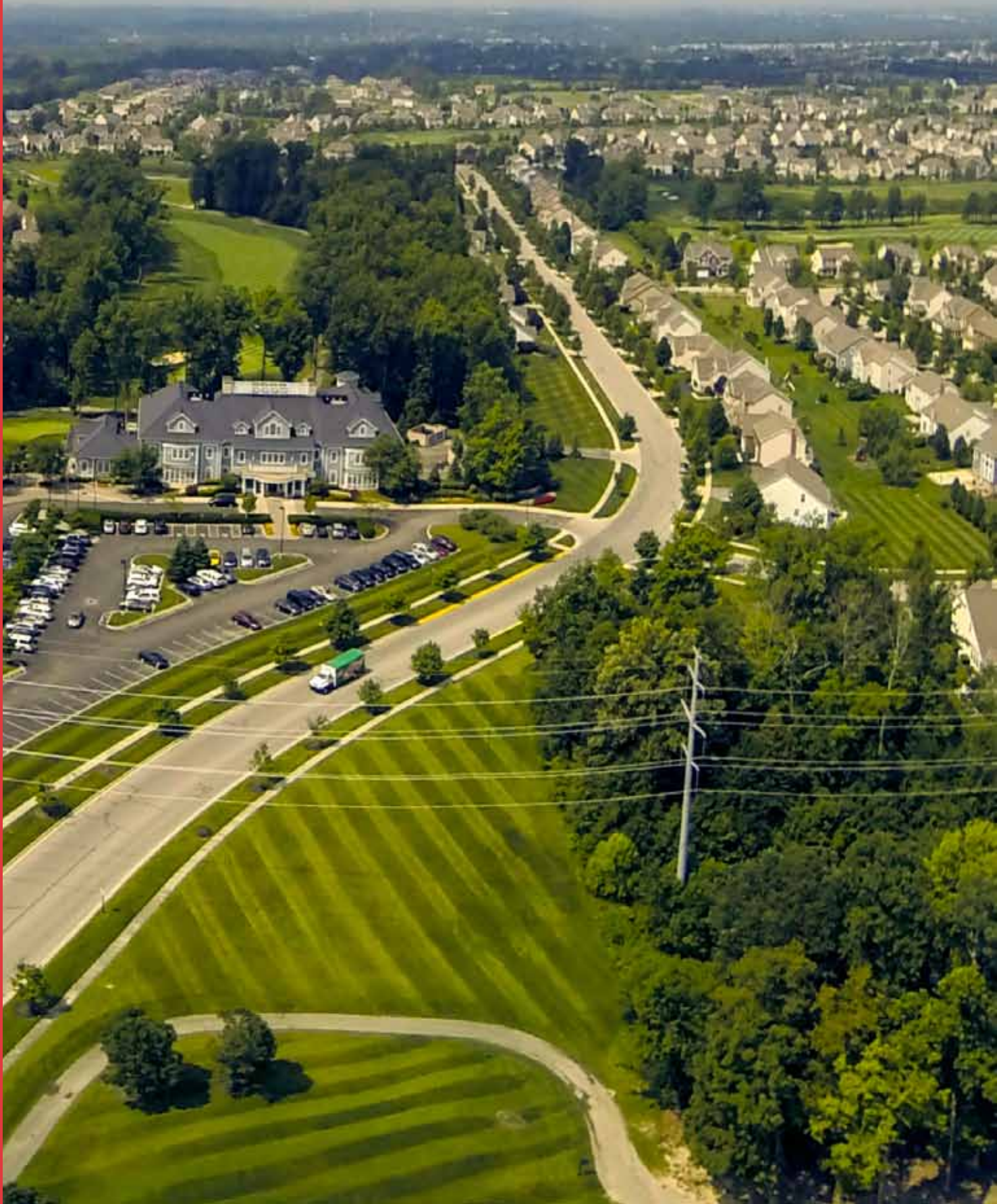


Adopted October 6, 2015

RESOLUTION 2015-11

APPENDIX



Parks and Open Space



Aerial View of Adventure Park

General Description: Primarily publicly owned recreational land. May be used for active or passive recreation, including playgrounds, athletic fields, walking paths, gazebos and pavilions, natural preserves

Density: .03 employees per acre

Building Types: Accessory buildings can include community buildings, restrooms and amphitheaters.

