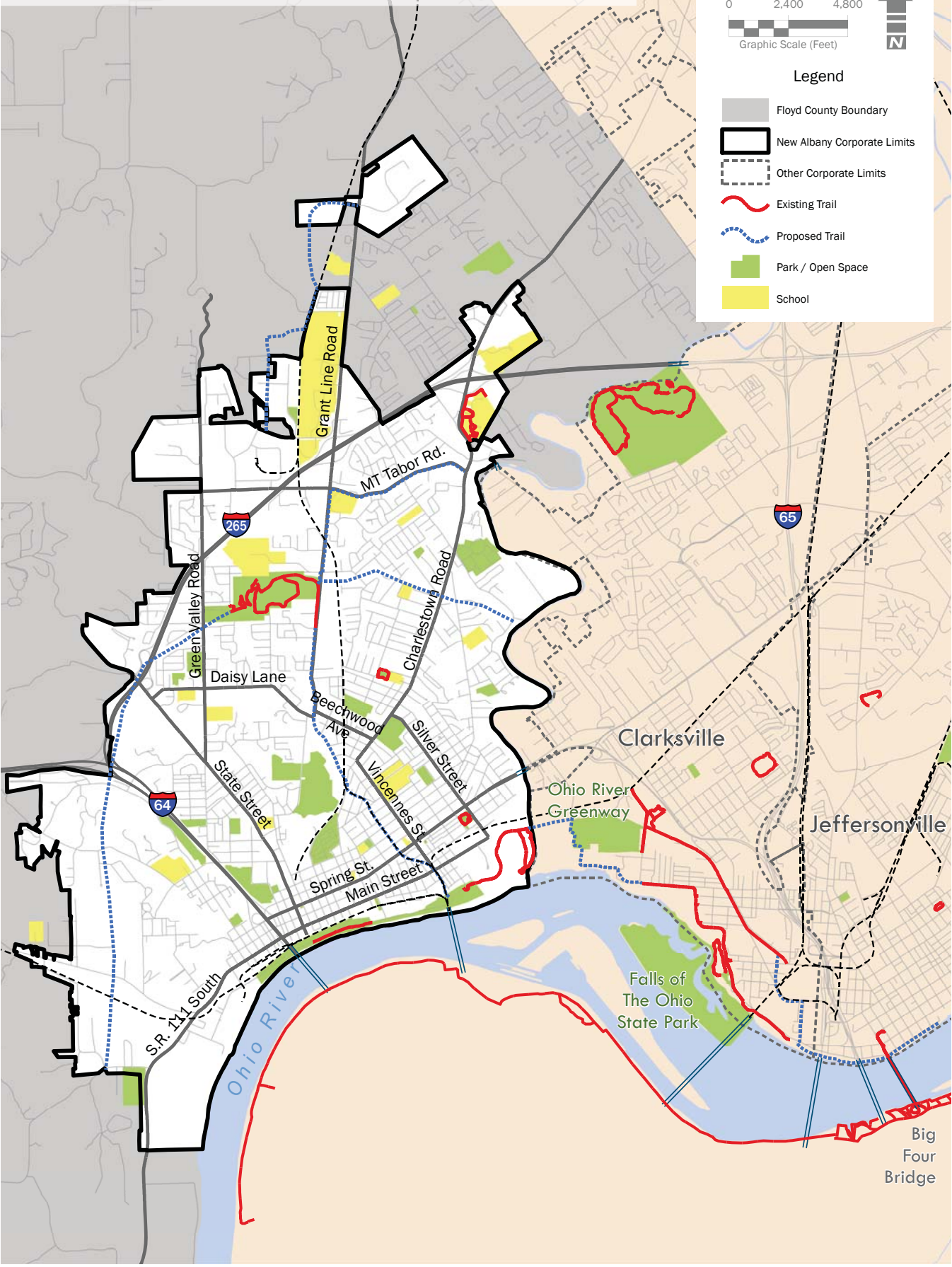
- Strengthen connections between the Ohio River Greenway and East Main Street at West 10th and Vincennes streets
- Identify walkable connections between residences, workplaces, shopping, schools, parks, and other destinations.
- Investigate creation of an outer loop greenway that follows the electric utility easement south of and roughly paralleling I-265 and then running south to the Ohio River.
- Explore the feasibility of extending the Ohio River Greenway southwest of West 10th Street in the future to the Gallagher Station Power Plant.
- Explore rails to trails opportunities with abandoned rail lines
- Continue to develop and upgrade the multi-use trail along Grant Line road
- Research the feasibility and desirability of a bicycle/pedestrian pathway on the K&I Railroad Bridge over the Ohio River to create a loop using the Jeffersonville Big 4 Bridge, Ohio River Greenway and the Louisville Loop.

In addition to considering routes, the vision plan should also identify the roles and responsibilities of various city departments in the planning, development, funding and maintenance of the greenways and multi-use paths.



K&I Railroad Bridge

Exhibit C: Existing and Future Greenways and Trails



Encourage all neighborhoods to be connected and walkable

Ensuring that neighborhoods are connected to local amenities and services, including shopping, schools, parks, and, if possible, workplaces, has many benefits, including attracting two of the largest growing age groups, baby boomers and millennials. Creating connected neighborhoods where people feel safe and free to walk to and from everyday destinations helps create tighter knit communities. In a neighborhood where neighbors know one another and see each other daily, safety and the perception of safety is likely to be greatly increased, as neighbors look out for one another. Improved health by residents is an added benefit to areas and communities that are very walkable. Ownership and pride in maintaining properties and the neighborhood is also likely to be greatly increased since so much more time is spent outside and walking past neighbors' properties.

The city has done a good job at providing sidewalks and ADA access within its public rights of way, but walkable connections within a neighborhood means much more than just having sidewalks. The pathways should be safe, both in perception and in physical attributes. The pathways should be ADA accessible, be comfortable for two people side by side, and be attractive and pleasant. Sidewalks through neighborhoods with homes and porches facing the street, with residents active in the area, and street trees provide for a very positive walking experience, thus increasing the attractiveness and experience of the neighborhood.

Walkable communities also boosts equitable access to local amenities and services, as many New Albany residents don't have access to an automobile and transit is not frequent enough to be convenient for all.



East Main Street in New Albany



Wide sidewalks, separation from traffic by a parking lane, street trees and an active space all make this a very walkable atmosphere in downtown.

Park and recreation improvements

Concurrent with this comprehensive plan, New Albany is developing the *2016 New Albany Parks and Recreation Master Plan* to establish a vision for parks and guide decision making. A key topic identified in this plan was ensuring that local parks, with neighborhood level amenities, are within a walkable distance to all New Albany neighborhoods. Two specific recommendations were provided toward this goal.

The first recommendation is that there needs to be walkable connections to all public parks. While these exist to a large extent, more can be done to complete lack of connections and improve the safety, accessibility, and level of comfort in the areas surrounding the parks, such as adding loop trails or sidewalks around the perimeter of the park. This would increase accessibility to neighborhoods on all sides of the park – not just those near the entrance.

The second recommendation is that all parks should have amenities to serve their local neighborhood. While there is a good distribution of parks in the city, many of them are single-use parks, such as baseball diamonds or golf courses. Adding neighborhood level amenities,



Binford Park in New Albany could benefit from additional access points into the park

such as open space or a modest playground, would result in more residents being within a walkable distance to neighborhood park facilities. Encouraging the school corporation to partner with the parks to allow use of school facilities and grounds for additional recreational opportunities also supports this recommendation. This partnership has worked well in the past, with the development of Ritter and Fairmont Parks, adjacent to existing schools.

It is also recommended that the city prepare and adopt an updated plan every five years, and that the city implement the recommendations of that plan and include the adoption of the parks plan as an element of the comprehensive plan.

Additionally, the feasibility of the Indiana Department of Natural Resources acquiring land between the Loop Island Wetlands and the Falls of the Ohio to expand the State Park should be examined. This would create a large natural greenspace along a portion of the Ohio River that is currently largely inaccessible.

Adopt a complete streets policy

As the city considers roadway projects, it is important that projects accommodate all users. To ensure that pedestrians and bicyclists are safely accommodated in public rights-of-way, and not just motorists, it is recommended that the city adopt a formal Complete Streets Policy which considers safety management practices. Please see the Transportation section for additional discussion on complete streets and bike routes in the city.

Downtown

Downtown New Albany is in the midst of a resurgence. New Albany is fortunate to have a historic downtown with great infrastructure, building character and a growing and vibrant business climate, especially with regard to restaurants. As of the writing of this plan, there are more than 30 locally owned, independent restaurants in downtown New Albany.

It is critical that the momentum created by the downtown renaissance be carried forward. Downtowns are the hearts of communities, pumping energy and momentum to other areas of the city, including its outer fringes.

The city's vision is to capitalize on current momentum to make downtown New Albany a premier location to **live, learn, work, dine, shop, and more**. Key to this vision is the need for balance between daytime activities (office and retail spaces) and nighttime activities (residential units, cultural attractions and entertainment and dining destinations).



Public art in downtown New Albany
Source: www.insiderlouisville.com

Live

The city's goal is to encourage more housing in the greater downtown area. The recent renovation and redevelopment of the former Coyle Chevrolet site downtown, adding an additional 191 market rate housing units, is an example of the how the city can promote the adaptive reuse of existing sites.

Learn

With assets such as Indiana University Southeast and Purdue Polytechnic Institute in the community, the city's vision is to promote additional downtown programming with these community partners and attract higher education institutions to open branch campus facilities in the downtown area.

Work

There is a need for Class A office development in the downtown. Office space in the downtown is a great use for the upper floors of buildings and provide a daytime population that can support retail businesses and restaurants. Future development in the downtown area must be sensitive to the historic nature of their surroundings, dense enough to support the urban environment, but scalable to the surrounding buildings and support the expanded walkability and accessibility of the downtown.

Dine

The city should continue to encourage and promote local restaurants in the downtown. The existence of a riverfront district, which allows for easier transfer and granting of liquor licenses, is also a strategic advantage that should be promoted

Shop

The city should continue to encourage and promote local boutiques, galleries, studios, and other retail shopping opportunities.

And More

To support these other uses, the city should continue to promote complementary attractions and programming in the downtown.

One such attraction that the city should investigate is the development of a downtown conference/event space. Such a space would not only provide additional business opportunities for restaurant/retail establishments, but would help attract hotels and other complementary employers. The city has observed that most conferences and events are held in Louisville, so there is an opportunity for an appropriately scaled conference/events center within the New Albany community. The first step toward this goal would be a feasibility study for such a facility.

Efforts should also be made to keep the downtown as a consolidated one-stop shop for government services by maintaining the downtown as the seat of government for the city and county. Floyd County government has moved some of their services outside of the downtown and should consider moving these services back downtown if the opportunity arises for the convenience of their constituents.

Tourism

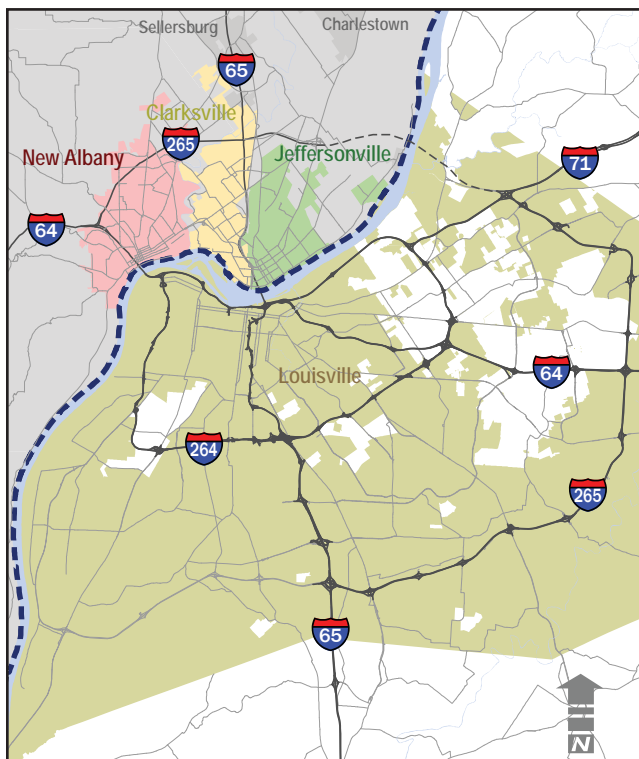
There are really four pillars upon which successful tourism strategy can be built in New Albany:

- **Destination Marketing:** Telling the story of New Albany and what it has to offer.
- **Connectivity:** Not only physical connections, but bringing together multiple facets of the community towards promoting the city.
- **Product Development:** Programs and physical investment into critical assets for the community which help make a community an interesting destination. Assets such as regional parks, trails, sports facilities and commercial districts.
- **Quality of Place:** Creating the city as a great place to live, which in turn leads to self promotion of the city by those living in it.

New Albany is well positioned within the southern Indiana and Louisville metro area to benefit from tourism attractions in the region as well as unique offerings in the city. In fact, the Clark-Floyd Counties Convention and Tourism Bureau recently adopted a new three year strategic plan and five year plan for active investment in product development, an example of which was the bureau's financial support of the riverfront amphitheater. The bureau, which is unique in its dual county setup, is focused on promoting tourism opportunities throughout Clark and Floyd counties, including Jeffersonville, Clarksville, and New Albany.

New Albany has some real assets to strengthen tourism to the region, including a thriving downtown with plenty of unique and diverse dining options. Opportunities exist to build upon the resurgence downtown with additional entertainment and cultural offerings, including places for staging plays, musicals, movies and musical performances, and concerts.

It is also been observed that southern Indiana region lacks a large gathering space. No hotel in the region has significant space and the largest venue on the Indiana side, the Horseshoe Casino, only has a 450 person capacity. In fact, even Indiana University Southeast must go to Kentucky to host their commencements. New Albany is in a unique position to be able to host a successful event space given it's interstate access from I-64 and I-265, its proximity to Louisville, and its downtown, which provides a secondary area of interest for any potential convention or seminar goers who may utilize a small exposition center or gathering space.



New Albany is extremely well positioned within the metro Louisville area, extremely close to downtown Louisville and multiple interstates.

KEYS TO SUCCESS

Economic development is a competitive process. New Albany can benefit from regional amenities and trade areas to achieve a positive impact on the local economy, but there are fundamental local criteria that must be in place for any community to experience successful economic growth in a very competitive economic development environment.

Strategic Investment is Essential to Long-Term Sustainability

Being ready for development opportunities is a critical part of being successful. In the past, site selection decisions took several months to make, but those decisions now take a few weeks. This means that communities that have not invested in critical infrastructure to open sites for development or are not prepared to do so as part of a public/private partnership, will often lose deals before they are ever really considered. New Albany has several available unoccupied industrial sites. While there may be potential for the reuse of these properties as advanced manufacturing opportunities, it is more likely that these sites will provide opportunities for mixed-use redevelopment that may support residential, commercial, retail or a combination of the three.

If New Albany is to provide for future industrial growth, it must invest in infrastructure to support the development of additional land for industrial development. The most logical location for this use is around the north Grant Line Road industrial area that is owned by the city. While approximately 40 acres of existing development ground exists in the area today, strategic infrastructure improvements may make it possible to open up as much as 400 additional acres for future development.

Plan for the Future, but be Flexible

Any plan is only as good as the best available information at the time the plan is written.

Opportunities for development often occur in the middle of a plan's implementation. In some cases, these opportunities, while good and worth pursuing, were never anticipated by the original plan. Flexibility is essential to ensuring that good decisions are made throughout the life of the plan. This flexibility must be tempered, however, by establishing the correct vision and strategies to provide a decision making framework that can evaluate future opportunities and ensure the best decisions are made. New Albany's West End and the older, central industrial sites, such as the Pillsbury Plant and Stemwood Veneer site, are locations where flexible plans need to be created to marry the community vision with private sector market realities to deliver a great redevelopment product for New Albany. Establishing the criteria to make the best decisions will ensure consistency in the implementation of the plan, maintain the spirit of the plan as future decisions are made and allow the required flexibility to deliver the best long-term development within the community.

Decisions Must be Made for the Short-Term and the Long-Term

Short-term success is key to successful plan implementation, but truly sustainable economic success is a long-term proposition that often takes years to see complete implementation of the strategies identified in the plan. Communities are hungry for development, and when good opportunities are presented, communities should aggressively pursue them. However, early opportunities may not always be in the best long-term interest of the community. In these cases, it is critical for communities to decline these opportunities, even though it is extremely difficult. New Albany is in the position to continue to see short-term growth in its downtown, commercial areas along State Street, and portions of the industrial areas along Grant Line Road. It will take time, patience, and diligent follow-through on plan implementation in order to maximize the potential along Grant Line Road and see successful redevelopment of other main corridors in New Albany.

Messaging

Telling a good story is at the heart of economic development. Hoosiers, with our penchant for being humble, sometimes struggle with celebrating our success. However, it is critical that we develop, hone and sell our stories to compete from an economic perspective on a regional and global scale. Clear, honest, consistent communication between local government, residents, businesses, and potential members of the community is necessary for successful economic development. So much of economic development is based on trust, and trust starts when the lines of communication are open and predictable. At times, sensitive discussions, such as negotiations, may be held in private, but all final and formal decisions made by local government officials must be made with transparency and residents of New Albany be given the opportunity to weigh in.

New Albany is a proud and successful community with a strong heritage and a family friendly atmosphere. The community boasts true local business successes and a desire to create a progressive, vibrant future for the community. Establishing the tools to create, package and sell that message will be important for New Albany to achieve its long-term vision.

Public/Private Partnerships

Rarely does successful economic development occur where there is not a combination of both public and private investment. This public/private partnership can take many forms, but is ultimately an effort to successfully implement a common vision in a more efficient and cost effective manner than may exist without such coordination. This is done while also attempting to limit the risk to each party. These partnerships may result in, among other things, the construction of needed infrastructure, vertical construction of buildings for sale or lease, development of public amenities like parks, open spaces or cross marketing and competitive incentivization of targeted business types. Whatever approach is chosen, such partnerships are increasingly separating winning and losing communities, especially when it comes to development and redevelopment within the community core.

6

Land Use

INTRODUCTION

Development in New Albany is nearing its practical growth boundary. Development to the south is bound by the Ohio River. To the east, development is limited by New Albany's shared borders with Clarksville and Sellersburg. To the north and west, outward growth has reached a practical limit due to terrain.

As a direct impact of this practical growth limit, most future growth will include infill and redevelopment, rather than outward growth on previously undeveloped sites. The city is already seeing this redevelopment trend in the \$12.5 million redevelopment of the former M. Fine & Sons building into senior housing and the \$16 million development of 191 units of upscale housing on the former Coyle Chevrolet site.

New Albany's current growth policies and development ordinances provide limited guidance for the type of infill and redevelopment projects expected to be the dominant form of growth during the life of this plan. To better manage this development, the city needs to update its policies and ordinances to encourage compatible infill development, redevelopment of sites and mixed-use developments, including through the use of development plan zoning districts and design requirements.

GOALS

Encourage appropriate mix of uses through infill and redevelopment efforts to support the population of New Albany now and in the future.

- Enact land use regulations that support appropriate infill and redevelopment
- Encourage mixed-use development within the city where appropriate.
- Consider appropriate and compatible increased density in developments to accommodate population growth without expanding boundaries.
- Promote the expansion and/or upgrading of community facilities through the planning area.
- Maintain high quality business areas by encouraging reinvestment and redeveloping throughout commercial districts.
- Develop a policy to promote the appropriate balance of industrial properties through the city.
- Conserve and/or protect historic sites and structures within the planning area.

FACTORS SHAPING CURRENT LAND USE

Development in New Albany has grown in a northerly pattern over the years. Exhibit D visually depicts that growth with a map showing the age of built structures. Prior to World War II, development was organized closer to the river and generally followed a grid/block development style. Development from 1945-1965 followed a suburban form and mostly occurred south of I-265. Between the 1960s and today, development expanded to areas north of I-265.

Commercial development has occurred at the interchanges, along major roadway corridors, and in the downtown district. Highway oriented commercial development is primarily located at the Grant Line Road and Charlestown Road interchanges on I-265 and along the State Street corridor north of the hospital. In fact, the commercial development along this portion of State Street is some of the most valuable and successful in the region. This type of development should continue to be encouraged in these areas. Additionally, there is a mix of neighborhood-oriented commercial development that occurs along the primary north-south corridors, including the portion of State Street south of Baptist Health Floyd hospital and Grant Line Road and Charlestown Roads, between the interchange commercial areas and downtown.

Downtown New Albany is in the midst of a resurgence. As of the writing of this plan, there are more than 30 locally owned, independent restaurants in the downtown. Offices are opening and vacant property is being converted for downtown housing. Additionally, facilities like the Floyd County Family YMCA and Aquatic Center have made downtown New Albany a destination for recreation and culture.

Industrial development patterns are also changing. Most new industrial development is occurring north of I-265 in the Grant Line Road area. Because of land constraints, the number of available sites with infrastructure is limited. While some infrastructure is lacking to many potential sites, available sites do have sewer and water access.

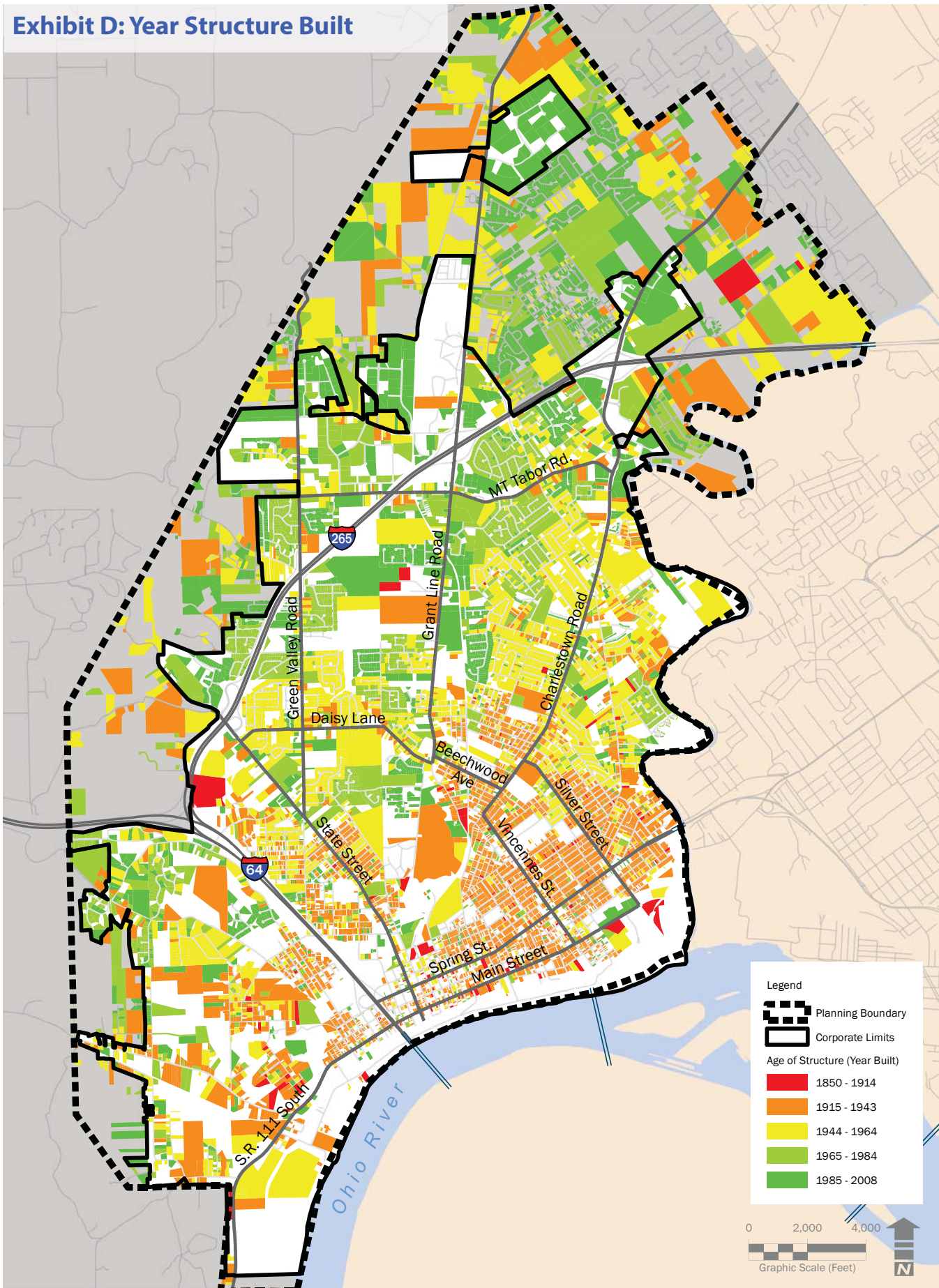
At the same time, industry is abandoning many aging factories inside the I-265 boundary. These older properties are not as well suited for modern manufacturing and transportation access to the sites is often limited. Some of these sites are well positioned for adaptive reuse and developers are capitalizing on these opportunities.

Infill and Redevelopment Focus

As mentioned, the city of New Albany is reaching its practical growth boundary, impacting development.

When the last comprehensive plan was adopted in 1999, it recognized that the community would need to balance greenfield development on previously undeveloped sites and the reuse of older, urbanized areas. Today, there are limited greenfield development sites remaining. While balancing greenfield and redevelopment was an appropriate strategy for the last plan, the limited number of remaining sites means the city needs to shift its focus toward developing on remaining infill sites and redevelopment of previously developed sites.

Exhibit D: Year Structure Built



For these reasons, this plan recommends the city implement policies and ordinances to encourage appropriate infill and redevelopment on sites throughout the city. For the purpose of this plan, “infill” is considered to be development on a greenfield property that is usually surrounded by previous development. Infill sites will range from large, undeveloped properties that are dozens of acres in size, to small sites of less than an acre. Within the city, there are certainly a greater number of small sites than there are very large parcels. Exhibit E highlight potential vacant infill parcels throughout the city.

Redevelopment specifically refers to construction on a site that was previously developed. This includes new construction on an old lot, adaptive re-use of existing buildings and demolition and reconstruction on previously developed parcels.

In encouraging infill and redevelopment, a level of flexibility in development policies and ordinances is required to overcome unique challenges these sites pose. Consider the following:

- **Compatible development:**

Any infill or redevelopment needs to be compatible with its surroundings. By nature, these type of sites will be surrounded by properties built at various times, conforming to different development standards and in different zoning districts. Since it is not feasible to match each of the existing conditions, policies and ordinances need to be flexible to select the most appropriate standards for unique sites.

- **Site constraints:**

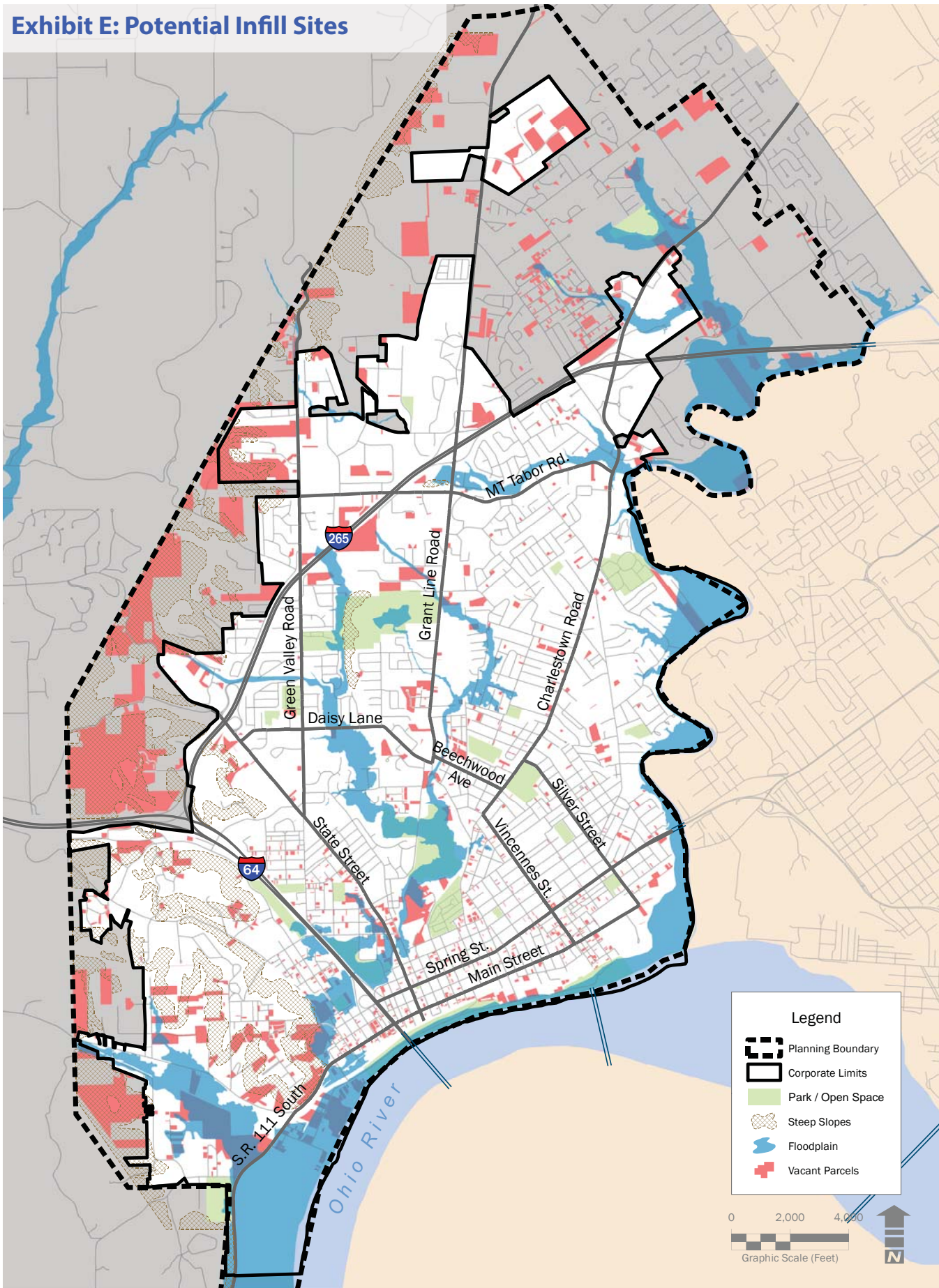
There is often a reason a site was skipped over or built a certain way when the area was first developed. This may be that the land was not available at the time or the site has special development conditions, such as floodplains, steep slopes, easements, or soil limitations. The city should be strict about directing development away from portions of sites with sensitive environmental conditions, while being flexible enough to allow development on the balance of such sites. These areas may face more pressure to be developed in the future, but by placing restrictions on their development, this potential pressure can be lessened in favor of more appropriate opportunities.

- **Existing Traffic Conditions**

When considering infill or redevelopment, care will also need to be exercised as it relates to the existing traffic conditions adjacent to the proposed development to ensure proper management and safety. Adding heavy concentrations of new traffic onto already congested streets does not serve existing residents or the new development well. Improvements to local infrastructure may need to be a component of a development plan, if conditions so warrant.

In addition to discouraging development in sensitive areas, it will also be important for the city to have a clear understanding of available sites. With this understanding, the city can better promote these areas for redevelopment.

Exhibit E: Potential Infill Sites



Density

In adapting to the challenge of having limited new land available for development, the city needs to plan to accommodate a larger population within a fixed area. This need was recognized in the 1999 comprehensive plan, which called for the city to increase density to slow the saturation rate of remaining undeveloped land.

Therefore, it is recommended that the city continue a policy of allowing for strategic and appropriate increases in development densities that do not adversely impact the character and relationship with surrounding existing uses. This does not mean the city should focus only on large apartment developments. Instead, the city should continue to allow a mix of housing types, maintaining traditional density in some areas, but allowing slight increases in density where appropriate and compatible.

Allowing appropriate and compatible increases in density also has a positive impact on the fiscal health of the city. While more residents certainly creates a larger tax base, more residents within a smaller geographic area also puts less strain on city services such as police and fire protection, and on infrastructure such as water and sanitary systems.

Since the focus of this plan is on infill and redevelopment, changes in density needs to be carefully implemented. Allowing for more dense, creative, mixed-use development, compatible with surrounding development, can create significant opportunities to enhance the overall quality of place in New Albany. However, these developments must be completed with great sensitivity to the impacts of traffic, visibility, and the overall character of adjacent neighborhoods. Architectural controls through development plans is one tool to help achieve this balance.

As part of this effort, the city should carefully review the existing residential zoning districts for density requirements and allowances. Much of the downtown and mid-town areas of the city are already zoned under R-4, which may be over zoned for some of these areas.

As the city studies changes to density, following are key strategies to consider:

- **Reduce building setbacks and follow existing local standards when feasible.**
- **Encourage mixed use developments, including first floor commercial and upper floor office/residential use.**
- **Keep standards consistent within an established neighborhood.**
- **Encourage both minimum and maximum parking counts.**
- **Increase the permitted number of units per acre in some residential districts.**
- **Encourage adaptive re-use of existing buildings for residential.**
- **Provide flexibility to density requirements along the State Street, Grant Line Road and Charlestown Road corridors.**
- **Encourage alternative stormwater management strategies that maximize land use.**
- **Identify density targets for inventoried infill/redevelopment sites.**

Ordinances

In addition to policy statements in the comprehensive plan, New Albany adopted land use goals and policies as part of their zoning code. For example, section 156 of the New Albany, Indiana, Code of Ordinances outlines additional land use goals and separate policy statements.

Many of the land use goals and policy statements were adopted in 1971 when the city was largely focused on suburban growth. Because the focus of development in New Albany now must be on infill and redevelopment, many of the 1971 policies are no longer appropriate and conflict with goals and policies in this plan.

Ultimately, it is recommended the city complete a thorough review and update of current zoning ordinance regulations in order to focus regulations on infill and redevelopment.

Form-based ordinances

As the city works to implement policies to encourage density and infill/redevelopment, it needs flexible ordinances to help manage this. To provide this flexibility, it is recommended that the city investigate implementing a form-based code.

According to the Form-Based Codes Institute:

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using the physical form (rather than a separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

Traditional zoning codes were written to prevent undesirable neighbors, such as putting a factory next to a home. While this is desirable at a certain level, it has resulted in compartmentalized communities where you have to drive miles to get from your home to a place to work or shop.

Form-based codes intend to ensure that new buildings and streets support and shape the city. For example, a form-based ordinance clearly maps out what the city wants to become and requires new development to implement that vision. As such, development results are predictable and create the quality of place desired by the community.

While form-based codes are relatively new, they have received mainstream adoption in cities, including Cincinnati, Miami and El Paso. Louisville has also adopted some form-based codes for portions of their land development code.

The structure of a form-based code has three components:

1. Building form standards;
2. Public space standards; and a
3. Regulating plan map.

Building form standards regulate not only setbacks, but also how a building is oriented in relationship to the street and how the building needs to engage and contribute to the streetscape. Instead of long lists of acceptable uses, it provides general uses and then guides land use through prescribing a building type and create a development that is compatible with its surrounding in both use and aesthetics.

Public space standards regulate the form of streets and squares, ensuring the public space works for everyone, not just for cars and parking. Public space standards also ensure public streets work in tandem with the desired building form.

Finally, a regulating plan map indicates where the various standards are applied in the city.

Form-based codes guide land use through building type. As an example, if a community wants pedestrian-friendly streetscape, standards for that corridor would prescribe shopfront or mixed use buildings.



A used car lot in an urban environment is an example of a use that may not be desirable in a community and could be discouraged with form-based ordinances



Form-based ordinances can also be used to encourage pedestrian-scale mixed use developments

Industrial Area Transition

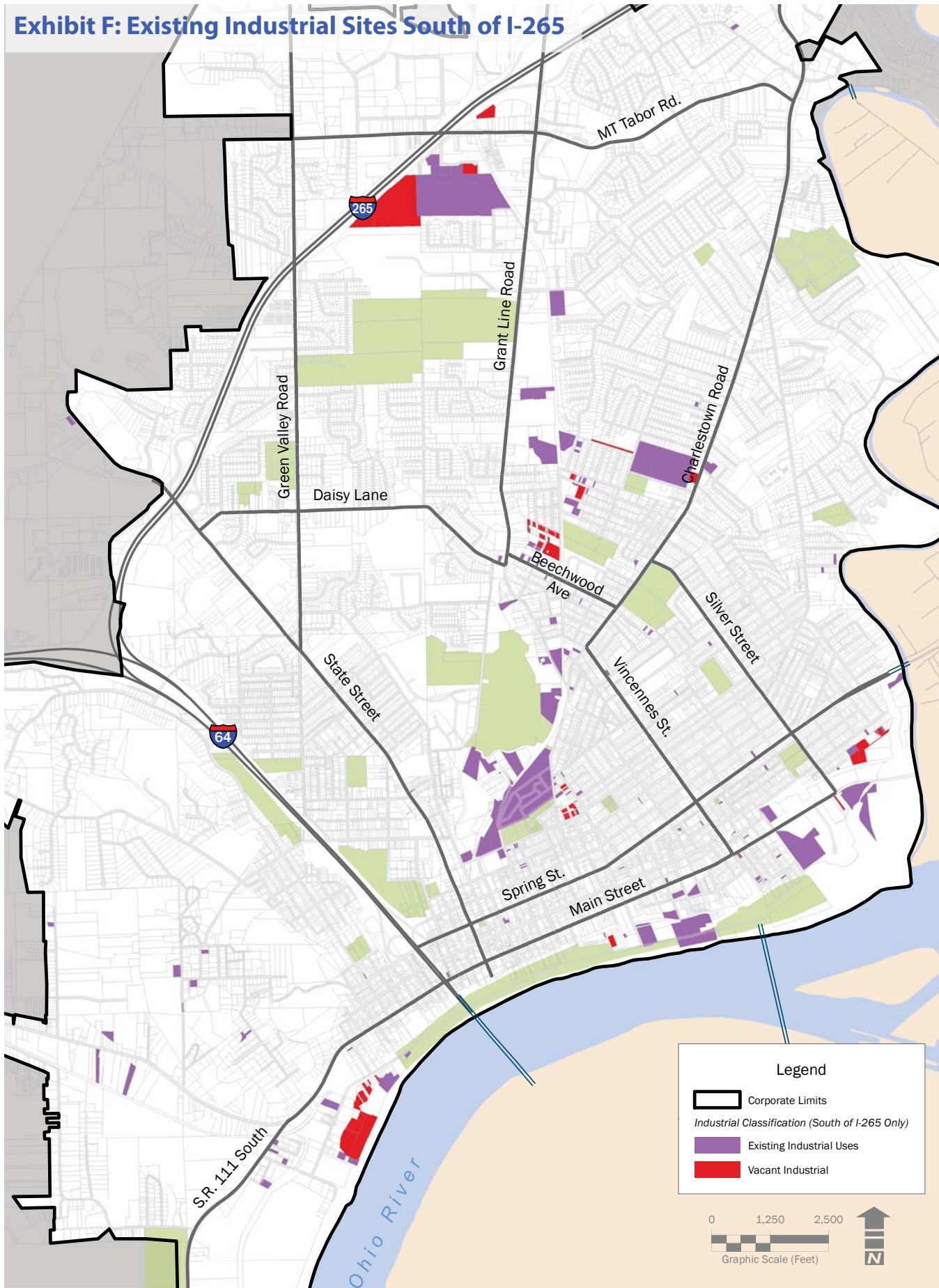
The primary industrial goal of this plan is to encourage new industrial development north of I-265 in the industrial parks. The city should update its industrial land use ordinances to encourage higher density development, while also maintaining modern industrial performance standards and proper buffers between residential areas.

An additional goal is to slowly phase out industrial development generally located south of I-265. Exhibit F highlights existing industrial sites south of I-265.

To further clarify this goal, following are key considerations and policies that should be implemented for industrial areas south of I-265:

- Existing industry will be encouraged to expand and grow within lots already zoned for industrial uses and will be encouraged to remain in its current location for as long as it is viable.
- This goal must not be used to force any industrial business to close, relocate, or scale back.
- This goal will not, and should not be fully accomplished in the life of this plan. Instead, this goal could take generations to accomplish in order to phase out industrial in a manner that does not impact the businesses that continue to operate in these locations.
- The city will encourage re-zoning of industrial properties for residential or neighborhood commercial mixed use
- The city will continue its success in remediation of older industrial sites through grant funding.
- The city will discourage re-zoning of additional lots for industrial uses outside areas designated by this plan.

Exhibit F: Existing Industrial Sites South of I-265



Recommended Sub-Area Plans

The planning process identified certain areas in the city where future land use and community development decisions can be anticipated within the timeframe of this plan. However, these areas have particular planning challenges that warrant additional focused planning and public participation in order to provide appropriate recommendations. For these areas, it is recommended that the city develop a sub-area plan to guide decision making. Sub-area plans are recommended for the following areas (see Exhibit G for a map of these sub-areas):

West End

Before I-64 was developed, the west end was a traditional neighborhood connected directly to the downtown. The construction of an elevated interstate orphaned this district from the downtown, which has left the district struggling economically. Even though it has pedestrian and vehicular access to the downtown via Main, Market, and Spring Streets, the area feels isolated from the downtown. Redevelopment potential is also complicated by the awkward mix of residential, commercial, and heavy industrial uses in the area, including the wastewater treatment plant.



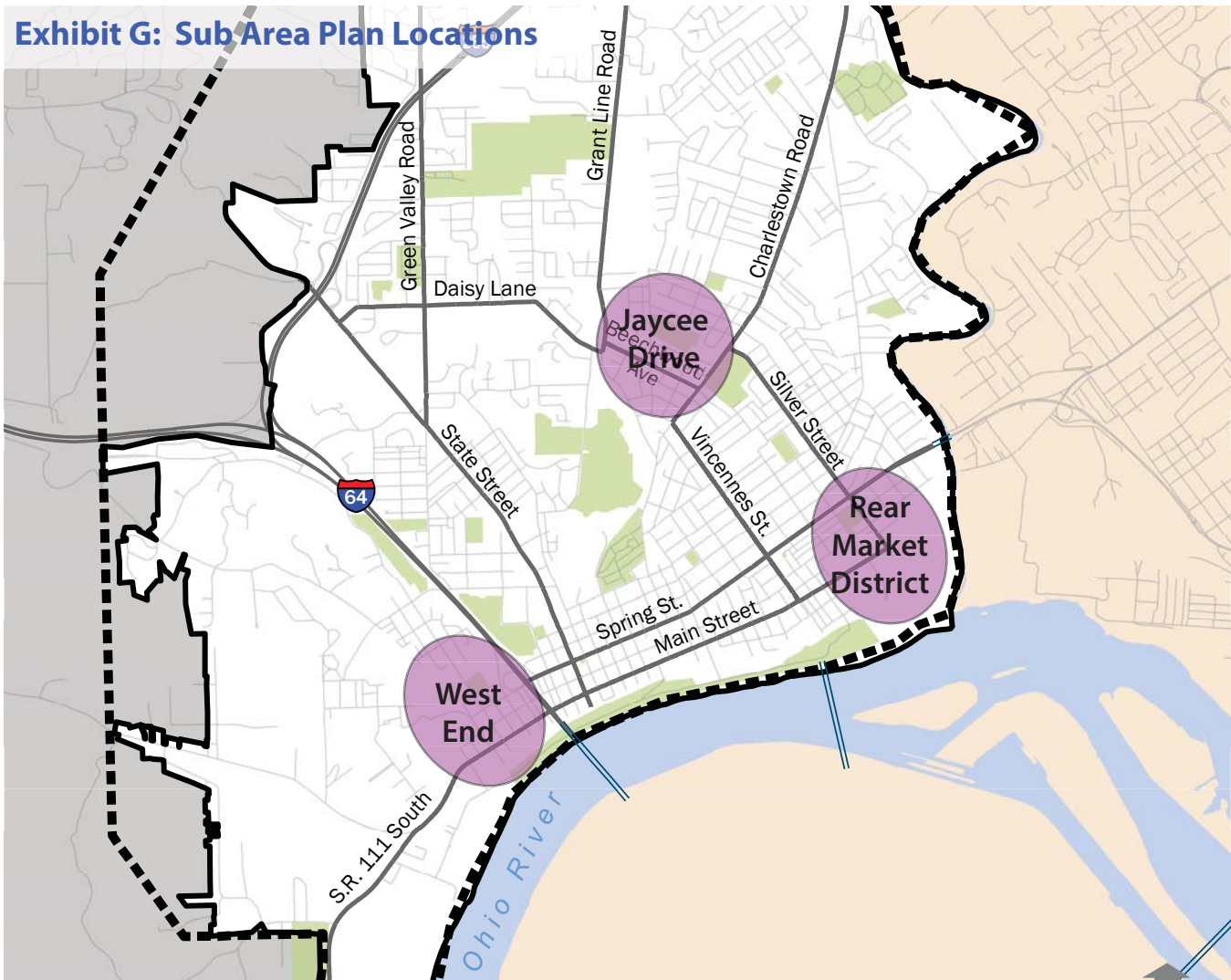
Loop Island Wetlands and adjacent industrial uses
Source: City of New Albany

Nonetheless, opportunities exist and the West End has the potential to once again become a vibrant and active neighborhood of the city connected to the downtown. Interstate access has resulted in hotel development, and some of the older industrial sites in the area, including the Gallagher Station power plant, present large redevelopment opportunities. The area is walkable to the downtown, accessible to the Ohio River and the Ohio River Greenway, and presents real opportunities for river recreation, regional event space and new housing stock near downtown. A sub-area plan for the west end should provide guidance on mixing competing land uses and on improving the pedestrian connection to the downtown. Guidance is also needed on leveraging interstate access for redevelopment and reconnecting the area to the Ohio River.

Rear Market Street District

The Rear Market Street district is a mix of land uses in the southeast corner of New Albany near the confluence of Silver Creek and the Ohio River, including the Loop Island Wetlands and extending to E 18th Street. Redevelopment opportunities exist for this district, which includes the uptown district and contains older housing and existing and former industrial uses. Loop Island is a 50 acre natural wetlands area open to the public which has changed considerably since first mapped in 1785 due to levee construction, erosion, and clearing for agricultural uses. The Ohio River Greenway also routes through this area. Adjacent to the site is the former Moser Tannery. This site has older industrial buildings, which could have adaptive re-use potential. A sub-area plan for this district should include recommendations for slowly phasing out industrial uses in this and provide guidance on appropriate commercial/residential uses. Viable housing should remain within the district.

Exhibit G: Sub Area Plan Locations



Jaycee Drive Neighborhood

The Jaycee Drive neighborhood is an older neighborhood west of Charlestown Road between McDonald Road and Jaycee Drive. This neighborhood is also due east of the Walmart along Grant Line Road and the previous Stemwood Veneer site. Historically, this neighborhood consisted primarily of housing that supported the industrial users in the area. With the departure of these users, the neighborhood has seen an increase of highway industrial uses incompatible with a thriving residential area and is in need of revitalization.

An active concrete plant still operates within the residential neighborhood. Reactivation of commercial space along Charlestown Road and re-use of the Stemwood Veneer site present real opportunities for this area. Recently, Silver Street Park has been developed within this area, giving the area a nice anchor upon which to build momentum.

LAND USE CATEGORIES AND DESCRIPTIONS

Each land use identified on the Future Land Use Map is described in the following section, and is intended to be more general and broader than the city's current zoning districts. This broader terminology allows flexibility for the 10-20 year horizon of this plan. New Albany is currently managing 19 different base zoning districts plus additional overlay districts. The city should consider reducing the number of zoning districts by as much as one half as this plan is implemented and zoning revisited.

The following descriptions provide the intent of each land use category.

Residential Districts

Low density residential

Low density residential areas include land that is developed with single-family residential units. Single-family dwellings are detached and are often, but not always, part of a subdivision development. Net densities will range up to eight units per acre.

Low density residential areas in New Albany north of I-265 are often located in areas with steep slopes. In these areas, conservation minded development practices should be followed to prevent adverse impacts to steep slopes.

Mixed density residential

The mixed density residential district is a broad district that includes development in New Albany generally north of downtown, but south of I-265. It generally consists of a variety of residential uses built after World War II. This mix of residential uses includes both traditional

neighborhood design and varying densities of low-density residential. Accordingly, new development in this district may include residential uses found in either the low density residential or traditional neighborhood, as may be appropriate to blend appropriately with adjacent properties. Within this mixed density residential district, neighborhood-oriented commercial uses will be directed toward the mixed-use commercial corridors district.

Traditional neighborhood

Traditional neighborhood districts are neighborhoods that are primarily residential in character but include interspersed existing commercial uses focused on serving the neighborhood. Neighborhoods are typical of 19th and early 20th century patterns of small lots, compact development and a mix of housing types, dominated by single family uses. Neo-traditional neighborhoods that fit the architectural quality and development patterns of existing traditional neighborhoods can also fall into this category. Net densities can range up to 15 units per acre.

Multi-family residential housing is also included within the traditional neighborhood and may contain duplex, triplex, multi-family dwelling units, small stand-alone apartment buildings, townhouses/condominiums. Multi-family housing represents a good transitional land use serving as a buffer from higher intensity land uses, such as regional commercial or industrial uses. The permitted number of housing units will vary by area and depends on existing land use, proximity to major streets and public transit, distance to shopping and environmental issues. The number of units in a structure could range from eight to 40. The number of units should be on the lower end of the scale next to single family residential areas.

Historic neighborhoods

Historic neighborhoods are similar to those in the traditional neighborhoods in that single family character housing dominates and housing may also contain a mix of second units, cottage clusters, duplexes, triplexes and small apartment buildings. Historic neighborhoods are also typical of 19th and early 20th century patterns of small lots, compact development and mix of housing types. However, the historic neighborhoods are those found in the designated historic districts as described in the Community Character section of the plan. These neighborhoods often contain historically significant homes to New Albany's heritage. Additionally, homes within these neighborhoods are also subject to historical preservation standards and requirements for improvements, additions and new housing stock.



Bentley-Kahl-Conti House in the Cedar Bough Historic District

Source: New Albany Historic Preservation Commission

Commercial Districts

Highway-oriented commercial

Highway-oriented commercial uses are those that, due to their size and scale, attract shoppers and visitors from a larger portion of the county and outside the county. Typical uses include “big box” retail, chain restaurants, drive-through establishments, and supporting retail. This district is intended to be focused at I-265 interchanges and along the northern State Street corridor. Highway-oriented commercial uses should be discouraged in other parts of the city.

Commercial-mixed use corridors

Future redevelopment along the primary north-south corridors in New Albany should accommodate a mix of commercial and residential land uses in a high quality pedestrian-oriented environment within walking distance from local neighborhoods. A large percentage of existing residential areas in the city are within walking distance of one of the three main north/south corridors, including State Street between the hospital and downtown, Grant Line Road, Charlestown Road/Vincennes Street. Commercial land uses appropriate for this district include neighborhood-oriented facilities, such as small shopping centers, street front stores, supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, laundries, dry cleaners, and hardware stores. Portions of the corridors closest to the downtown will have a more urbanized character than those portions of the corridors closer to the interstate.

Residential uses are expected to be multi-family developments and whenever possible, developments with both residential and commercial uses will be encouraged. Since this district adjoins various densities of existing

residential development, new development will need to be compatible with adjacent uses.

Downtown

Future redevelopment within the downtown area, which extends between East 5th to West 5th Street, is anticipated to be similar to the type and mix of land use currently found downtown. The emphasis is on increasing the types of spaces available for living and working, encouraging a mix of compatible uses, encouraging the revitalization of downtown with buildings and providing a high quality pedestrian-oriented street environment. Incompatible uses, such as auto-centric and focused uses will be discouraged. Mixed use will be encouraged, and may include multiple permitted activities within the same building or within separate buildings on the same site or on nearby sites.

Commercial facilities, office space, residential uses and some light industrial/industrial arts uses are appropriate for the downtown district. The downtown area could also contain urban parks, public gathering spaces, cultural attractions, recreational access and use of the river, local shops, restaurants, and hubs for local entrepreneurs and artisans.

Mixed use

The mixed use district is very similar to the commercial mixed use corridor district. While the mixed use corridors puts more emphasis on the neighborhood oriented commercial facilities, the mixed use district is likely to see more emphasis on office and professional services, along with more dense residential developments. As with all districts, developments will need to be compatible with surrounding land uses and densities.

Industrial Districts

This category is for a multitude of small- to medium-scale, clean industrial uses. Such uses may include wholesaling, warehousing, flex space, construction, distribution, or other small- to medium-scaled uses that are minimally or moderately intrusive. Light industrial uses within this district could also include research and development facilities, business parks, small-scale product assembly, distribution centers, technology and advanced manufacturing, cottage industries, business incubators, and laboratories. Emission of fumes, noise, smoke, or other pollutants is strictly controlled. Outside storage and use is very limited.

Institutional Overlay Districts

Institutional overlay land uses are those which are not expressly permitted within other proposed districts and are intended for essential public services and can include hospitals, public/private schools, colleges and universities. The purpose of this district is to ensure that these essential public services grow in a compatible way with surrounding land uses. Expansion of these overlay uses should be approved through a public hearing process and allow for consideration of multiple variables, including impacts to property values, proposed uses, compatibility with adjacent uses, potential alternate locations, social impact of proposed uses, and the existing or immediate past use of the proposed areas.



Baptist Floyd Health hospital in New Albany
Source: Baptist Floyd Health

Open Space Districts

This land use category includes potential land uses intended to promote active and passive greenspace uses, such as undeveloped open space, neighborhood and community parks, riparian corridors along streams and rivers and other scenic resources, such as preserves.

Park spaces include both indoor and outdoor activities. Such facilities could include athletic fields and courts, children's play areas, trails, buildings or structures for recreational activities and community gardens. Open space uses can also be used to protect environmentally sensitive areas, such as steep slopes and floodplains/floodways.



Open space districts can encompass creeks, floodplains, and parks, such as Millerwood Park

Agricultural Land Use

While not illustrated as a specific category on the land use map, traditional agricultural uses are generally found outside of the two mile fringe planning area of New Albany. However, urban agriculture is a growing component of American culture and land use in our country. Urban agriculture can encompass a variety of activities including:

- Communal and commercial farming
- Community, market, family and school gardens
- Educational components
- Farmers markets
- U-pick facilities

As these type of land uses develop, they should be encouraged. Urban gardens can help families raise a new generation who enjoy the outdoors, have a hands on appreciation of the farming industry, and have a stronger commitment to healthy living. These activities also lead to job training and employment opportunities, particularly for local youth. Additionally, these activities promote health and nutrition education, which is often lacking in segments of a community.



Silver Creek and the Spring Street bridge
Source: City of New Albany

FUTURE LAND USE MAP

The Future Land Use Map is presented as Exhibit G. This map is intended to be used in conjunction with the land use classifications presented in this chapter.

Following are notable changes between the Existing Zoning Map (Exhibit I) and the Future Land Use Map (Exhibit H).

- While the Existing Zoning Map indicates 19 districts within the city's jurisdiction, the Future Land Use Map indicates only 13 districts. Districts have been consolidated to provide flexibility and to encourage infill/redevelopment to match adjacent existing land uses.
- Areas for the downtown and traditional neighborhood districts are shown on both maps.
- On the Future Land Use Map, residential areas south of I-265 are identified as mixed density residential. This includes areas previously shown as R-2, R-3 and R-4 on the Existing Zoning Map. The district has been generalized on the Future Land Use Map to provide flexibility to encourage infill/redevelopment to match adjacent existing land uses.
- North of I-265 and west of I-64, residential areas are shown as low density residential on the Future Land Use Map. This is in lieu of showing any separation between residential districts as on the Existing Zoning Map.
- Commercial areas are shown as either highway-oriented commercial, mixed use corridors, downtown, or mixed use on the Future Land Use Map. The intent is for highway-oriented commercial to be located on and near the corridors which service the interchanges on I-265. The commercial mixed use corridors follow State Street south of the hospital, Grant Line Road near Beechwood Avenue, Charlestown Road, and Vincennes Street in order to allow a mix of residential and commercial uses where various land uses meet at these corridors. Downtown serves as its own commercial district and the mixed use areas allow for areas with the potential for unique combinations of residential, office and professional services.
- Industrial land uses are indicated generally north of I-265 on the Future Land Use Map, primarily in the vicinity of Grant Line Road. However, existing industrial land uses will be encouraged to remain south of I-265 as long as they are viable. Over time and as former industrial sites are vacated, the city will encourage these sites to be redeveloped for commercial or residential uses.

Exhibit H: Future Land Use Map

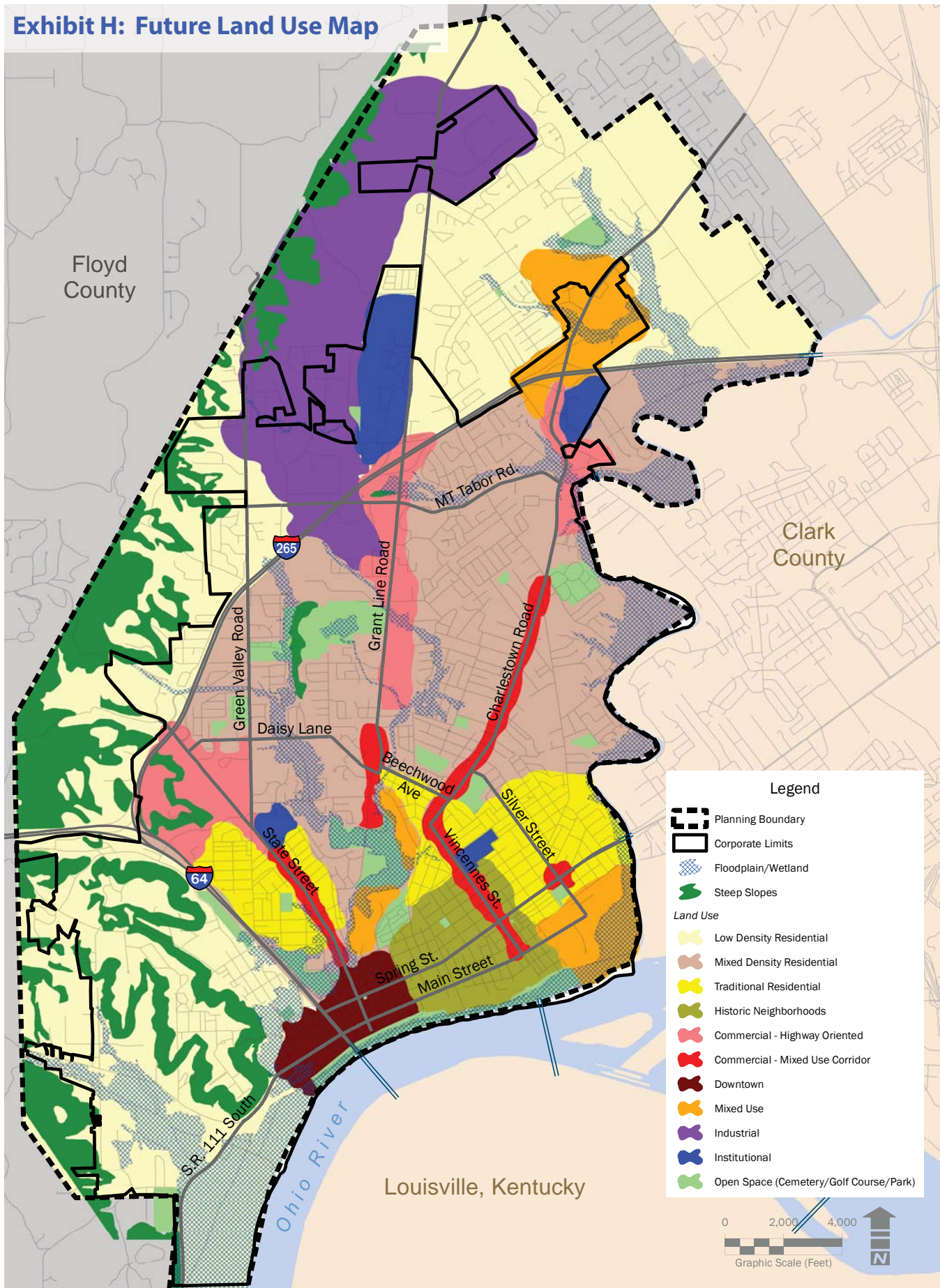
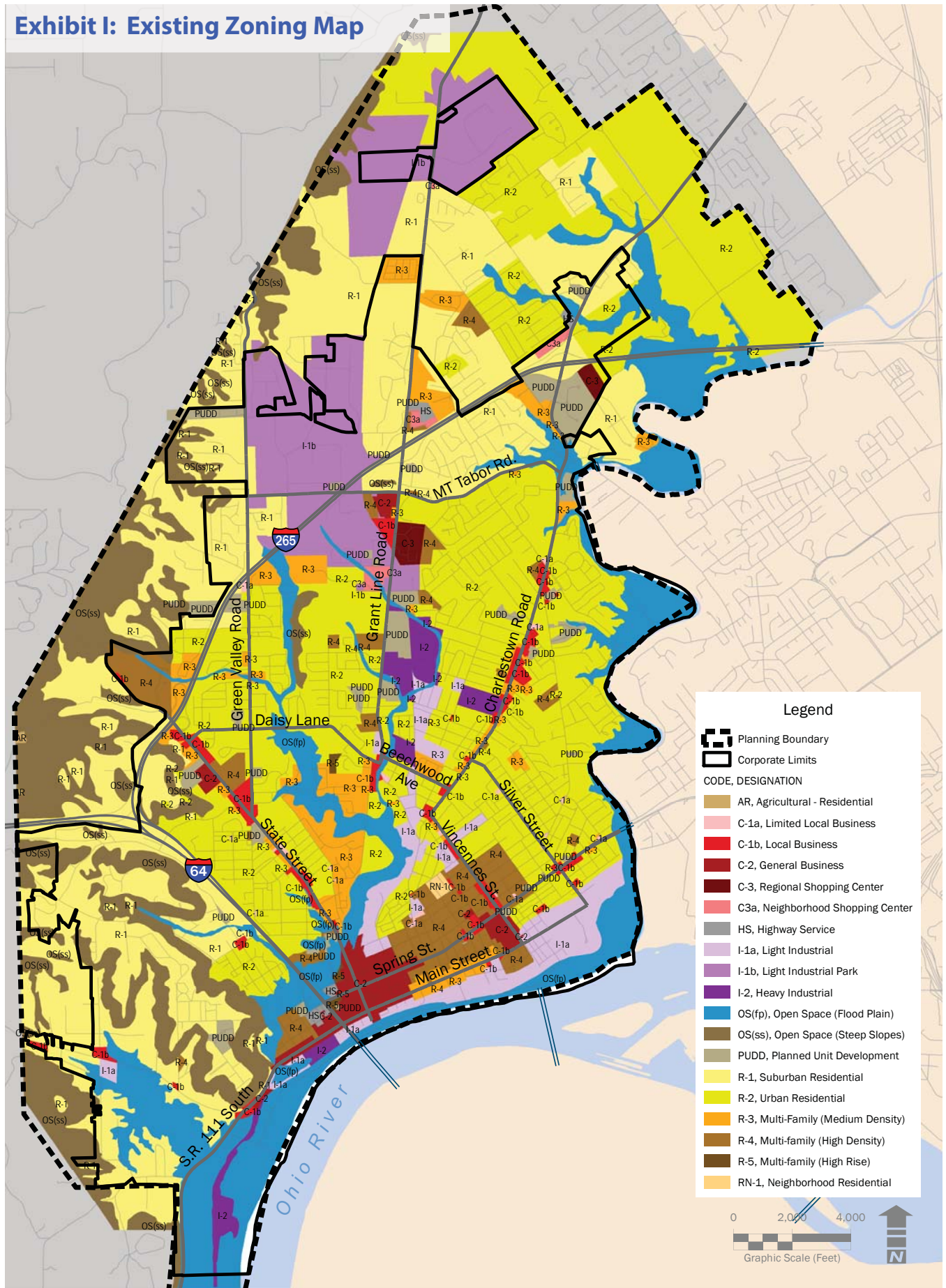


Exhibit I: Existing Zoning Map



7

Housing and Neighborhoods

INTRODUCTION

Since New Albany is approaching its practical limit for further outward growth, new housing development on infill or redevelopment sites will now constitute a significant portion of residential development. Accordingly, as part of this plan, the city needs to renew its efforts toward revitalization of traditional and designated historic neighborhoods.

Additionally, the City of New Albany and the New Albany Housing Authority have collaborated on the development of a new strategic plan to address public housing concerns. This plan calls for creating a diverse and stable housing base for the community, including the decentralization of public housing.



East Oak Street in the mid-town area of New Albany
Source: Google Earth

GOALS

Encourage continued investment and programming to support a diverse housing mix and traditional neighborhoods in New Albany.

- Develop and/or redevelop residential neighborhoods in order to provide quality of life environments for all residents.
- Encourage reinvestment and revitalization in traditional neighborhoods.
- Recognize and build upon the individual neighborhoods that make up New Albany
- Achieve a more balanced mix of public and subsidized housing in the city.
- Encourage diversity in the housing stock.

THE HOUSING PICTURE IN NEW ALBANY

In addition to the summary table above, the figures and statistics below reveal some additional insight into the housing picture in New Albany. Most of the data is from the U.S. Census Bureau's 2010-2014 American Community Survey (ACS) unless otherwise noted.

Taken together, this data points to a housing picture in New Albany with some real difficulties, but also great potential.

Since 2000, total housing units have increased while occupied units decreased and vacant units increased. This indicates that there is real opportunity for neighborhood revitalization and rehabilitation of some of the city's older housing stock to make them more attractive to residents. While, based on available records, the median year built for all homes in New Albany is 1960, most of the homes in downtown, midtown and uptown are pre-World War II and have consistently been noted throughout the planning process for their potential, especially as downtown continues to thrive and become a destination. See exhibit K for a map of these districts.

At the same time, housing demand is high in Floyd County, with closed sales up around eight percent compared to last year and the available months supply of homes down to only four months. The median sales price for the county also places Floyd County in the top 15 counties

statewide.

More properties have also become rental units since 2000, potentially fulfilling a need in affordable housing in the community. However, some have expressed concern about the condition and quality of rental housing in the City. The city is addressing rental quality through a mandatory rental registration program. There is also a demand for affordable rental housing in the community, which may be addressed by the available vacant units in the city. This demand will also contribute to increased housing density, which will be needed as New Albany grows in population.

When it comes to financial stability and affordability, New Albany closely mirrors the state of Indiana as a whole, but there is room for improvement. New Albany has a much higher percentage of subsidized and public housing when compared to the metro area and peer communities. New Albany accounts for over 30 percent of the subsidized housing units available in the 12 county Louisville MSA and nearly 60 percent of New Albany's available subsidized units are public housing units. Additional quality affordable housing is critical to help meet the city's goal of decentralizing subsidized and public housing.

By taking a comprehensive approach to balancing housing needs in New Albany, while increasing the quality and diversity of both owner and renter occupied housing, New Albany is in a position to capitalize on the energy and interest in the city fueled by downtown revitalization and on the growing housing pressure in the county and Louisville metro area.

GENERAL OVERVIEW

New Albany has approximately 36,496 people living in 17,571 single-family homes, duplexes, apartments, condominiums, townhouses, and mobile homes.

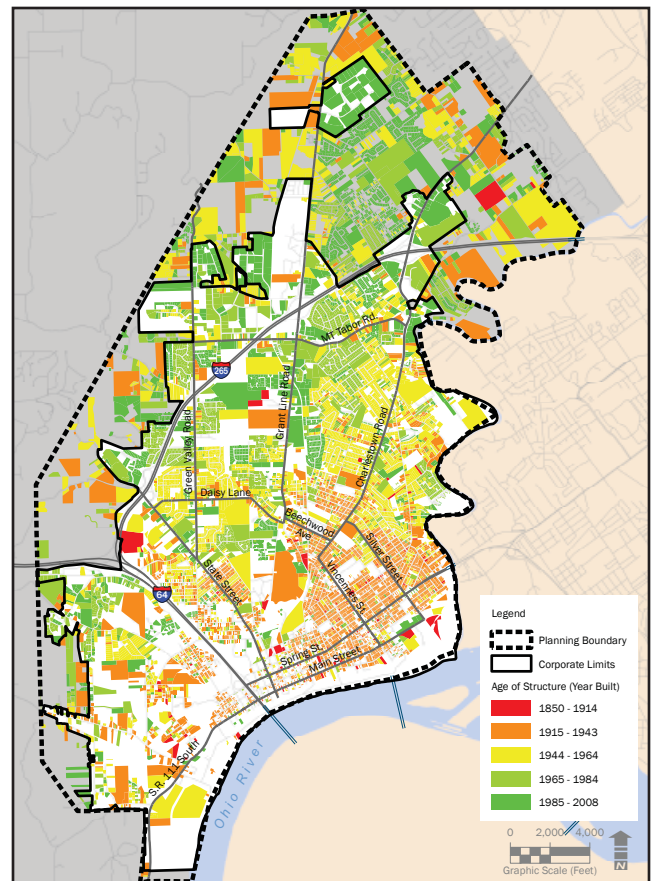
An overview of local housing can be found in the table below, which compares New Albany and Indiana on key housing indicators.

TABLE 3: NEW ALBANY AND INDIANA HOUSING DATA (2014)						
Characteristic	New Albany 2014	Percent of total	Percent change 2000-2014	Indiana 2014	Percent of total	Percent change 2000-2014
Current Population	36,496	—	-3.6%	6,542,411	—	5.3%
Total Housing Units	17,571	—	2.7%	2,811,617	—	9.9%
Occupied Housing	15,312	87.1%	-4.1%	2,492,183	88.6%	6.5%
Owner Occupied	8,491	55.5%	-10.2%	1,730,954	69.5%	3.6%
Renter Occupied	6,821	44.5%	4.7%	761,229	30.5%	12.4%
Vacant Housing Units	2,259	12.9%	49.5%	319,434	11.4%	38.6%
Median Home Value	\$112,300	—	-6.4%	\$122,700	—	5.4%
Median Year Built	1960	—	-	1972	—	-

Source: U.S. Census Bureau, 2010-2014 American Community Survey and 2000 Census

Population and Housing Stock

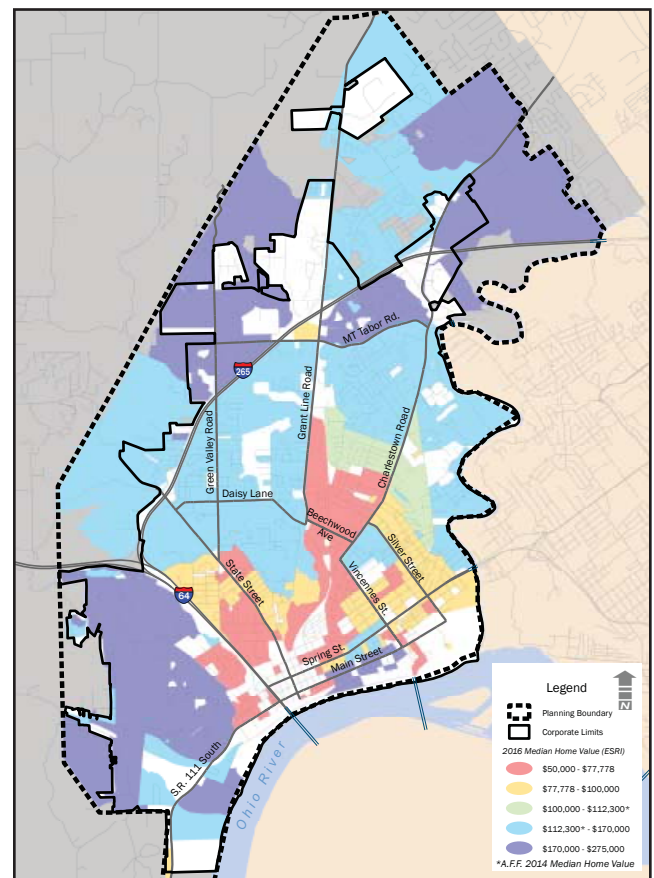
- Population decreased by 3.6 percent between 2000 and 2014, but is projected to grow by 1.5 percent by 2021 according to Indiana Economic Development Corporation.
- Available housing units increased by 3 percent between 2000 and 2014.
- In 2014, nearly 24 percent of homeowners were under age 35, a 12 percent increase compared to 2000. Only 10.4 percent of homeowners were over age 75 in 2014, compared to 14 percent in 2000.
- In 2014, nearly 32 percent of households in New Albany had related children under age 18.
- The average household size for an owner-occupied unit was 2.38. The average household size of a renter-occupied unit was 2.25.



Year Structure Built Map

Age and Value of Homes

- As in Indiana, the median home value has decreased since 2000 when adjusted for inflation. Median home values have decreased by approximately 6.4 percent in New Albany, while Indiana home values have decreased by approximately 5.4 percent.
- Nearly 24 percent of New Albany homes were built before 1939. Most of these homes are in the downtown, midtown and uptown areas. Nearly 64 percent of New Albany's housing stock was built prior to 1970.
- Approximately 9.7 percent of New Albany homes were valued under \$50,000, compared to 10.8 percent for Indiana. Nearly 65 percent of homes were valued between \$50,000 and \$150,000, and approximately 9 percent were valued above \$200,000.



Median Home Value Heat Map

Rental Units

- Of New Albany's available housing, 44.5 percent are rental units, compared to 30.5 percent of housing stock in Indiana.
- Renter- occupied units have increased by 4.7 percent since 2000, while owner-occupied units have decreased.
- New Albany's 2014 rental vacancy rate was 8.9 percent, compared to Indiana's 8 percent rental vacancy rate.
- About 28 percent of the New Albany population are renters, compared to Indiana's 31 percent.

Financial Stability

- Nearly 27 percent of New Albany homeowners with a mortgage pay more than 30 percent of their income for housing. Of those without a mortgage, 10 percent pay more than 30 percent of their income toward housing. This closely mirrors the state, with 24.7 percent and 11 percent, respectively. Housing costs include mortgage payments, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees.
- Half of renters pay 30 percent or more of their income toward rent, which is the same percentage for the state.
- Those paying more than 30 percent of their income toward housing are considered cost burdened and in unaffordable housing.

According to the U.S. Department of Housing and Urban Development (HUD), the 2016 FMR (Fair Market Rent) for Floyd County is \$817 for a two bedroom unit, compared to \$772 for a two bedroom unit in Indiana.

According to the National Low Income Housing Coalition, at the Floyd County FMR, a worker would need to earn an hourly wage of \$15.71 (working 40 hours a week, 52 weeks a year) in order to afford the two bedroom FMR without paying more than 30 percent of their income on housing. At the same FMR, a worker earning the minimum hourly wage of \$7.25 must work 87 hours a week in order to afford the two bedroom FMR in Floyd County without paying more than 30 percent of their income on housing.

Foreclosures

The Metropolitan Housing Coalition published a 2015 State of Metropolitan Housing Report for housing in the Louisville Metro area. Foreclosure data for Indiana counties in the Louisville MSA was included in this report and was sourced from realtytrac.com. According to the report, the number of residential foreclosures declined in 2014 in the Louisville MSA region. As of 2014, Floyd County had 240 foreclosures, an eight percent decrease compared to 260 foreclosures in 2013, and a 43 percent decrease compared to 424 foreclosures in 2008.

Floyd County Indiana Market Overview

The Indiana Association of Realtors provides monthly housing market updates for Indiana counties, but not for cities, including data comparison for August 2015 and August 2016 and the year to date change. According to their data, several indicators are on the rise across Indiana compared to one year ago. These indicators include pending home sales, median sales price, average sales price and percentage of original list price received. The number of new listings has decreased slightly, as has the inventory of homes for sale and available month's supply of homes for sale. While there is a statewide supply shortage, demand is still very strong.

For Floyd County, all indicators are on the rise and tracking above the state as a whole. Closed sales have increased by 8.6 percent year to date compared to 2015, and the median sales price is up 3.4 percent year to date compared to 2015.

The median sales price for Floyd County in August 2016 was \$117,850, placing the county in the top 10 when compared to other Indiana counties. The year to date median sales price for 2016 is \$151,500, placing the county in the top 15 compared to other Indiana counties. The year to date median sales price for Indiana is \$139,200.

As of August 2016, there was a four month supply of homes, down from a five month supply in August 2015.

The Greater Louisville Association of Realtors also publishes their own reports, which show an upward trend for housing indicators in Jefferson County, Kentucky.

Building Permits

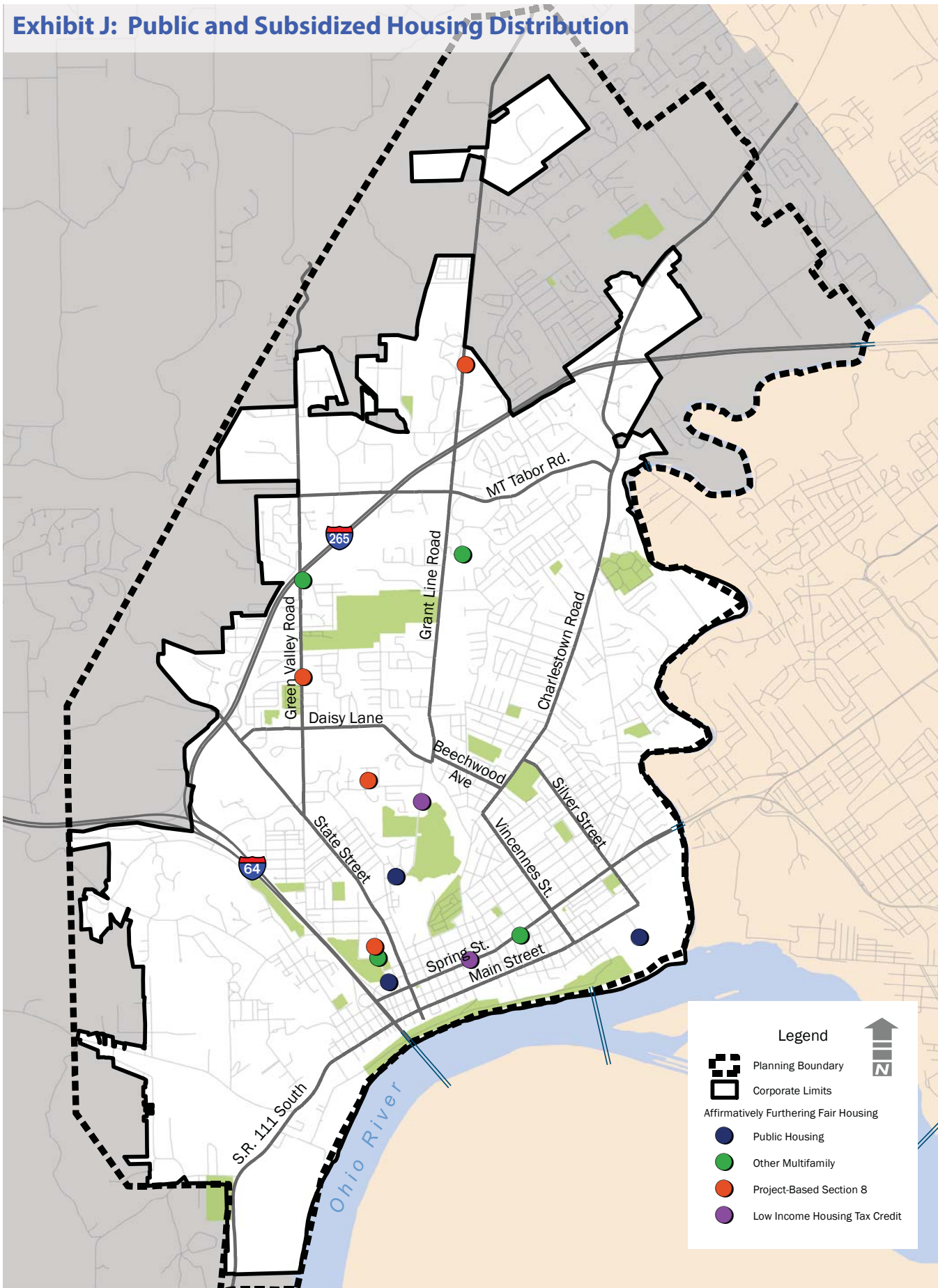
Building permits are yet another indicator of the strength of a housing market. Since 2010, building permits have steadily increased in New Albany. In 2010, 23 building permits for single family residential structures were issued. In 2015, 35 were issued, and as of August 2016, 34 had been issued. The 2015 levels represent a 34 percent increase compared to 2010.

Floyd County mirrors this trend, with a 34 percent increase in 2015 building permits compared to 2010 levels.



New home construction in the mid-town area of New Albany

Exhibit J: Public and Subsidized Housing Distribution



Subsidized and Public Housing

Organizations such as the New Albany Housing Authority and programs, including the Low-Income Housing Tax Credit Program (LIHTC), provide alternative housing for low-income, disabled and elderly residents. The New Albany Housing Authority (NAHA) has had a presence in New Albany since March 1937. The NAHA helps provide its residents with GED programs, home ownership programs, family self-sufficiency programs, computer lab access, and transportation programs for senior residents and works in partnership with more than 40 community service providers. Exhibit J highlights locations of subsidized and public housing throughout the community.

Feedback provided by the steering committee and New Albany citizens indicated that while the community recognizes the good NAHA accomplishes for residents, there is concern regarding both the number of subsidized units and concentration of public housing in New Albany. The largest public housing sites in New Albany contain 398 and 164 units, respectively. According to the *Metropolitan Housing Coalition 2015 State of Metropolitan Housing Report*, there were 1,662 public housing units in the five Indiana counties that are part of the Louisville MSA (Floyd, Clark, Scott, Washington and Harrison). Of those 1,662 units, 1,025 are in New Albany according to the HUD Picture of Subsidized Households Online Query Tool. This indicates that New Albany hosts 62% of all public housing units in the five Indiana counties of the Louisville MSA. New Albany relies more on public housing units than on housing choice vouchers, Section 8 Housing, and other programs when compared to peer communities.

To continue offering fair and affordable housing in New Albany, while also addressing the concerns of local residents and leaders, the City of New Albany and the New Albany Housing Authority are working together on a strategic plan to help decentralize public housing within New Albany. High concentrations of subsidized housing can have adverse effects on adjacent neighborhoods, local schools, and on public services, as well as on the residents within these developments. Decentralizing and lowering concentrations of public housing developments in the community should have a net positive effect by helping to de-stigmatize public housing and integrating available units throughout the city. Where integration takes place throughout the community, it must be sensitive to the context of the neighborhoods already in place.

However, care needs to be taken to ensure that as public and subsidized housing opportunities are spread throughout the community, resources are still readily available to residents. While it is easier to provide specialized services when people needing services are all in one location, stigmatization, lack of investment and lack of community with residents in the rest of the city can be an unintended consequence. Decisions and investments of infrastructure, parks, programming, and social services will need to be made with consideration of residents who may rely more heavily on these amenities.

A HOUSING STRATEGY

Several of the key themes described in the beginning of this plan and listed below have direct bearing on strategies for improving the residential neighborhoods in New Albany.

Increase investment in New Albany's traditional neighborhoods.

Update development policies to shift from suburban standards to more urban standards.

Invest in quality of life to make New Albany the premier place to live in the greater Louisville market.

The goals listed at the beginning of this chapter help further the key themes listed above and serve as a guide for individual steps which should be considered in order to improve local housing and neighborhoods.



Neighborhood beautification efforts in New Albany
Source: City of New Albany

Reinvestment and Revitalization in Traditional Neighborhoods

There already is tremendous interest in revitalizing New Albany's historic and traditional neighborhoods to create higher quality housing stock. The New Albany Historic Preservation Commission and other organizations provide resources and guidance for those wishing to renovate homes within the four historic districts of New Albany and those traditional neighborhoods and historic neighborhoods not listed as historic districts. In fact, a partnership between the City of New Albany and New Directions Housing Corporation resulted in many home rehabilitations in the mid-town area of the city. While many of the homes in New Albany built before 1939 can be found in the historic districts, an additional 47 percent of homes in the city were built between 1930 and 1970.

As seen in Exhibit K, the largest percentage of vacant residential units occur around the mid-points of the three main north-south corridors through the city and in the mid-town and up-town districts of New Albany. Due to these vacant units and the fact that these areas are within walking distance of the main north-south corridors through the city, these neighborhoods may also present the greatest opportunity for revitalization. Programs and grants, such as residential facade or redevelopment matching fund grants, can be used to great effect in encouraging property owners to take on revitalization efforts on their homes and properties. Updating and renovating homes can also help those stay in their homes who wish to age in place, or in their home, rather than moving to specialized housing.

Encouraging home ownership and rehabilitation of homes is certainly one approach for these neighborhoods, but it is not the only option. Many of these homes are extremely spacious

and could be prime candidates for owner-occupied multi-family housing, including smaller scale duplexes, triplexes and quadplexes. In neighborhoods with vacant lots or dilapidated structures, owner-occupied multi-family housing can help fill gaps in the fabric of the neighborhood, while also increasing residential density, which will be a need for New Albany moving forward. It is important that these owner-occupied multi-family housing units match the character and architectural quality of surrounding residential structures.

Rental properties also play a critical role in these traditional neighborhoods. When operated responsibly, rental units fulfill a great need in a community and can help meet the same goals as owner-occupied housing. In order to ensure rental properties enhance neighborhoods, the rental registration program initiated by the city should be continued in order to help increase the quality and safety of these units.

A mix of housing types, density and price points helps keep and promote diversity within New Albany's neighborhoods, which in turn can promote stronger knit communities.



Home rehabilitation efforts
Source: New Direction Housing Corporation

Encourage baby boomers and millennials

The diversity of New Albany's housing stock, especially its surplus of smaller urban residences within walking distance of amenities and services, is a selling point that should be promoted to attract baby boomers (those born after WWII through the 1960s) and millennials (those born in the early 1980s through early 2000s). Both of these age groups are growing and looking for very similar housing options.

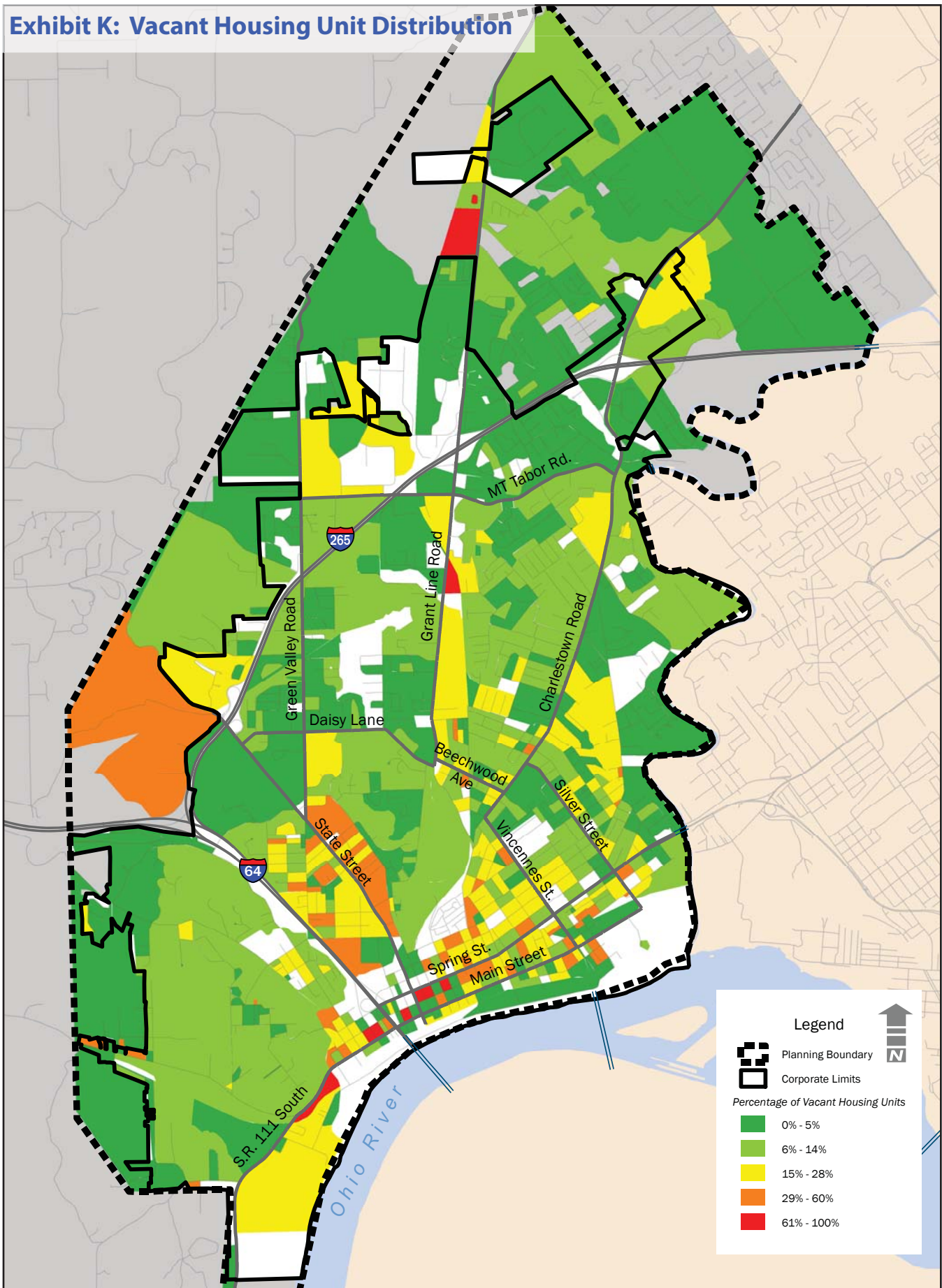
On the whole, these age groups tend to look for homes that are smaller, within an active and safe urban setting, and are conveniently located to everyday services. Much of New Albany is already developed in this manner. Walkability and accessibility are key for these age groups, and their preferences are helping to drive new housing product development. By continuing to focus on strengthening existing neighborhoods and continuing to promote neighborhood commercial activity, such as that which has been developing downtown, midtown and uptown, New Albany can encourage these potential homeowners to settle in the city.

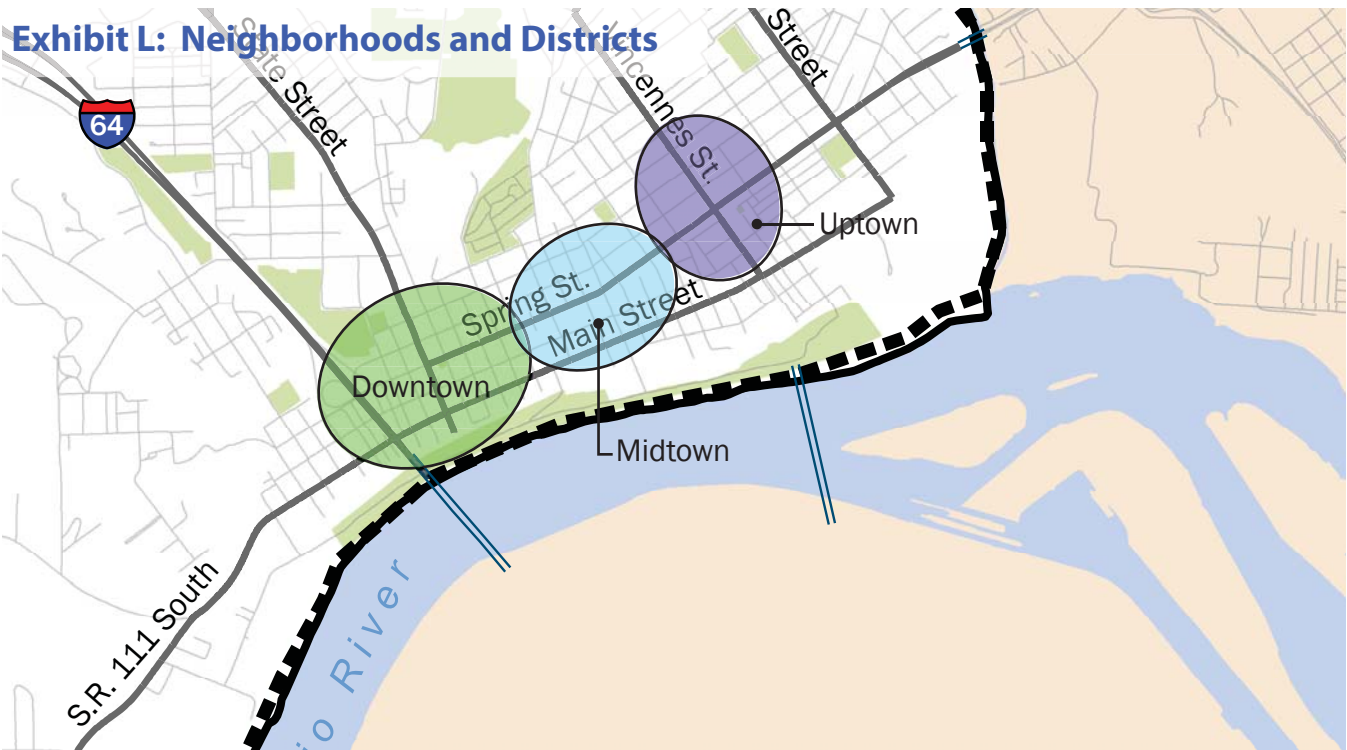
Home ownership is not the only route to attract residents downtown. Quality and well positioned rental housing and units are a great way to bring potential residents into an area who are unable or unwilling to commit to home ownership.



The Breakwater apartments fills a need in housing for those looking to be near to amenities and services located downtown.
Source: The Breakwater Facebook page

Exhibit K: Vacant Housing Unit Distribution





Recognize and Build Upon Unique New Albany Neighborhoods

As mentioned previously, there are distinct neighborhoods in New Albany defined by multiple variables, including the age and architectural character of the homes, natural features such as creeks and floodplains, and man-made features such as highways and road corridors. However, these neighborhoods are often not formally defined and lack any sort of representative organization.

Some areas, such as mid-town and up-town, are widely known, but still lack formal boundaries or local representative organizations. Exhibit L highlights these areas. Many neighborhoods do not have any organization or representation in the city. Neighborhood associations, which help build community pride and give residents a unified voice in their community, should be encouraged and supported. Historically significant landmarks in the city, such as Second Baptist Church, and neighborhood schools are often good anchors upon which to build neighborhood identities around.

When in place, these associations can be used to build and promote neighborhood identity programs through signage and neighborhood events, including neighborhood clean-up days or mini-festivals. Active and engaged neighborhoods throughout a city give it life, energy and character, creating a destination where people want to live and work.



The Second Street Baptist Church is a good example of a local landmark which neighborhood identity can be built around.

Source: Indiana Landmarks

Achieve a Balanced Mix of Public and Subsidized Housing in the City

It is critical that a city provide services and quality of life for all its residents, including those whose circumstances make it difficult to own or rent stable housing. In order to encourage a diverse and stable housing base for the entire community, New Albany and affordable housing providers in the community should continue working to decentralize public housing in the city. As a starting point, the recommendations developed in the plan between New Albany and the New Albany Housing Authority to decentralize low income subsidized housing should be implemented.

Subsidized and public housing located throughout a community allows those who may need the assistance of these services to be located near amenities and services that the rest of the city enjoy, resulting in a more equitable housing situation and strengthening the community as a whole.

Encourage Diversity in the Housing Stock

New Albany will be unable to support future population growth strictly with its existing housing stock. While rehabilitation efforts are a great avenue for increasing the attractiveness of housing, some homes may be in too poor condition to be rehabilitated or vacant lots may exist from homes that have already disappeared from the fabric of local neighborhoods. New housing will be needed to fill these gaps. It is important that these new homes match the local character and architectural qualities of the surrounding homes and fit within the established urban framework. However, whenever possible, it is also important to increase density in a compatible manner with the surrounding residential density.

While redevelopment and infill in existing developments should be the first priority for residential development, pressure may also exist in the future to develop previously underdeveloped land on the peripheries of New Albany, much of which lies either on steep slope sites or in floodplain areas. Residential development may be considered for these sites, but only when approached in a manner that protects the surrounding environment. Conservation subdivisions are a potential approach to use in these areas. Conservation subdivisions take an approach to residential development that aims to preserve 50 to 70 percent of the building land, including wetlands, steep slopes and floodplains, while also minimizing stormwater run-off through narrower, shorter streets and clustering home sites instead of spreading out sites across an entire property.

By encouraging diversity in the housing stock, New Albany is helping to cast a wide net for those who may be thinking of moving to the city. Not everyone wants to live out in the periphery of the city and not everyone wants to live in an active urban district.



Duplex home located on Lafayette Street in New Albany
Source: www.historicnewalbany.com



8



Natural Resources

INTRODUCTION

The natural features that make New Albany unique also create special development considerations. Special protections need to be continued for the steep slopes on land surrounding the city and for the floodplains/floodways of the Ohio River and creeks and runs of the city.

Standards need to be improved to minimize any new disturbances within these districts. Furthermore, the city will develop a long-term strategy to eliminate inappropriate development within these areas.



Loop Island Wetlands

GOALS

Preserve and protect New Albany's unique and sensitive environmental areas, especially floodplains and steep slopes.

- Encourage responsible development with a primary focus on conservation in the steep slopes and floodplains of the planning area.
- Reduce the negative impacts of development upon the water resources of the planning area.
- Improve the condition of the public and private urban forest.
- Preserve private urban forest resources.
- Reduce the negative impacts of development on the urban forest resource.

OVERVIEW OF NEW ALBANY

Natural Features

New Albany is located near a series of natural features not found in many other communities. The area in and around New Albany is characterized by flat lowlands along the Ohio River to large knobs overlooking the river valley. The majority of the developed portion of the city lies within the relatively flat lowlands. The natural features of the city helped define its physical development and provide opportunities for a variety of outdoor activities beyond traditional city parks. Below is a listing of some of the unique features found in the city:

- The Loop Island Wetlands are historic wetlands amid old industrial area on the southeast side of the city. This area was first mapped in 1785 and has served many uses for the area, from agricultural fields to industrial users. Today, the site is home to a diverse array of wildlife, both permanent and migratory.
- The Ohio River bounds the southern edge of the city.
- Silver Creek forms the city's eastern edge and serves as a boundary between New Albany and Clarksville, as well as Floyd County and Clark County.
- The knobs, which are large limestone escarpments created by the last Ice Age and rise 200 feet and more, form a boundary to the west and north, overlooking the city. Extensive wooded areas still remain along the west and north of the knobs.
- Falling Run and Fall Run creeks run north/south through the middle of the city.

Natural Areas, Preserves, and Parks

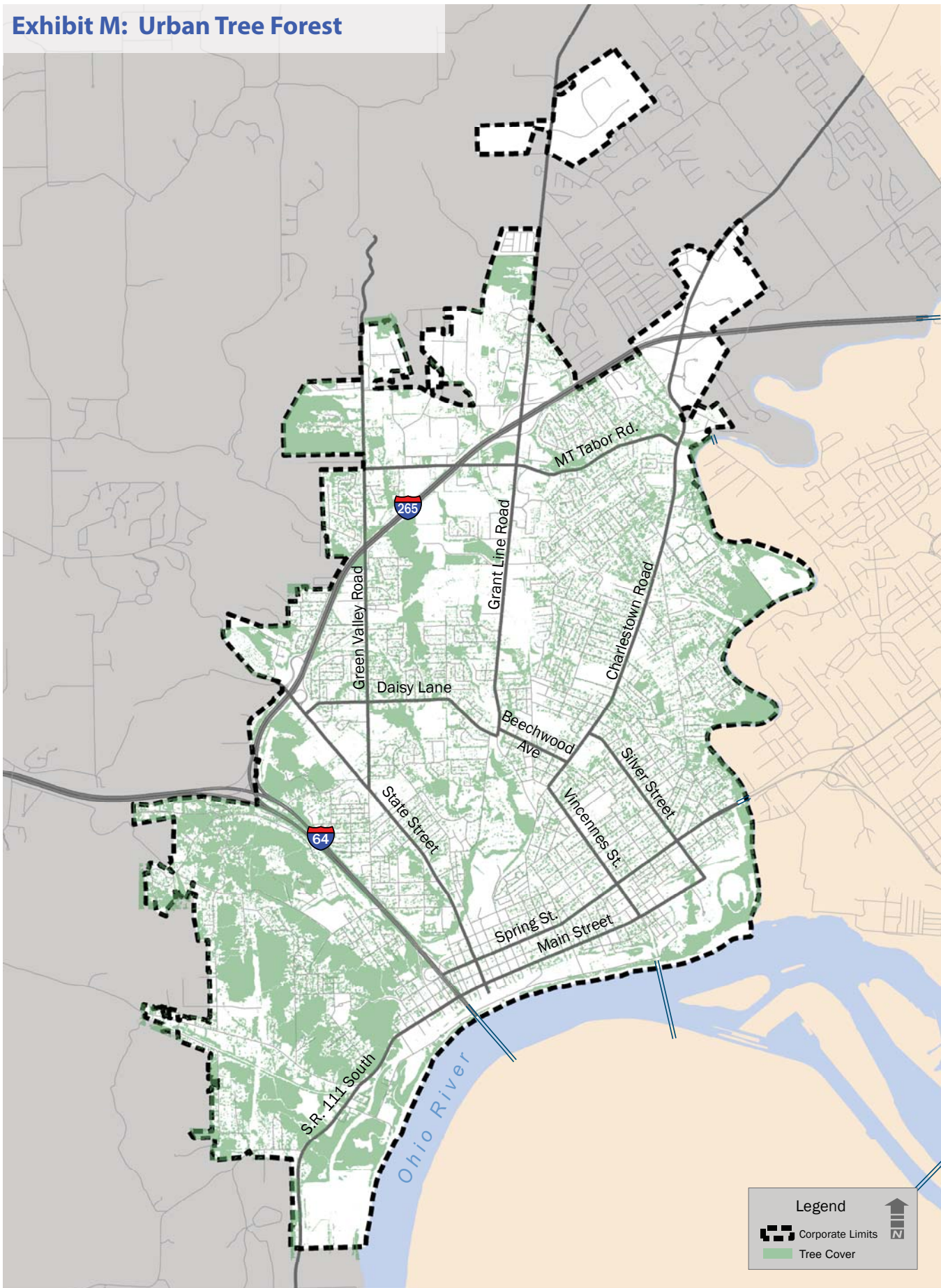
Beyond what can be found in New Albany, the entire southern Indiana region is rich in unique natural resources and opportunities to engage and interact with the natural world.

- Charlestown State Park
- Clark State Forest
- Deam Lake State Recreation Area
- Falls of the Ohio State Park
- Harrison-Crawford State Forest/O'Bannon Woods State Park
- Jackson-Washington State Forest
- Hoosier National Forest
- Bernheim Forest in Louisville
- Ohio River Greenway
- Louisville Loop Trail
- Knobstone Trail – longest continuous hiking trail in Indiana. Camping opportunities along the trail.
- Numerous limestone caves – Marengo Cave, Wyandotte Cave and Squire Boone Caverns. Numerous private spelunking groups.



Falls of the Ohio State Park
Source: www.fallsoftheohio.org

Exhibit M: Urban Tree Forest



Urban Tree Forest

The combination of trees on private property and in the public rights-of-way comprise the urban tree forest or urban tree canopy. Exhibit M highlights the tree cover within the city limits of New Albany. A healthy urban tree forest not only provides health benefits to city residents, but also provides a habitat for wildlife and beautifies the community. New Albany's urban tree forest consists of heavy tree cover concentrations on hilly terrain and along floodplains, as these areas generally have not been developed. Residential neighborhoods north of Spring Street also have decent tree cover. However, great potential exists to increase the tree cover in the downtown area. Street trees can help to slow traffic and create a more welcoming environment for pedestrians.

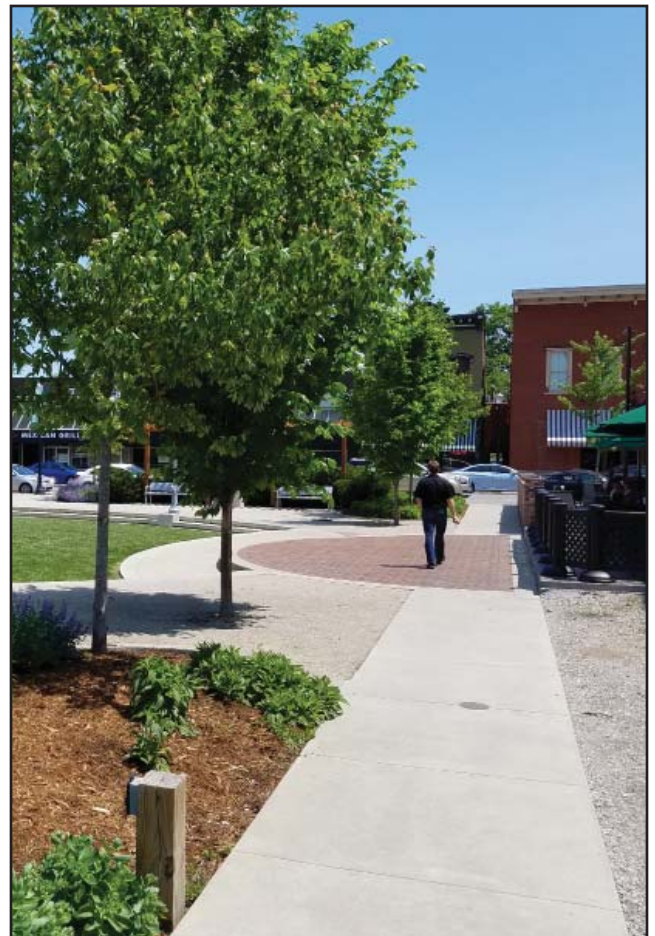
A healthy urban forest also improves local air quality, which is a concern for most communities in the Ohio River Valley region, including New Albany. New Albany is classified as a non-attainment area for air quality according to IDEM. A healthy urban forest also slows stormwater runoff and increases local water quality.

The New Albany Tree Board was formed in the 1990s and reconvened in 2010. The board's goal is to help manage trees within the city's public rights of way and encourage saving, replacing and planting new trees in the city. In order to help it achieve this goal, consideration should be given to increasing the authority budget for the Tree Board to allow for a more active role in matters relating to the urban tree forest.

The Tree Board can also play an active role in helping to reduce and discourage harmful actions to the public and private urban tree forest, including indiscriminate tree removal, inappropriate tree planting and selection, and inappropriate trimming and pruning. The tree

board can encourage positive actions, such as selecting native species, enforcing mitigation measures for loss of healthy trees, and with tree plantings as the board did in April 2015, with the goal of planting 200 trees in honor of New Albany's 200 years as a city.

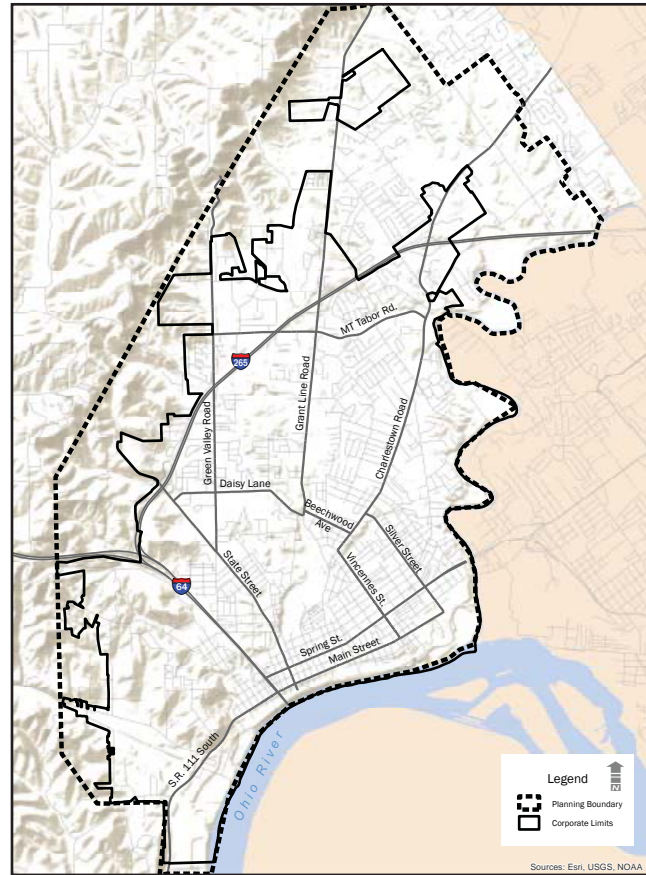
Private investment also plays a critical role in increasing the urban tree forest. Public rights-of-way and publicly owned property only comprise a fraction of the total land area in New Albany. Development regulations should not only require tree plantings, but also account for maintenance and replacement of those trees as they age. Additional investment by private entities should also be encouraged through community tree planting days or similar efforts in partnership with the city.



Urban trees provide many benefits, including shade and improved air and water quality

Terrain and Development

Historically, development occurred mainly in the flat lowlands described previously. As population grows in New Albany, pressure will likely increase to develop on the surrounding knobs and previously undeveloped steep slopes. However, development in these areas needs to be carefully managed. As shown in Exhibit N, most of the soils in the undeveloped areas with steep slopes are very limiting for small building construction. The city needs to implement a long-term strategy to eliminate inappropriate development on steep slopes and protect these areas by deed restrictions. Development that strips the hillsides of the tree canopy or disturbs the natural topography could have detrimental effects on water drainage and water quality in the city, while also destroying a natural asset and backdrop unique to the city. Maintaining and updating the city's current steep slope protection ordinances are an appropriate first step, including whether to lower the steep slope designation below 18 percent.



Topography Relief Map



The knobs can be seen in the backdrop of this photo, forming the western edge of New Albany
Source; City of New Albany

Exhibit N: Soil Suitability for Buildings

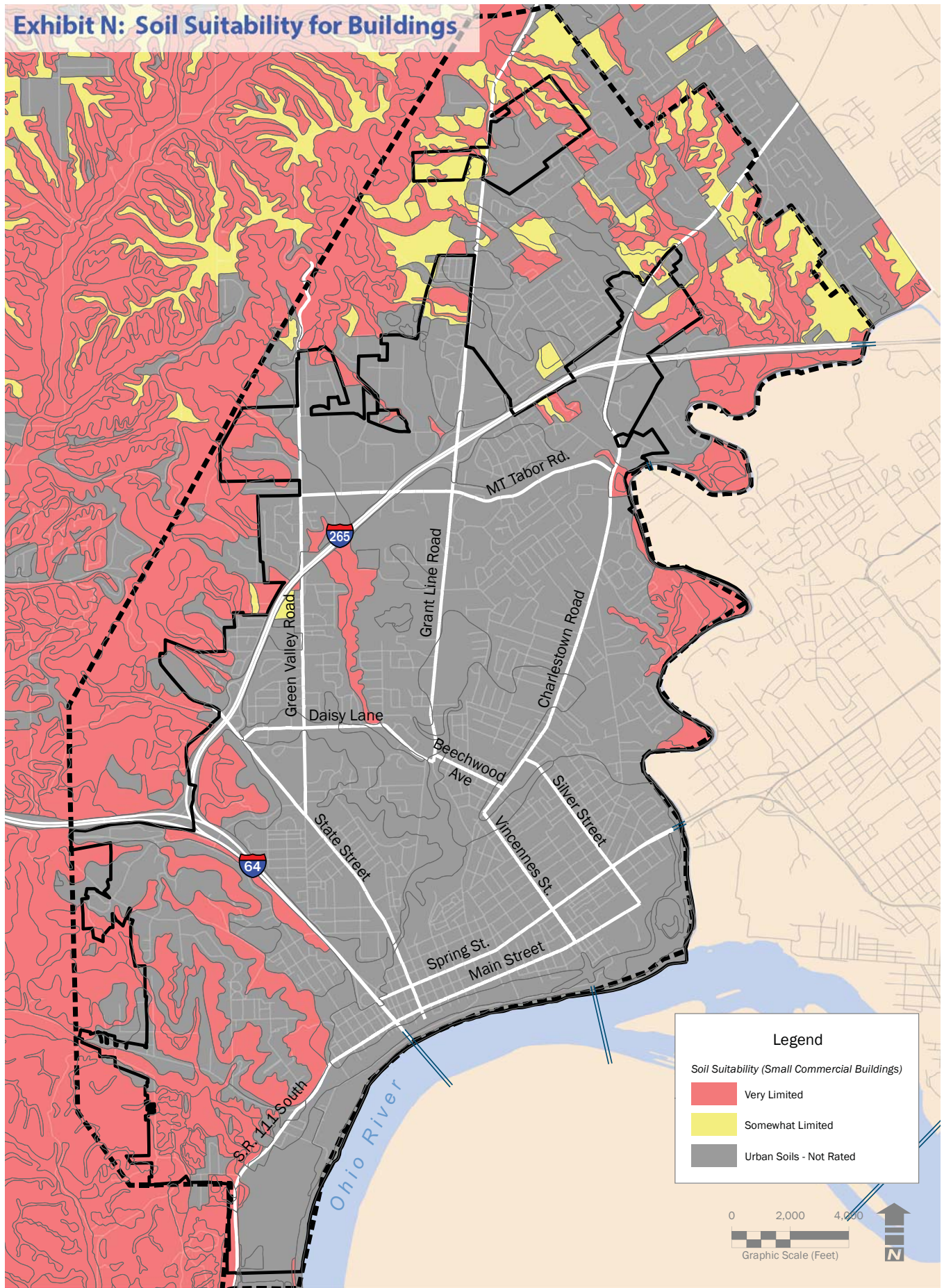
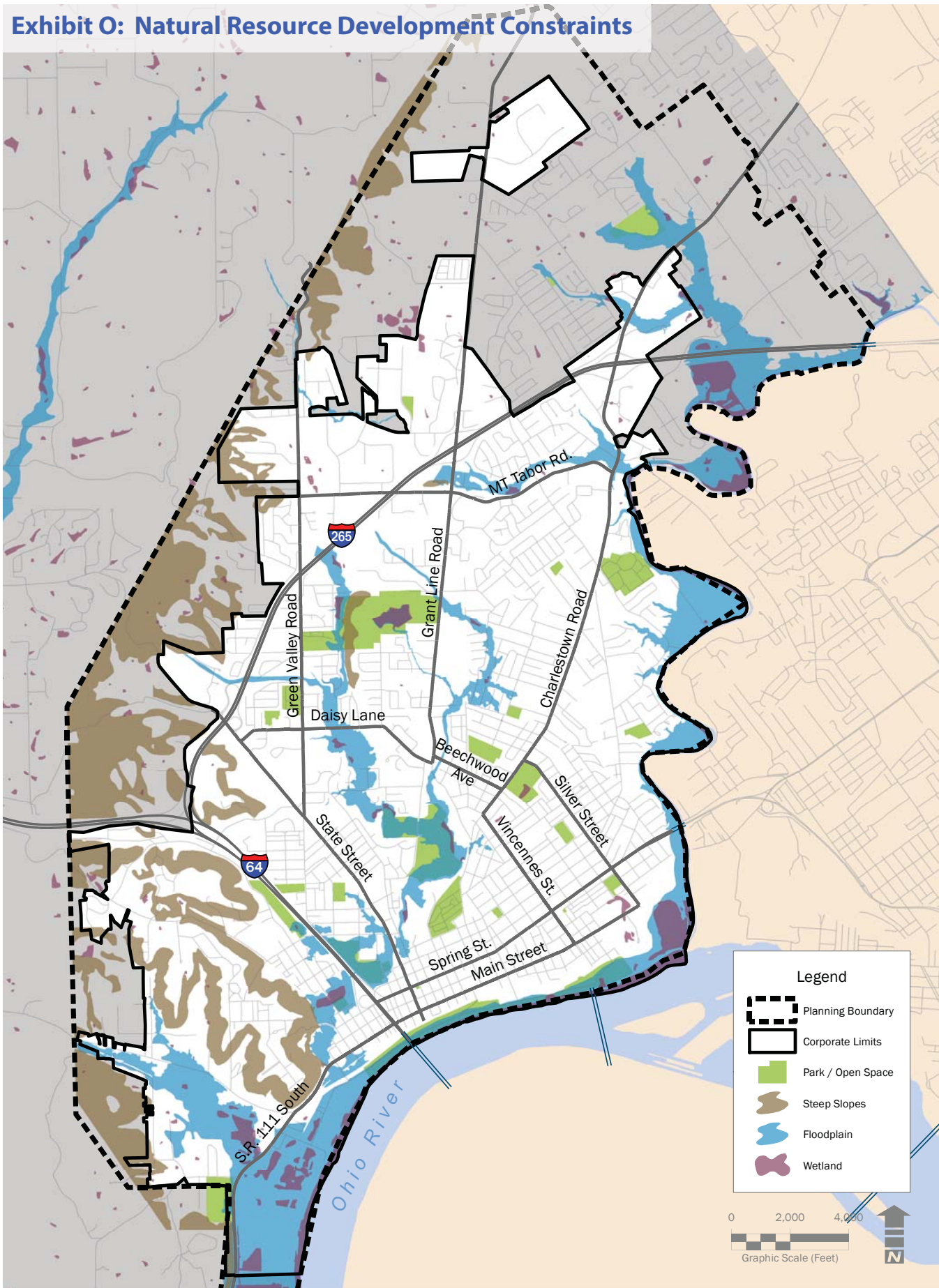


Exhibit O: Natural Resource Development Constraints



Hydrology

New Albany has approximately 3.6 miles of shoreline along the Ohio River within the corporate limits. The watersheds and the creeks that feed them had and continue to have a large impact on the city's development and growth. The watersheds identified in the city's stormwater master plan include the Falling Run watershed, Silver Creek-Slate Run watershed, Middle Creek watershed and Ohio River watershed.

Floods, some devastating, are common in New Albany's history. One of the most visible and dramatic impacts of the local hydrological system is the Ohio River levee. The levee was completed in the 1960s as a response to the great flood of 1937, which inundated the city. While this levee has protected New Albany from a repeat flood like the one seen in 1937, it has had a lasting impact on the city's relationship to the river by creating a literal wall between the two. In fact, there is an entire city department dedicated to maintaining this levee system. As discussed in previous chapters, finding unique ways to connect New Albany to the riverfront remains a priority.

As with the surrounding steep slopes, development has historically stayed clear of the area in and around these creeks due to their floodplains. This is most notable as the population grew north from the downtown region. While this pattern of development has challenged connectivity across the city, by providing few direct east-west travel routes, it has introduced large swaths of open space into the city that likely wouldn't exist otherwise. As pressure mounts to develop these undeveloped portions of the city, care should be taken to ensure the floodplains remain protected to keep the natural open space available and to help manage stormwater and water quality in the city. As with steep slopes, inappropriate

development should not occur in floodplains and a long-term strategy should be implemented to protect these areas. Part of that strategy may include providing appropriate active and passive recreation opportunities within these areas.

Steps can also be taken in areas of the city not in floodplains. Increasing the urban tree canopy has positive impacts on water quality and quantity in the city. Minimizing unnecessary site clearing, grading, cutting and filling on development or redevelopment sites, especially on slopes, also has a positive impact on decreasing stormwater runoff and increasing water quality. The city of New Albany Stormwater Utility has also made a *2015 Sanitary Sewer and Stormwater Design Manual* for developers to implement best practices to improve stormwater management in the city and county.

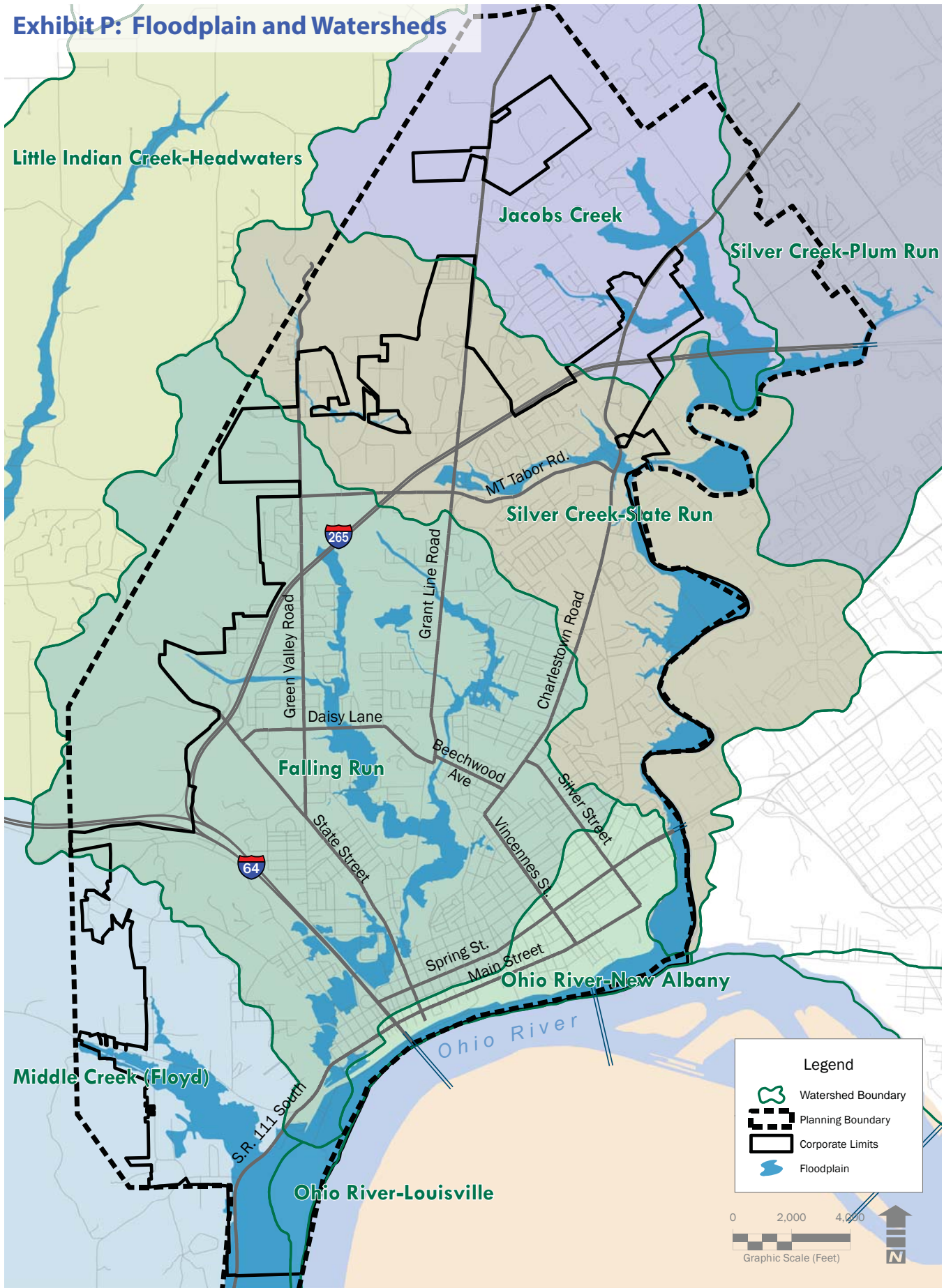
As mentioned previously in the plan, New Albany will need to shift its focus to infill and redevelopment in the future. Due to its long history and industrial heritage, there are numerous brownfields and environmental cleanup sites throughout the city, mainly found along the old Monon (now CSX) rail line which bisects the city into east and west halves, in the downtown and along the Ohio River. These sites present unique challenges to redevelopment and great care needs to be taken to ensure that redevelopment does not negatively impact the local water quality and drinking water supply.



Allowed uses in floodplains should be scrutinized closely to prevent detrimental impacts.

Source: New Albany Parks Department

Exhibit P: Floodplain and Watersheds





9

Transportation

INTRODUCTION

Most residents and businesses within New Albany have convenient access to interstate highways. The city also has several local roads to serve as main corridors, especially for motorists traveling north and south. INDOT recently implemented several road projects in the area, and several more improvements are planned for the next 10 to 15 years.

The condition of sidewalks in New Albany varies by neighborhood; some parts of the city have high walkability ratings, while roadway designs in other areas make pedestrian traffic difficult. Multi-use trails and dedicated bicycle routes are fairly limited. The Ohio River Greenway is a valuable multi-use asset, but this trail is still in progress and there are limited connectors to the greenway.

The primary mode of transportation in New Albany is by vehicle. The city does have rail lines for transportation of cargo but does not have rail passenger capabilities currently. Namely, a Norfolk and Southern cargo rail line runs north from the K&I bridge and then west along the top of the levee. This line parallels Corydon Pike west of the city, and a spur line extends to the Gallagher Power Plant. CSX also has an existing cargo rail line in New Albany which runs from the K&I bridge north through downtown and generally along Grant Line Road. Service north of Hausfeldt Lane was recently put on hold. Cargo traffic has been limited since the closure of the Pillsbury Plant at Grant Line Road and Pillsbury Lane.

The Louisville International Airport is in close proximity to most New Albany residents. There are also two routes of the TARC bus system which serve the city, but otherwise there are no mass transit systems.

GOALS

Continue to improve local transportation networks, including vehicular, pedestrian and transit to improve mobility and connectivity throughout the city.

- Enhance bicycling throughout the planning jurisdiction
- Develop a thoroughfare system which will provide safe, efficient and economical movement of people, goods and services through the planning area and encourage motorists to stop and engage in local commerce/activities.
- Implement complete street design practices and extend already completed streetscape projects
- Improve public transit options.
- Explore rail re-use options for the CSX line adjacent to Grant Line Road
- Create and maintain attractive streetscapes and gateways into the city

ROAD AND STREET SYSTEMS

Overview of Roads and Street Systems

The Indiana Department of Transportation (INDOT) assigns functional classifications to roadways based on two key characteristics: roadway mobility function (traffic volume) and roadway accessibility function (opportunities for entry and exit to the roadway). Additional considerations, such as travel efficiency, speed limit, usage, travel miles, number of travel lanes and regional significance are also considered when assigning a functional classification. Generally, roadways are classified as arterial, collector and local.

Arterial roadways are characterized by high mobility and limited accessibility. These roadways can be further defined as principal arterials and minor arterials. Interstates and freeways/expressways fall into the principal arterial category since they are limited access roads designed for long-distance travel and high mobility. The city of New Albany is served by several interstates: I-265 passes through the northern and western portions of the city, I-64 cuts south through the west side of downtown and crosses the Ohio River into Louisville via the Sherman Minton Bridge, and I-65 is a major north/south interstate located just east of the city. Browns Station Way, which connects I-65 to E. Spring Street, is considered an expressway and serves as a principal arterial on the east side of the city.

In major metropolitan areas, such as New Albany, there can also be other roadways designated as principal arterials as long as these roads serve major activity centers, carry a high proportion of total urban travel, interconnect rural corridors to an urban area and serve the demand for travel between central business districts and outlying

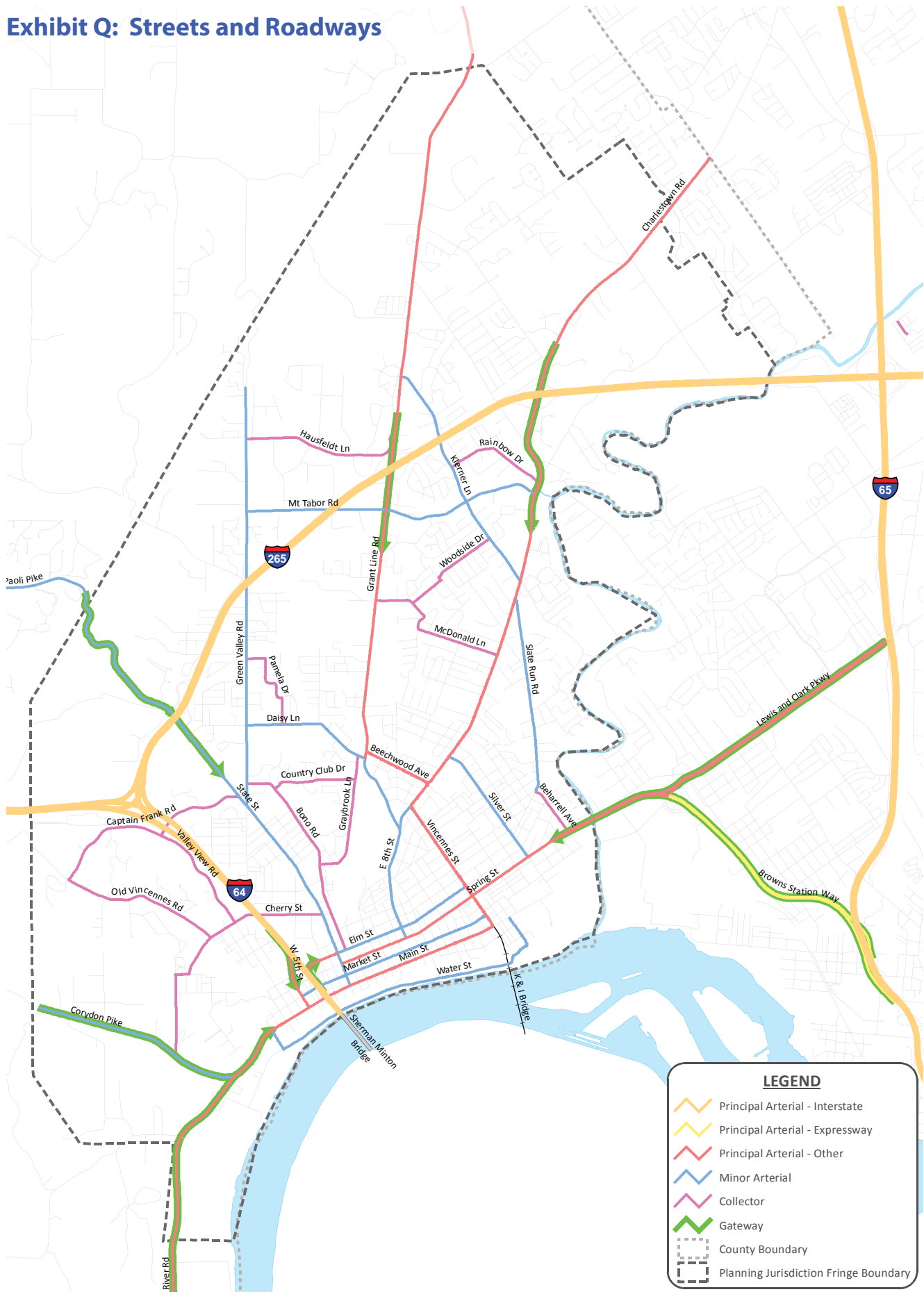
residential areas. Based on this criteria, INDOT has assigned the principal arterial functional classification to:

- Grant Line Road
- Charlestown Road
- Beechwood Avenue
- Vincennes Street
- Main Street
- Spring Street
- Market Street
- W. 5th Street
- E. 8th Street

Minor arterial roadways are similar to their principal counterparts but typically offer slightly less mobility and slightly more accessibility. These roadways often augment or interconnect the principal arterial network, serve moderately long trips (not as long as principal arterials), and provide some land access without penetrating neighborhoods. Examples include:

- Corydon Pike
- Water Street
- State Street
- Green Valley Road
- Daisy Lane
- Mt. Tabor Road
- Klerner Lane
- Slate Run Road
- Silver Street

Exhibit Q: Streets and Roadways



Collector roads are the second main type of functional classification. Collectors typically possess an even blend of mobility and accessibility and often serve to gather traffic from local roads and direct traffic to the arterial road systems. Collector roads can be further defined as major or minor collectors, but these differences are very subtle in metropolitan areas; the distinction is often determined by traffic volume, speed limit and length of the road. Major collectors typically include higher speeds, more signalized intersections, are often over 0.75 miles in length, and may include bus routes. INDOT does not further define major/minor collectors within New Albany, but they have assigned the collector classification to Captain Frank Road, Valley View Road, Cherry Street, Country Club Drive, Bono Road, Graybrook Lane, Pamela Drive, McDonald Lane, Woodside Drive, Rainbow Drive, Hausfeldt Lane, and Beharrel Avenue.

Local roads are the third type of functional classification, and they are designed for minimal mobility with maximum accessibility. Local roads provide direct access to adjacent land and do not carry through traffic. Generally any road not classified otherwise as an arterial or collector is considered a local road by default, so local roads are not specifically defined by INDOT within New Albany.

Ongoing Infrastructure Control Efforts

New Albany has completed a city-wide pavement and sidewalk inventory. The inventory will need to be continually updated over the duration of this study to track improvements and identify potential project areas. Similarly, the city has implemented an asset management program for the roads and streets throughout New Albany. The city has also created a right-of-way coordinator staff position. This staff member will review all roadway cuts, including improvements done by private utilities. The coordinator will have an opportunity to review projects and verify that the proposed improvements are consistent with the asset management program.

Planned INDOT Projects

INDOT recently invested significant resources in the New Albany/Louisville area for the new I-265 “East End Bridge” over the Ohio River and the I-65 bridge project. A new I-65 North bridge is being constructed parallel to the existing I-65 bridge, which is being rehabilitated for southbound traffic only. Those projects will be completed as this comprehensive plan goes into effect. The projects will include tolling three of the four interstate bridges in the metropolitan area (I-65 North, I-65 South, and I-265), but the Sherman Minton Bridge is the only interstate bridge that will remain un-tolled. Additionally, INDOT’s *Long-Range Transportation Plan* includes improvements through the year 2030, and INDOT anticipates the addition of travel lanes to I-265 from I-65 to I-64.

Complete Streets Policy

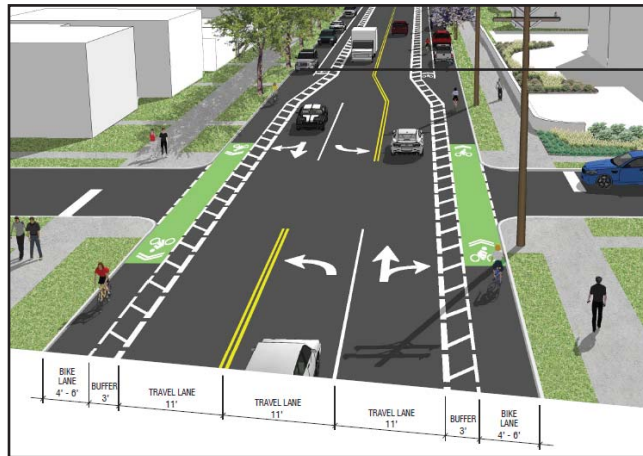
Downtown New Albany features an existing network of sidewalks and a conscientious effort has been made to improve ADA accessibility throughout the city. Major improvements to East Main Street have also been made to promote walkability; grass strips and street parking lanes have been added to separate pedestrians from moving vehicles. While this arrangement is not typical throughout downtown, most downtown sidewalks are relatively wide, so pedestrians are not uncomfortable walking alongside the streets. North of downtown, the condition of existing sidewalks vary between neighborhoods.

Several residents requested safer pedestrian and bicycle routes throughout New Albany. There is a growing trend to consider streets for more than just vehicle traffic. Initiatives like complete streets promote streets for everyone. Complete streets are designed and operated to enable safe access for all users, including pedestrians and bicyclists. These types of streets make it easy to cross the street, walk to shops and bicycle around New Albany. Complete streets also introduce an element of equity for local residents who do not have access or may not prefer to use a vehicle as their primary source of transportation.

Complete streets are unique to the location. Bicycle lanes, wide pedestrian walks, clear pedestrian crosswalks, space for outdoor dining and other uses are typical of urban complete streets. Clear pedestrian crosswalks often include the use of speed tables where the crosswalk and road surface of the intersection are elevated to match adjacent sidewalks. Neighborhood complete streets incorporate sidewalks and appropriate landscaping. Rural roads can also be transformed into complete streets by adding a paved shoulder or a multi-use path.



Recent improvements to Main Street provide complete street elements



Improvements underway on Spring Street include adding a center turn lane and providing buffered bike lanes
Source: City of New Albany, Clark Dietz Engineering

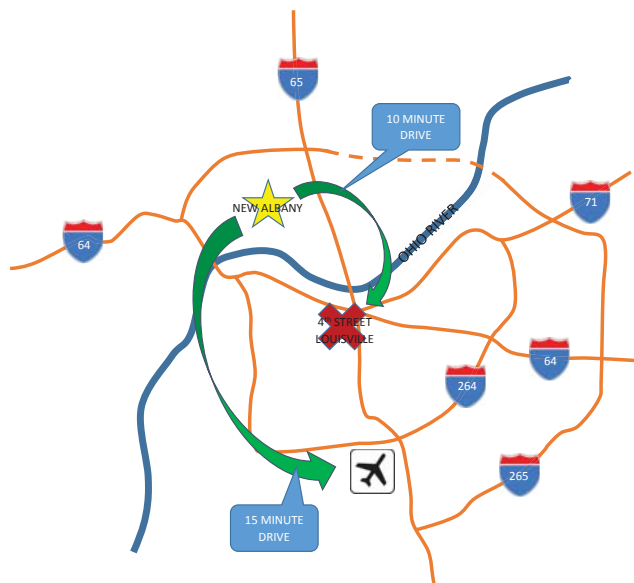


Wide sidewalks and provision of bike lanes provide some complete street elements in downtown

TRANSIT

Public Transit

Public transportation options in New Albany are limited. Vehicles are by far the primary mode of transportation. Commutes from New Albany to Louisville are very short; motorists from most parts of New Albany can be at Fourth Street in Louisville (a popular district for arts and entertainment) in only 10 minutes. Ridership for streetcars in New Albany and the greater Louisville area was significant several decades ago, but there are currently no operational streetcar lines in the city. The presence of taxis in New Albany is also very limited.



New Albany is a very short drive to both downtown Louisville and the Louisville International Airport

Airports

Air traffic for the city of New Albany is primarily served by the Louisville International Airport (Airport Code SDF as it was formerly known as Standiford Field), located just south of I-264 in Kentucky – about a 15 minute drive from downtown New Albany. Clark Regional Airport (Airport Code JYV) is available for regional air traffic and is located northeast of New Albany. Bowman Field (Airport Code LOU) is also an available public airport located just east of downtown Louisville and is the oldest continually operating commercial airport in the USA.

Bus Transit

New Albany is currently served by two routes of the Transit Authority of River City (TARC), which serves greater Louisville, including Clark and Floyd counties in Indiana. Route 71 includes major stops at Indiana University Southeast, New Albany Industrial Park and several stops along Grant Line Road. Route 82 stops at Knobs Pointe Apartments on the west side of the city, several locations along Paoli Pike/ State Street and several stops along Spring Street and Market Street in downtown New Albany. According to TARC timetables, the headways for these routes typically range from 60 to 90 minutes for Route 82 and from 30 to 90 minutes for Route 71. Service hours range from 5:30 am to 10:00 pm on the weekdays and from 7:00 am to 9:00 pm on the weekends for these routes. The long headways and limited routes throughout New Albany make bus transit a difficult mode of transportation for citizens attempting to commute to work or school.

GATEWAYS TO NEW ALBANY

Through the research and planning process, several gateways into New Albany were identified. These corridors are of specific interest regarding economic development for the city. Entry points to a community are critically important to economic development as they provide access to key locations and development opportunities and set a visitor's first impression of the community. Each of the gateways are briefly discussed in the following paragraphs.

Corydon Pike to West Main Street

Corydon Pike is the southernmost gateway to New Albany from the west. Part of the Ohio River Scenic Byway, Corydon Pike turns into West Main Street and allows for convenient access to downtown New Albany from the west.

I-64N to West Elm

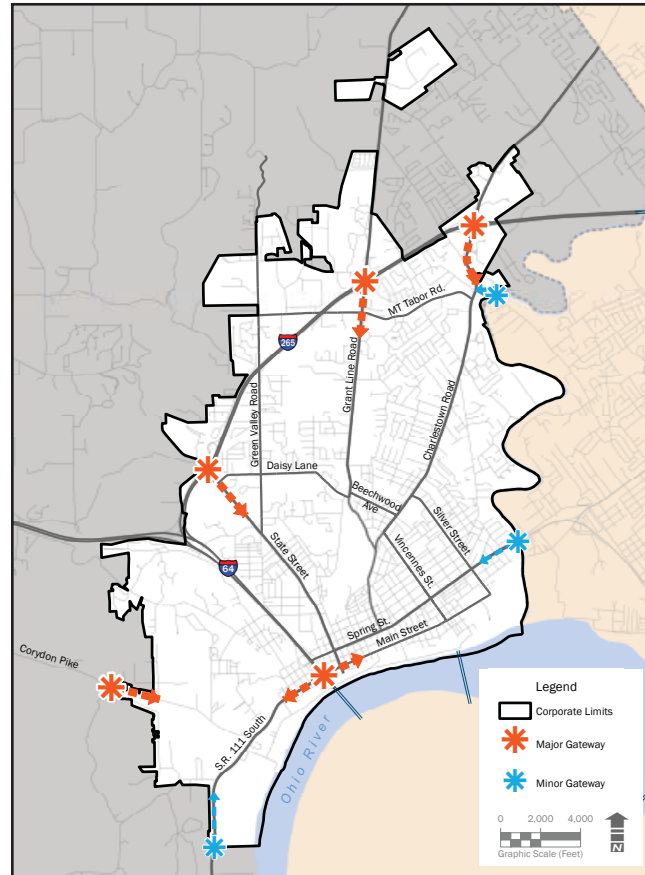
This off ramp provides the first opportunity for northbound motorists on I-64 to enter the city. Elm Street is a significant east/west corridor which currently conveys traffic one-way to the east.

I-64S to West 5th Street

This off ramp is the most direct means for southbound motorists on I-64 to enter the city, and it is also the final gateway to New Albany before entering Kentucky.

State Street

State Street has an interchange with I-265 and serves as a minor arterial for the west side of the city. State Street connects a significant residential area to the west, commercial shopping just south of I-265, Baptist Health



Gateways into New Albany

Floyd and downtown New Albany.

Grant Line Road

Grant Line Road has another interchange with I-265 and it connects a significant residential area to the north, IU Southeastern and commercial shopping just south of Mt. Tabor Road.

Charlestown Road

Charlestown Road has the easternmost interchange with I-265. The corridor already includes significant commercial and residential development and the road connects the north suburbs to the east side of downtown New Albany.

Spring Street

East Spring Street is the southernmost gateway to New Albany from the East. East Lewis and Clark Parkway as well as Browns Station Way both turn into East Spring Street for westbound motorists from Clarksville and Jeffersonville, thereby providing quick access to New Albany from I-65.

Blackiston Mill Road

Blackiston Mill Road is located in the northeast portion on the city and serves as a gateway to motorists traveling between New Albany and Clarksville. Aside from East Spring Street and I-265, Blackiston Mill Road is the only other thoroughfare in New Albany with a bridge over Silver Creek

Gateway Action Plan

Because Indiana communities along the Ohio River have shared boundaries, it is not always clear when you are in one community or another. In order to identify New Albany in the midst of greater Louisville, it is recommended that New Albany develop and implement a gateways plan. New Albany has many gateways, due to its access and proximity to I-265 and I-64. It is important that each of these gateways and their respective corridors set the appropriate character for how New Albany wants to be viewed by those who visit and/or do business in the community. It is important to also consider how pedestrians and cyclists may experience these gateways as well. Signage, streetscapes, sidewalks/trails and landscaping should be used to create a community theme at these key entrance points and provide an inviting pathway to the central core of the community. See the transportation section for additional discussion and observations of these gateway corridors.

TRANSPORTATION CHALLENGES AND OPPORTUNITIES

Through the planning and public participation process, the community identified the following high priority issues. Alternatives are provided for each of the key issues.

Downtown Two-Way Traffic

Several residents and local business owners expressed concern that motorists travel through the downtown New Albany too easily. One-way streets and timed traffic signals allow vehicles to travel at high speeds. This traffic pattern discourages pedestrian traffic and allows motorists to continue without stopping at local attractions.

Alternatives

Implement two-way traffic and other traffic calming options for downtown New Albany. Many one-way streets are already slated for two-way conversion in 2017.

Limited Bicycle Routes

Bicycle routes are currently limited throughout the city although there are several corridors where such routes appear to be viable. The Ohio River Greenway is a valuable asset, so connector routes to the greenway are also needed.

Alternatives

Consider a dedicated bike lane on Grant Line Road since this corridor connects IUS to downtown New Albany. The CSX rail line adjacent to Grant Line Road may be a viable alternative for conversion to a multi-use trail. Also consider a “cultural trail loop” along key corridors with connectors to the Ohio River Greenway. Provide clear striping, signage, and signalization to establish safe bicycle corridors.

Complete Streets

There are several streets and main corridors that do not encourage pedestrian traffic. For example, West Main Street between W. 5th Street and State Street has several blocks of non-signalized traffic. Pedestrians wishing to cross Main Street have no signals and no center median. The E. Main Street improvements have been successful and the city has plans to extend similar streetscape improvements west of E. 5th Street as funding becomes available. Near the I-265 interchanges, pedestrian traffic is also discouraged due to the development style. Commercial buildings often have parking adjacent to the roadway with shopping centers located well off the sidewalks.

Alternatives

Extend Main Street improvements west to W. 5th Street as funding becomes available. Consider complete street designs throughout the city to improve walkability. Consider partnering with areas targeted for improvement in the stormwater master plan.

West 5th Street, West Spring Street and West Market Streets are also prime candidates for streetscape improvements to increase walkability.

Public Transportation

Public transportation options are limited in New Albany. Citizens dependent on public transportation for commuting to school or work do not have much flexibility. Additionally, many residents do not own or lack access to vehicles. There are only two bus routes through New Albany which both have limited hours of service and long headways. Taxis are not present in large numbers and are often not a convenient mode of transportation.

Alternatives

Pursue additional bus routes through the city and promote shorter headways and longer services hours for all bus routes. Encourage private vehicle for hire services such as Uber or Lyft. Promote interested individuals to pass the requirements for becoming a driver for these services. Advertise at local restaurants, libraries, and campuses that drivers for these services are available.

K&I Bridge

The original structure at the existing bridge site was built in 1886 and served streetcars and rail traffic. The present structure was built in 1911 in the same location as the original to accommodate increased rail and vehicular traffic, and it was once designated as US 31W. The 1911 wood bridge deck was replaced with the current steel grid in 1952. In 1979, all modes of traffic except rail were closed due to safety concerns. The K&I Bridge has been proposed as a viable multi-use path or light rail line between New Albany and Louisville, but safety and legal issues have prevented further development. Recently, the Big Four Bridge opened just east of I-65 which serves as a popular multi-use connection between Jeffersonville and Louisville.

Alternatives

Investigate the possibility of reopening the K&I Bridge for multi-use connection to Louisville.

East-West Connectivity

New Albany has recently invested in roadway projects to promote east-west connectivity, namely the Mt. Tabor Road Project, Daisy Lane Project and McDonald Lane improvements. There are still opportunities for east-west connectivity specifically for multi-use modes of transportation. The city has expressed interest in pursuing multi-use trails along existing utility easements, namely the Louisville Gas & Electric transmission easement.

Alternatives

Investigate potential for multi-use trails along existing utility easements. If needed, continue to identify existing roads to upgrade or explore new roadways altogether to improve east-west connectivity.

Reas Lane Development

The Grantline West Industrial Park represents a good opportunity for attracting new industrial users to New Albany. It is located in close proximity to I-265, however Reas Lane currently terminates abruptly into rural residential roads.

Alternatives

Extend Reas Lane to provide continuous corridor for industrial traffic.

Rail Re-Use

An existing rail line currently runs from the K&I Bridge north along Grant Line Road to the former Pillsbury Factory and northwest another 60 miles approximately to Mitchell, Indiana. These tracks have already been studied for the possibility of running street cars from Indiana University Southeast to Downtown New Albany and on to Louisville. The study found that street cars may not be a practical application for this existing rail. Alternatively, the rail corridor could be converted to a multi-use trail.

Alternatives

Pursue converting the rail line to a multi-use path.

KEY ROAD AND STREET SYSTEM ISSUES SUMMARY

The solutions to solve these issues vary in complexity and expense. The City of New Albany needs to develop an infrastructure action plan to fully evaluate the existing streets and sidewalks as well as additional capital projects and phase the work over a period of time commensurate with the available funding. Priority projects include the alternatives stated in the previous paragraphs:

1. Continue conversion of downtown one-way traffic to two-way traffic.
2. Research bicycle routes, namely a dedicated bike lane on Grant Line Road or adjacent existing CSX rail line as well as connectors to the Ohio River Greenway.
3. Implement Complete Street designs and continue the Main Street streetscape improvements west through downtown.
4. Enhance public transportation by adding bus routes and improving headways and service hours. Promote private vehicle for hire services.
5. Investigate reopening the K&I Bridge for multi-use or even streetcar traffic.
6. Investigate multi-use trails along existing utility easements and identify east-west connectivity bottlenecks.
7. Extend Reas Lane to connect industrial areas.

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10

Utilities

INTRODUCTION

The City of New Albany has an extensive network of existing utilities that are provided by both public and private entities. This chapter addresses those utilities which have the most significant influence on development in New Albany, namely water, wastewater, stormwater, natural gas, electricity, and telecommunications. The purpose of this chapter is to provide guidance regarding the expansion of the existing utility infrastructure in a manner consistent with the New Albany's overall needs and developmental goals. For each type of utility, several "next steps" are identified. These steps are intended to isolate specific issues with the existing utilities or to identify follow-up tasks on which to focus for development.

GOALS

Ensure that adequate infrastructure, facilities and amenities are provided to all portions of the Planning Area to support infill, redevelopment and quality of life investments.

- Alleviate the storm drainage problems of the planning area.
- Improve the effective capacity of the New Albany wastewater treatment plant and sewer system.
- Improve the quantity and pressure of public water supply throughout the planning area.
- Provide high-speed internet through the city.
- Improve coordination of utility projects in the city.
- Continue appropriate zoning and land use controls for cellular telephone/personal community services towers and facilities.
- Provide adequate and timely information to the public.

WATER SUPPLY AND TREATMENT

Water is provided throughout much of the City of New Albany by Indiana American Water - Southern Indiana Operations which also provides water for nearby Jeffersonville and Clarksville. Raw water is drawn from 19 wells located in two different well fields along the Ohio River. Water treatment is provided at the Jeffersonville plant which produces an average of 15 million gallons per day of treated water. Indiana American Water - Southern Indiana Operations has been actively investing in their water distribution system throughout the City, but the system does experience some low pressure issues in the Downtown area. Additionally, a small portion of northern New Albany is served by the Silver Creek Water Corporation. The Ramsey Water Company and the Town of Georgetown, Indiana are both located west of New Albany and both utilities have water pipelines passing through the New Albany City Limits.

The recent water quality issues experienced in Flint, Michigan have caused many residents to consider the water quality of their local water utilities. The City of Flint experienced water quality issues and lead contamination for many reasons. Their water source was changed from the original supply location causing water stability issues and, therefore, significant corrosion within their distribution system. Water quality reporting for Flint's system was inaccurate and possibly negligent. The Indiana American Water - Southern Indiana Operations continually samples water quality, specifically to assess lead and copper contamination, and shares these results as required. As long as these monitoring efforts continue to reflect acceptable levels of lead and copper, and as long as the water supply source remains consistent, water quality should not be a concern for New Albany water customers.

Water Utility Next Steps

- Meet with Indian American Water and Silver Creek Water Corporation semi-annually to discuss development strategies and identify potential improvements to the water system. Discuss plans to eliminate low pressure zones in the Downtown area and make sure water distribution network has sufficient redundancies. Verify water supply is adequate for future development.
- Work with New Albany's Right-of-Way Coordinator to ensure any water improvements correspond with proposed road and paving projects.

WASTEWATER COLLECTION AND TREATMENT

Municipal Wastewater System

The City of New Albany owns an existing sanitary sewer collection system that serves a majority of the residents and businesses within the city limits. The collection system consists of a network of lift stations and gravity sewer lines, most of which range in size from 8 inches to 48 inches in diameter. There are currently 10 Significant Industrial Users located throughout the City who are named in the collection system permit. A sewer ban to limit new sanitary connections to the collection system was placed on the City of New Albany via an EPA consent decree and an agreed order with the State of Indiana. Per the terms of this agreement, the City has been very diligent in implementing improvements to the collection system and has compiled sewer ban waiver credits. The City currently has significant capacity in their collection system to take on additional sewer users.

Sewer flows are conveyed to the City of New Albany Wastewater Treatment Plant located at 38 W. 10th Street. The plant utilizes a Class IV activated sludge treatment process and has a design capacity of 12.0 million gallons per day (MGD) with a peak capacity of 66.0 MGD. The plant typically utilizes ultraviolet light disinfection for flows up to 44.0 MGD and supplements the disinfection process with chlorination/dechlorination for higher flows. The treatment plant is permitted to discharge treated flows into Falling Run Creek. Additionally, the City has adopted an ordinance that controls development of new wastewater treatment plants within 5 miles of the corporate limits. The City of New Albany is in the process of approving the Capital Improvements Plan for proposed projects at the Treatment Plant and throughout the collection system.

Private Septic Systems

Properties beyond the city limits typically treat wastewater via individual septic systems which are governed by the Floyd County Board of Health. The effectiveness of septic systems is often impacted by soil type, groundwater elevations, among others considerations. The City of New Albany has already addressed problematic septic systems in the City or nearby areas, and most customers are already connected to the municipal collection system. It may be prudent to contact the Board of Health to identify any remaining septic systems which could be eliminated.

Wastewater Utility Next Steps

- Continue to work with IDEM/EPA to capture sewer ban waiver credits
- Complete projects necessary to eliminate the consent decree with the EPA
- Implement capital improvements per the upcoming Capital Improvements Plan.
- Contact the Floyd County Board of Health to identify property owners with septic systems who are interested in sanitary sewer service.

STORMWATER UTILITY

The City of New Albany is already an MS4 community and has a storm water utility to finance, maintain, and operate the City-wide stormwater system. The City currently has a Stormwater Master Plan dated 2010 which evaluated drainage issues and identified several tiers of slated stormwater improvements for the near future. The Master Plan divides the City into four main watersheds: Falling Run, Silver Creek, Middle Creek, and Ohio River. Many of the “Tier 1” projects are located within the Falling Run watershed.

Stormwater Utility Next Steps

- Storm water improvements often require significant surface restoration. Partner with City street improvements, if applicable. Incorporate storm water development strategies into the revised zoning ordinance.
- Work with City Planning to implement regional detention approach; possibly offer incentives for reducing runoff.

ELECTRICAL, NATURAL GAS, TELECOM, AND OTHER UTILITIES

Electrical

Duke Energy provides a majority of the electrical service to the City of New Albany. The Gallagher Power Plant, located just west of New Albany, is a coal fired facility which serves a significant service area in Southern Indiana. Originally designed as a four-unit coal burning plant, the facility was commissioned in 1958 and had a total capacity of 560 megawatts. Two of the four units were decommissioned in 2012 and the current output is 280 megawatts. Duke Energy has recently installed baghouses to reduce the Sulfur dioxide gas pollution of the remaining units. Waste heat from the plant is discharged into the Ohio River and the site includes several large coal ash ponds. Duke Energy is reportedly planning to retire the remaining two units by 2020.

The Louisville Gas & Electric Company owns electrical lines which pass through New Albany. The City is interested in developing multi-use trails along the easements for the lines as mentioned in previous chapters.

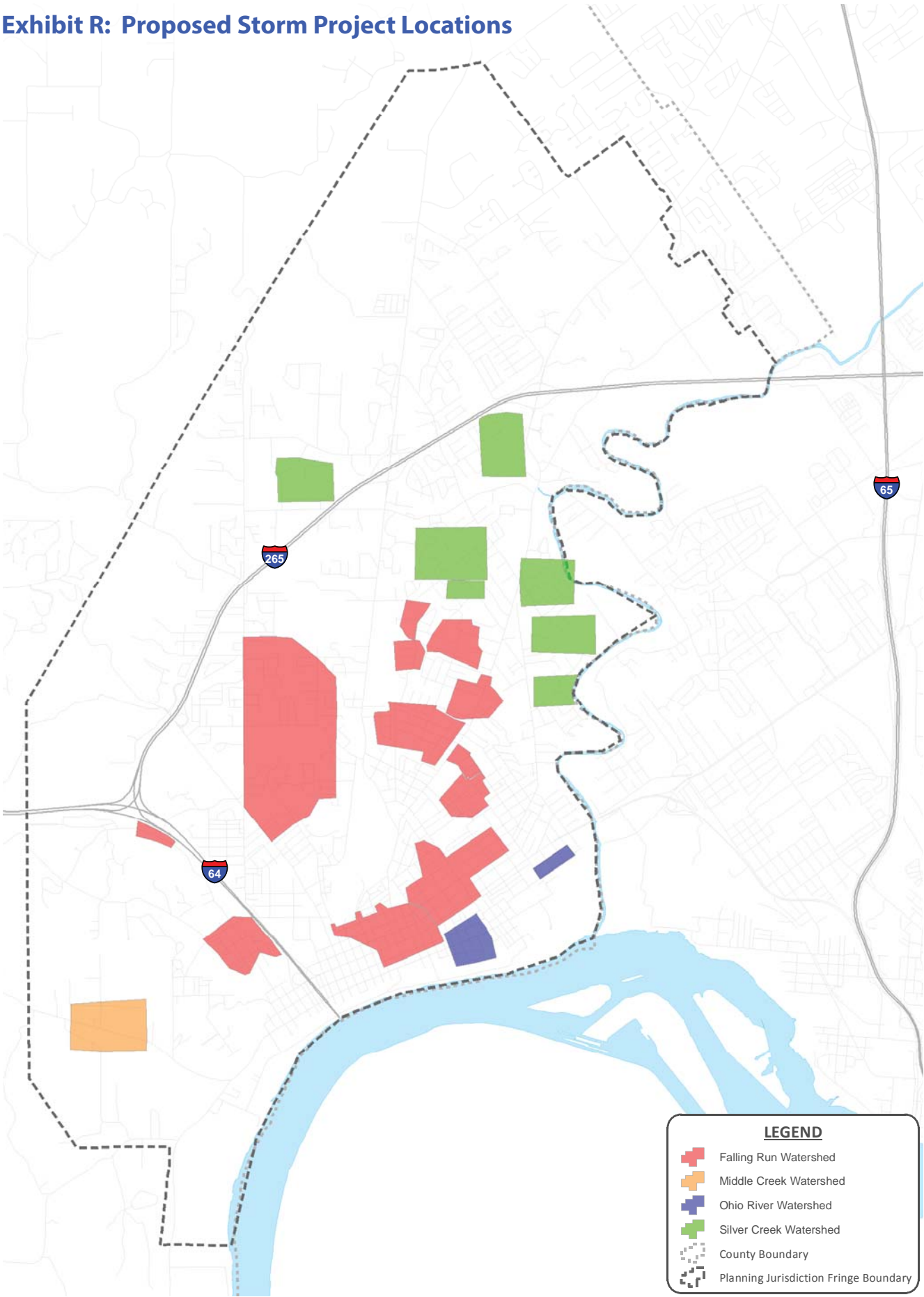
Natural Gas

Natural gas is provided throughout much of New Albany by Vectren. Vectren has invested significant resources and has been proactive in improving their infrastructure throughout the City. Residential propane tanks are also utilized outside the City.

Telecommunication

Time Warner Cable and AT&T are both available wired residential cable service providers throughout most areas of New Albany. Wireless providers also include MetroFastNet, Community

Exhibit R: Proposed Storm Project Locations



Wireless, and Portative Technologies. For businesses, New Albany has several available DSL or copper wired providers including AT&T, Windstream Communications, Level 3 Communications, and MegaPath. For fastest speeds, a fiber optic communications network is also available in select areas of the City through companies such as Time Warner Business Class, Windstream Communications, and Lighttower Fiber Networks. While there appear to be several high-speed internet providers, the service areas for high speed internet in New Albany are fairly limited. Free public Wi-Fi is currently available for some areas such as Bicentennial Park and the Farmer's Market.

UTILITIES CHALLENGES AND OPPORTUNITIES

- Determine how to market New Albany's utilities as assets for development.
- Identify any limiting factors of the existing utilities.

Implement Water Distribution Improvements

- Strategy: Conduct meetings regularly with Indiana American Water and Silver Creek Water Company to discuss low pressure areas and identify how distribution system redundancies can be improved.
- Engineering Considerations: Water demands, service life of existing pipes/equipment

Feature the WWTP as a Learning Center

- Strategy: Rebrand WWTP as Water Reclamation Facility and continue to address capital needs.
- Engineering Considerations: Provide educational signage along W. Main Street to demonstrate how the facility works.

Free up capacity in the Collection System – Eliminate Sewer Ban

- Strategy: Implement projects identified in Agreed Order and Capital Improvements Plan
- Engineering Considerations: Design projects per the Agreed Order

Execute Stormwater Improvements Identified in Master Plan

- Strategy: Implement surface restoration (bike paths, traffic calming, etc.) with planned storm projects. Pursue inventive program for reducing storm runoff.
- Engineering Considerations: Design projects per the Master Plan, Implement Best management Practices.

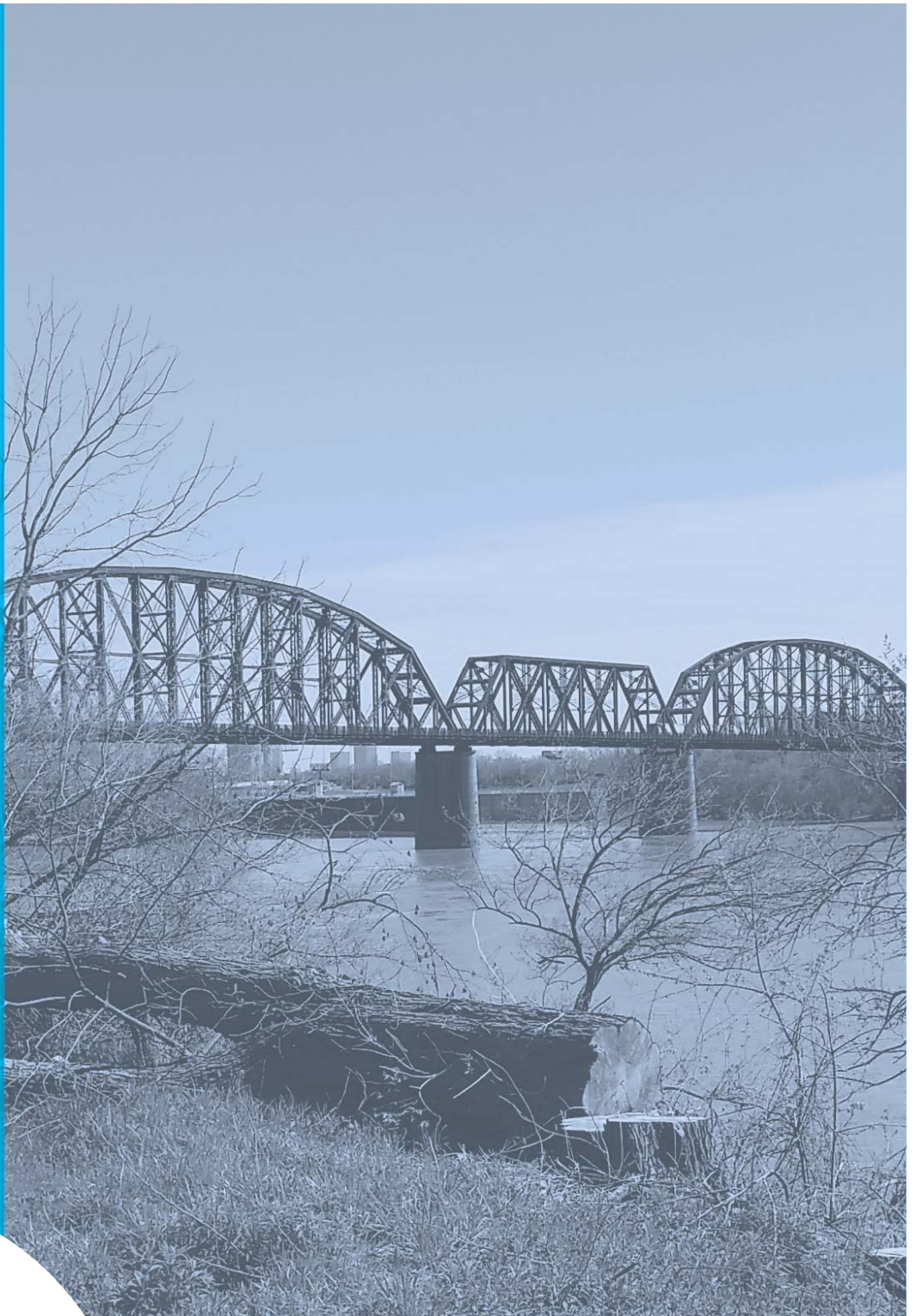
Include access to high-speed internet City-wide

- Strategy: Work with developers to encourage growth of network, and invest in Wi-Fi equipment to provide free internet.
- Engineering Considerations: Set aside telecom easements in new developments

Improve coordination and communication of utility projects in the City

- Strategy: Require all utility improvements to be reviewed by the City's Right of Way Coordinator for approval.
- Engineering Considerations: Implement cost-effective improvements for roads slated for utility projects. Verify that utilities comply with ADA requirements for sidewalk and curb ramps.

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Appendix



New Albany Comprehensive Plan Survey

Survey Open from September 22, 2016 to November 13th, 2016

688 Total Responses

Survey Highlights:

Demographics

- 688 Responses
- 66% of respondents were female and 34% were male
- Highest percentage of respondents were aged between 35 and 54. Large representation from age groups 25-24 and 60 or older as well.
- Nearly all respondents had a high school graduation at a minimum
- Majority of respondents (53%) are full time residents of New Albany, while another 25% are residents of Floyd County, outside of New Albany.
- Around 78% of respondents own a home. Around 16% of respondents are renters.

If a perception of New Albany could be changed, what would it be? (key themes)

- There is nothing to do here
- The city is poor
- The city is unsafe
- General perception of 'Indiana' by Louisville
- Community isn't welcoming and is close-minded, non-inclusive
- The city doesn't work well with others
- Lack of good jobs
- City is not just public housing
- The city is out of date

What about New Albany are respondents most proud of? (key themes)

- Downtown development
- Local business and restaurants
- Parks
- Friendly people
- Small town feel
- Safe community
- Historic character
- Local schools

What about New Albany would respondents like to change? (key themes)

- Housing options, including more options for senior citizens
- Housing condition and quality
- Public transportation routes
- Unkempt and run down buildings and areas of the City
- Traffic flow downtown
- Conditions of local streets and roads
- Crime rate and safety
- Lack of pedestrian accessibility/bike paths
- Increased regional cooperation

What Make New Albany unique/different from other places? (key themes)

- Small town comfort and affordability, but close to big city
- Proximity to resources in Indiana and Louisville
- Strong sense of community
- Unique downtown revitalization
- Local and homegrown businesses
- History and heritage
- Great school system

Top Three Priorities for New Albany according to respondents:

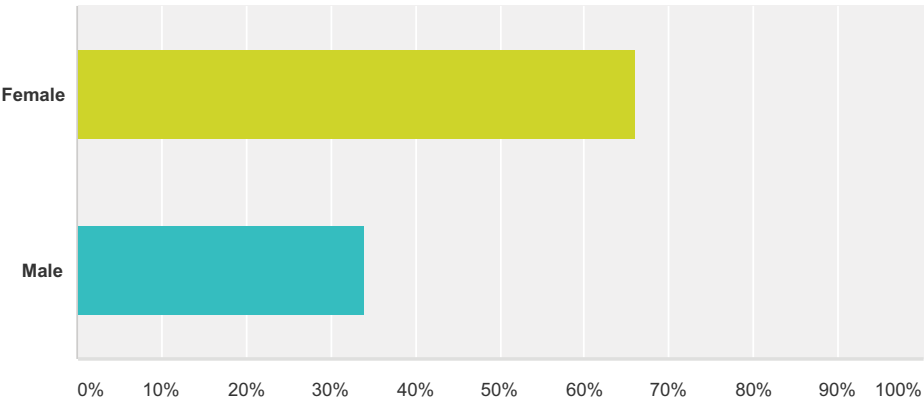
- Grow the downtown as a regional destination and promote additional river oriented development and attractions are the top 2. (72% and 69%)
- Increase development within the City limits is the third clear priority (45%)
- Increase housing options and develop additional recreational opportunities both around 37%
- Develop additional recreation opportunities at 32%

Additional thoughts or comments (key themes)

- Keep momentum going for revitalization
- Address infrastructure to keep attracting development
- Need to solve housing issues
- Participate in regional cooperation and initiatives
- Ensure growth and increases in quality of life are for all residents/all areas of City

Q1 What is your gender?

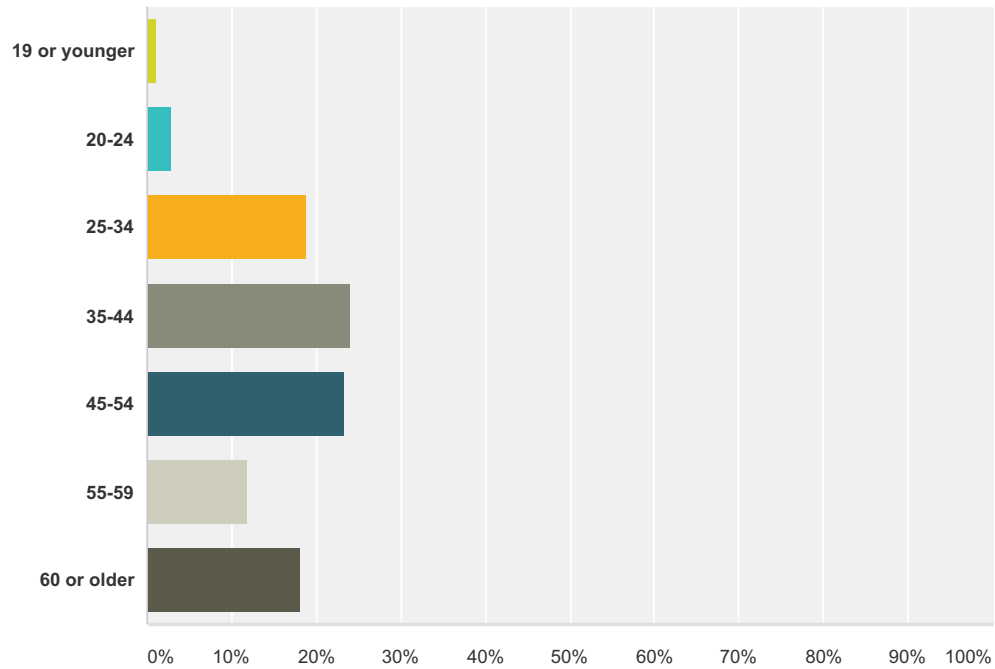
Answered: 686 Skipped: 2



Answer Choices	Responses	
Female	65.89%	452
Male	34.11%	234
Total		686

Q2 Which category below includes your age?

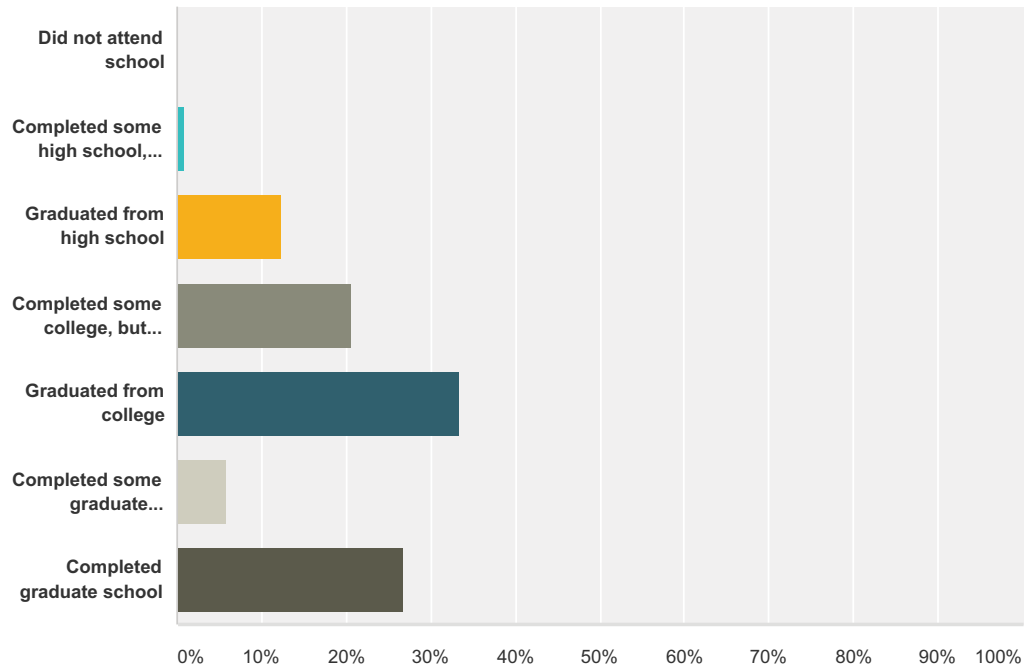
Answered: 685 Skipped: 3



Answer Choices	Responses
19 or younger	1.02% 7
20-24	2.92% 20
25-34	18.83% 129
35-44	23.94% 164
45-54	23.36% 160
55-59	11.82% 81
60 or older	18.10% 124
Total	685

Q3 What is the highest level of education you have completed?

Answered: 671 Skipped: 17

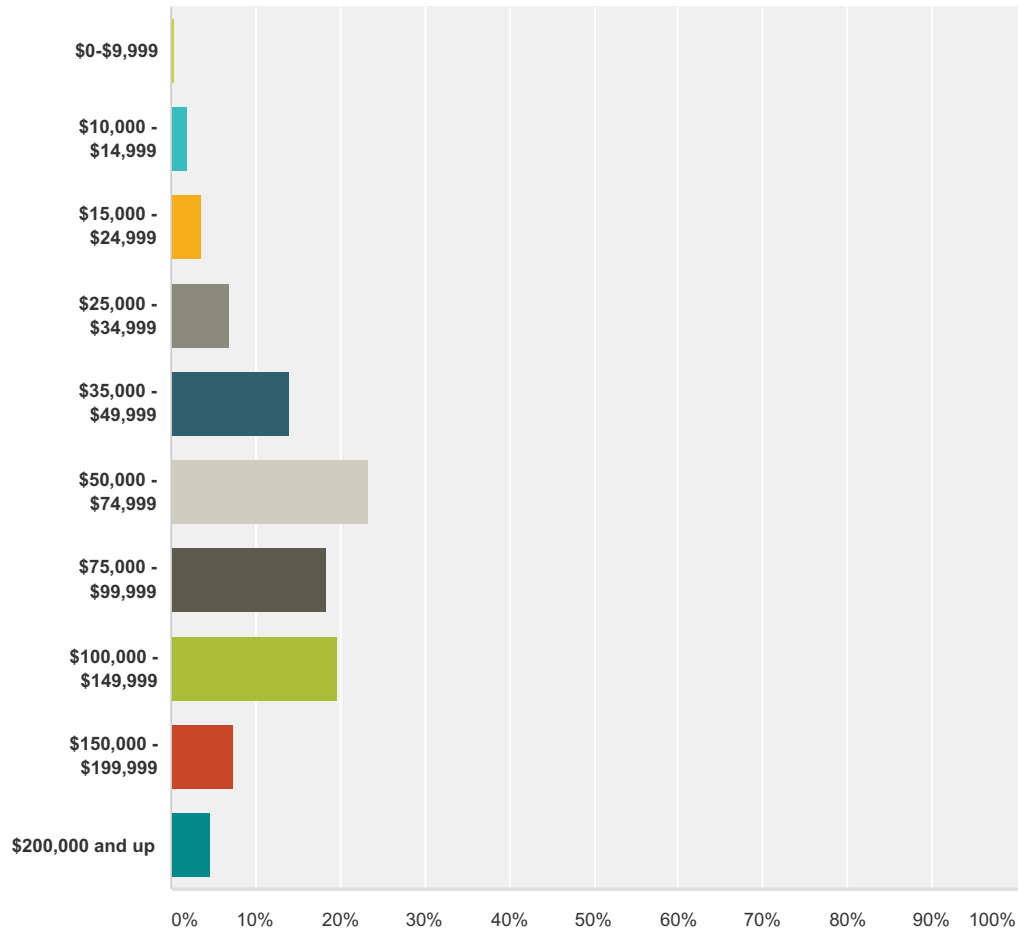


Answer Choices	Responses	
Did not attend school	0.00%	0
Completed some high school, but did not graduate	0.89%	6
Graduated from high school	12.37%	83
Completed some college, but did not graduate	20.72%	139
Graduated from college	33.38%	224
Completed some graduate school, but did not graduate	5.81%	39
Completed graduate school	26.83%	180
Total		671

New Albany Comprehensive Plan Survey

Q4 Which category below includes your approximate average household income?

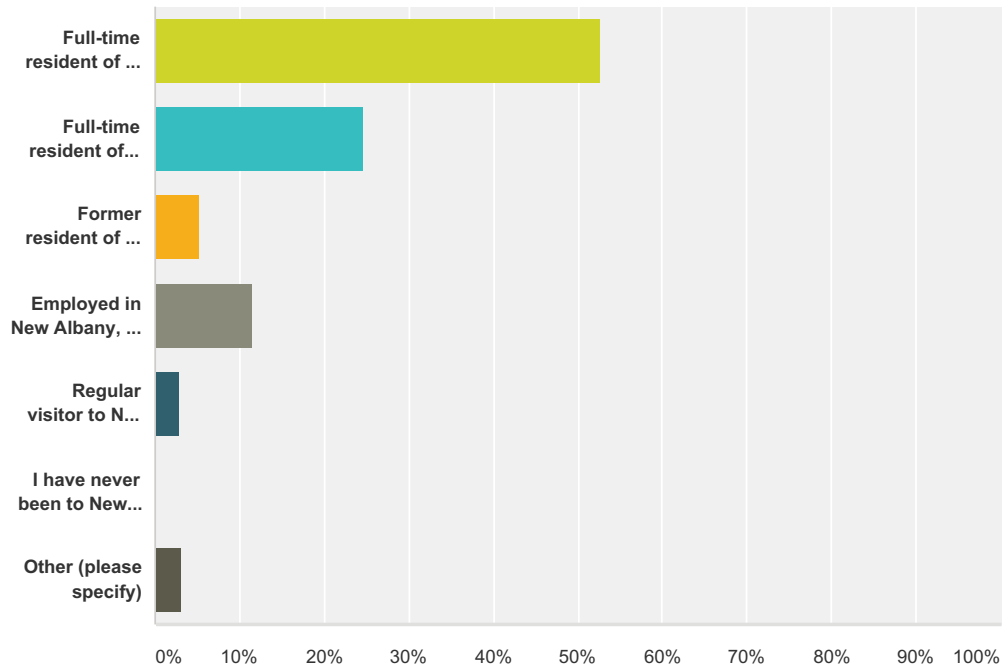
Answered: 661 Skipped: 27



Answer Choices	Responses
\$0-\$9,999	0.45% 3
\$10,000 - \$14,999	1.97% 13
\$15,000 - \$24,999	3.63% 24
\$25,000 - \$34,999	6.96% 46
\$35,000 - \$49,999	13.92% 92
\$50,000 - \$74,999	23.30% 154
\$75,000 - \$99,999	18.31% 121
\$100,000 - \$149,999	19.67% 130
\$150,000 - \$199,999	7.26% 48
\$200,000 and up	4.54% 30
Total	661

Q5 Which statement below best describes your relationship to New Albany?

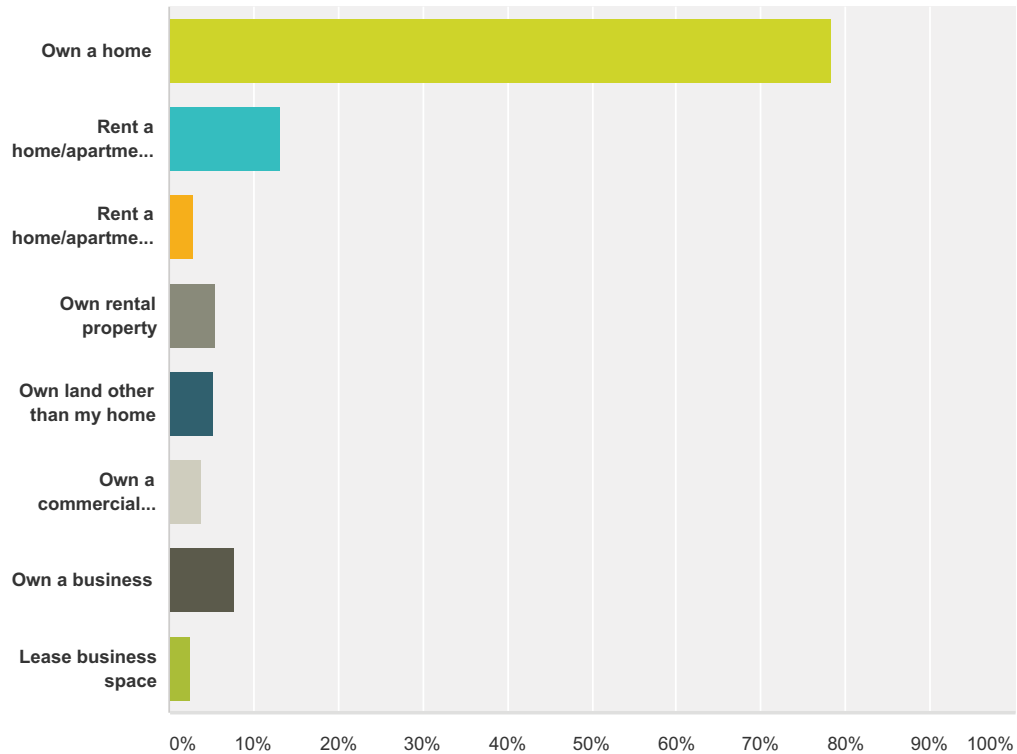
Answered: 687 Skipped: 1



Answer Choices	Responses	
Full-time resident of New Albany.	52.69%	362
Full-time resident of Floyd County, outside the City of New Albany.	24.60%	169
Former resident of New Albany or Floyd County.	5.24%	36
Employed in New Albany, but live elsewhere.	11.50%	79
Regular visitor to New Albany.	2.91%	20
I have never been to New Albany.	0.00%	0
Other (please specify)	3.06%	21
Total		687

Q6 In New Albany, which of the following apply to you? (Please select all that apply.)

Answered: 525 Skipped: 163



Answer Choices	Responses	
Own a home	78.29%	411
Rent a home/apartment (long-term lease)	13.14%	69
Rent a home/apartment (monthly basis)	2.86%	15
Own rental property	5.33%	28
Own land other than my home	5.14%	27
Own a commercial building	3.81%	20
Own a business	7.81%	41
Lease business space	2.48%	13
Total Respondents: 525		

New Albany Comprehensive Plan Survey

Q7 Please rate your level of agreement with the following quality of life statements (part one):

Answered: 631 Skipped: 57

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
There are plenty of dining, shopping and entertainment options in New Albany.	13.00% 82	53.09% 335	13.79% 87	18.54% 117	1.58% 10	631
New Albany is a great place to raise a family.	22.06% 139	51.27% 323	19.68% 124	6.19% 39	0.79% 5	630
New Albany is a great place to retire.	11.61% 73	35.29% 222	37.04% 233	14.31% 90	1.75% 11	629
New Albany is a safe community.	10.83% 68	53.34% 335	23.09% 145	11.46% 72	1.27% 8	628
We have access to good health care in New Albany.	15.63% 98	53.91% 338	22.49% 141	7.66% 48	0.32% 2	627
The gateways into our community are attractive and welcome visitors.	7.46% 47	36.67% 231	28.57% 180	23.49% 148	3.81% 24	630

Q8 Please rate your level of agreement with the following quality of life statements (part two):

Answered: 630 Skipped: 58

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
More educational opportunities are needed after high school.	19.59% 123	39.33% 247	24.52% 154	15.45% 97	1.11% 7	628
I regularly shop or dine at downtown businesses.	20.19% 127	42.45% 267	17.97% 113	16.22% 102	3.18% 20	629
Visitors regularly shop or dine at downtown businesses.	8.83% 55	43.02% 268	36.60% 228	9.95% 62	1.61% 10	623
There is a strong spirit of volunteerism within New Albany.	3.98% 25	36.31% 228	41.56% 261	16.56% 104	1.59% 10	628
There is easy access to quality childcare.	1.92% 12	15.38% 96	62.98% 393	16.99% 106	2.72% 17	624
Community pride is easy to find in New Albany.	7.15% 45	48.81% 307	27.19% 171	15.42% 97	1.43% 9	629
There are plenty of art and cultural offerings in New Albany.	4.31% 27	39.23% 246	30.94% 194	23.29% 146	2.23% 14	627
The public education system in New Albany meets the needs and expectations of its residents.	17.20% 108	38.22% 240	24.04% 151	15.92% 100	4.62% 29	628

New Albany Comprehensive Plan Survey

Q9 Please rate your level of agreement with the following economic development statements:

Answered: 584 Skipped: 104

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
There are good job opportunities in New Albany.	3.26% 19	31.56% 184	28.47% 166	30.36% 177	6.35% 37	583
Incentives should be offered to support locally owned small business.	36.19% 211	53.86% 314	8.58% 50	1.03% 6	0.34% 2	583
Incentives should be offered to attract large employers to the City.	33.05% 192	48.36% 281	13.08% 76	4.65% 27	0.86% 5	581
The Purdue Research park should be a focus of development.	17.59% 102	47.24% 274	30.00% 174	4.48% 26	0.69% 4	580
New Albany does a good job at marketing and branding itself.	3.26% 19	33.62% 196	34.13% 199	24.53% 143	4.46% 26	583
There is adequate infrastructure to support redevelopment in the downtown.	8.23% 48	35.68% 208	29.16% 170	22.98% 134	3.95% 23	583
There is adequate infrastructure to support redevelopment in areas outside of the downtown.	6.01% 35	31.44% 183	32.30% 188	25.95% 151	4.30% 25	582

Q10 Please rate your level of agreement with the following land use statements:

Answered: 582 Skipped: 106

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
New Albany should adopt policies that promote redevelopment within the City.	31.61% 183	56.65% 328	10.88% 63	0.69% 4	0.17% 1	579
The focus of New Albany should be on developing areas within current City limits.	24.48% 141	49.65% 286	19.79% 114	5.38% 31	0.69% 4	576
New Albany does a good job using vacant properties.	1.03% 6	15.69% 91	33.97% 197	35.86% 208	13.45% 78	580
There is enough land available for new industries.	6.60% 38	41.32% 238	34.55% 199	14.93% 86	2.60% 15	576
Zoning requirements and ordinances are clear, easy to understand and appropriate.	0.70% 4	12.06% 69	61.36% 351	18.36% 105	7.52% 43	572
Zoning districts are easy to understand and apply to current land use patterns.	1.05% 6	11.56% 66	65.15% 372	16.81% 96	5.43% 31	571

New Albany Comprehensive Plan Survey

Q11 Please rate your level of agreement with the following utility and infrastructure statements:

Answered: 546 Skipped: 142

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
New Albany should invest in new utility infrastructure and services to encourage new development.	19.71% 107	52.30% 284	23.94% 130	3.68% 20	0.37% 2	543
New Albany has good service options for high-speed internet.	5.15% 28	31.43% 171	27.76% 151	25.92% 141	9.74% 53	544
Sanitary sewer infrastructure is reliable and affordable.	3.49% 19	31.07% 169	38.05% 207	19.67% 107	7.72% 42	544
Water service is reliable and affordable.	6.81% 37	49.17% 267	31.12% 169	8.66% 47	4.24% 23	543
Electrical service is reliable and affordable.	6.43% 35	54.78% 298	29.23% 159	7.90% 43	1.65% 9	544
Natural gas service is reliable and affordable.	6.62% 36	49.82% 271	35.48% 193	6.07% 33	2.02% 11	544

Q12 Please rate your level of agreement with the following housing statements:

Answered: 543 Skipped: 145

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
New Albany has a need for more upscale housing options.	12.94% 70	32.53% 176	29.57% 160	21.44% 116	3.51% 19	541
The housing quality in New Albany is generally good.	2.77% 15	40.48% 219	26.80% 145	26.06% 141	3.88% 21	541
Neighborhoods are well kept in New Albany.	2.23% 12	30.98% 167	30.80% 166	29.68% 160	6.31% 34	539
New Albany has a need for housing for disabled individuals.	11.32% 61	39.15% 211	41.74% 225	5.94% 32	1.86% 10	539
Rental housing is well maintained by property owners.	0.55% 3	9.78% 53	34.87% 189	37.27% 202	17.53% 95	542
New Albany needs more affordable housing options.	18.30% 99	36.97% 200	24.58% 133	14.97% 81	5.18% 28	541
New Albany needs more housing options for seniors.	21.11% 114	40.19% 217	32.04% 173	5.37% 29	1.30% 7	540
Residential development is distributed evenly through the community.	1.66% 9	22.37% 121	39.56% 214	28.10% 152	8.32% 45	541

New Albany Comprehensive Plan Survey

Q13 Please rate your level of agreement with the following transportation statements:

Answered: 543 Skipped: 145

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
New Albany is well connected to Clarksville, Jeffersonville and the greater Louisville area.	16.11% 87	56.85% 307	11.11% 60	12.41% 67	3.52% 19	540
Public transportation options in New Albany are reliable and effective.	2.24% 12	14.55% 78	48.69% 261	24.81% 133	9.70% 52	536
Local sidewalks and curbs are in good condition.	3.51% 19	35.06% 190	24.72% 134	28.23% 153	8.49% 46	542
Streets in New Albany are in good condition.	2.22% 12	30.93% 167	23.70% 128	33.15% 179	10.00% 54	540
Sidewalks are lacking in many areas in New Albany.	18.70% 101	41.11% 222	25.93% 140	12.78% 69	1.48% 8	540
It is easy to travel east/west through New Albany.	6.52% 35	48.79% 262	22.35% 120	17.69% 95	4.66% 25	537
It is easy to travel north/south through New Albany.	4.99% 27	50.65% 274	19.78% 107	19.59% 106	4.99% 27	541

Q14 Please rate your level of agreement with the following natural resource and recreation statements:

Answered: 545 Skipped: 143

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
New Albany does a good job at protecting local natural resources.	2.96% 16	28.47% 154	50.83% 275	14.42% 78	3.33% 18	541
Street trees should be increased throughout the City.	22.24% 121	44.67% 243	17.83% 97	13.24% 72	2.02% 11	544
New Albany needs additional park spaces and activities.	21.36% 116	41.25% 224	23.76% 129	11.60% 63	2.03% 11	543
New Albany needs additional bicycle and pedestrian trails and routes.	26.52% 144	33.89% 184	20.63% 112	15.10% 82	3.87% 21	543
There are ample outdoor recreation opportunities in and around New Albany.	4.78% 26	38.60% 210	26.65% 145	26.47% 144	3.49% 19	544

Q15 If you could change a current perception about New Albany what would it be?

Answered: 172 Skipped: 516

Top themes include:

- There is nothing to do here
- Residents are primarily poor
- The city is unsafe
- General perception of 'Indiana' by Louisville
- Community isn't welcoming and is close-minded, non-inclusive
- The city doesn't work well with others
- Lack of good jobs
- City is not just public housing
- The city is out of date

Q16 What about New Albany are you most PROUD of?

Answered: 281 Skipped: 407

Top themes include:

- Downtown development
- Local business and restaurants
- Parks
- Friendly people
- Small town feel
- Safe community
- Historic character
- Local schools

Q17 What about New Albany would you like to CHANGE?

Answered: 285 Skipped: 403

Top themes include:

- Housing options, including more options for senior citizens
- Housing condition and quality
- Public transportation routes
- Unkempt and run down buildings and areas of the City
- Traffic flow downtown
- Conditions of local streets and roads
- Crime rate and safety
- Lack of pedestrian accessibility/bike paths
- Increase regional cooperation efforts

Q18 What makes New Albany better and/or different from other places?

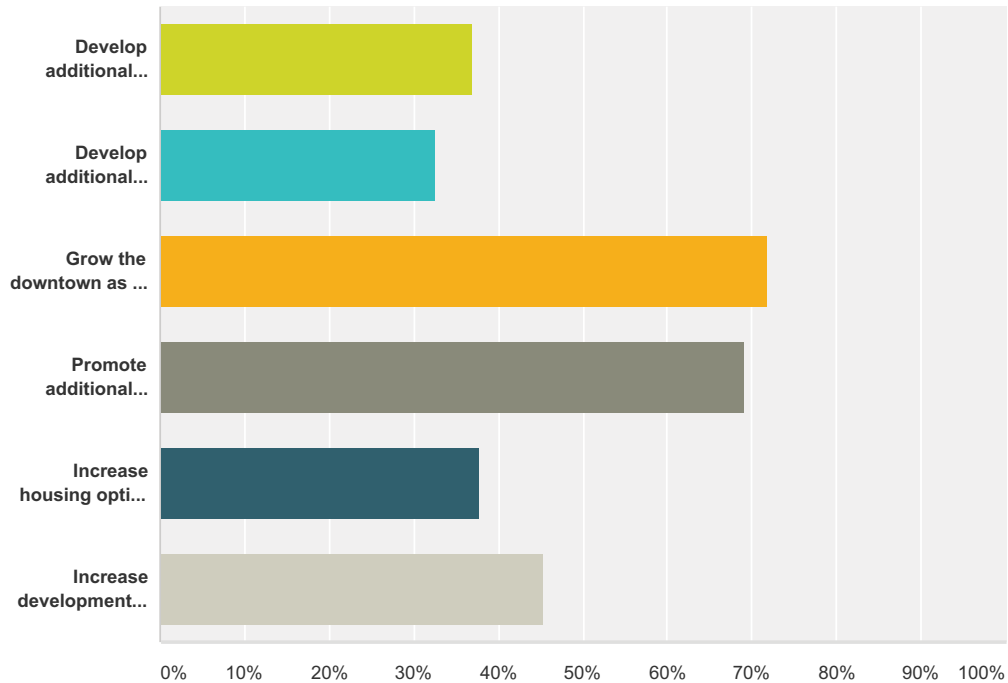
Answered: 227 Skipped: 461

Top themes include:

- Small town comfort and affordability, but close to big city
- Proximity to resources in Indiana and Louisville
- Strong sense of community
- Unique downtown revitalization
- Local and homegrown businesses
- History and heritage
- Great school system

Q19 Please select what you think are the top THREE priorities for New Albany.

Answered: 513 Skipped: 175



Answer Choices	Responses	
Develop additional recreational opportunities.	37.04%	190
Develop additional bicycle and pedestrian trails and routes.	32.55%	167
Grow the downtown as a regional destination.	71.73%	368
Promote additional river oriented development and attractions.	69.01%	354
Increase housing options in New Albany.	37.82%	194
Increase development within the City limits.	45.22%	232
Total Respondents: 513		

Q20 Please share any other thoughts or comments you have about New Albany:

Answered: 148 Skipped: 540

Top themes include:

- Keep momentum going for revitalization
- Address infrastructure to keep attracting development
- Need to solve housing issues
- Participate in regional cooperation and initiatives
- Ensure growth and increases in quality of life are for all residents/all areas of City