Street Frontage: If present, buildings typically face off street parking. This arrangement provides easy access for patrons.

Parking: Off-street parking is open to the public where amenities are available.

Access and Circulation: Vehicular and pedestrian access, where available, is provided by public streets and sidewalks.

Agriculture



Aerial View of Home Road Agricultural Land, west of Steitz Road

General Description: Any agricultural use including agricultural vacant land, crop farms, livestock farms, orchards, etc.

Density: - 1 unit per 10+ acres

Building Types: Can include a residential building and storage buildings for agricultural uses such as barns and storage buildings.

Street Frontage: No sidewalk access. If there are any buildings they typically have a large setback with entrances on either the front or the side.

Access and Circulation: Vehicular access from arterial roadway. Access may be provided by private drive.

Notes: While there is extensive agricultural land within the townships surrounding Powell, the 32-acre Bennett Farm is last agricultural use remaining within the City.

Rural Residential Estate



Aerial View of 481 Welwyn Drive

General Description: Larger lots in rural setting, typically set further from the roadway. Falls outside the 5 acre subdivision regulation.

Density: 1 unit per 5+ acres

Building Types: 1 to 2 Stories, 1 unit per building

Street Frontage: Buildings front private streets. Front entrances are connected to driveways.

Parking: Rear-, front- or side-loaded garages, rear-, front- or side-loaded surface parking, on-street parking (public or private).

Access and Circulation: Vehicular access may be provided from a rural roadway or a shared private street or drive.

Rural Residential (Subdivision)



Aerial View of 987 Retreat Lane

General Description: Single family lots typically along rural arterial roadways, setbacks vary.

Density: 1 unit per 2-5 acres

Building Types: 1 to 2 Stories, 1 unit per building

Street Frontage: Buildings front private streets. Front entrances are connected to driveways and in some cases a sidewalk.

Parking: Rear- or side-loaded garages, side- or rear-loaded surface parking, on-street parking (public or private).

Access and Circulation: Vehicular access may be provided with private or public streets, typically without sidewalks.

Suburban Detached Residential Subdivision



Aerial View of 120 Timber Oak Drive

General Description: Allowing for a range of densities this typology is the popular traditional housing option for single family residences. Street layout can include cul-de-sacs and curvilinear streets.

Density: 1-3 units per acre

Building Types: 1 to 2 Stories, 1 unit per building

Street Frontage: Buildings front streets, typically with a generous front lawn setback. Front entrances are connected to driveways and in some cases a sidewalk.

Parking: Front- or side-loaded garages, side- or front-loaded surface parking, on-street parking (public or private).

Access and Circulation: Vehicular access typically provided by public streets, with or without sidewalks.

Suburban Attached Residential



Aerial View of 3676 Sutton Place

General Description: This typology provides an attached housing option with common grounds rather than private yards. Units and buildings are typically of identical design within an individual development.

Density: 5-8 units per acre

Building Types: 1 to 2 Stories, 3+ units per building

Street Frontage: Buildings typically front private streets or parking areas, typically without sidewalk connections.

Parking: Front- or side-loaded garages, side- or front-loaded surface parking, on-street parking (private).

Access and Circulation: Vehicular access typically provided via private streets and drives, accessed from a public collector or arterial street. Sidewalks are typically not provided internally, but there may be connections to multi-use paths.

Village Detached Residential



Aerial View homes along E. Case Avenue

General Description: This type of single family home is found exclusively in the downtown Powell village center, where residents can walk to nearby services and amenities. Lots are generally 50 feet wide, although some lots have been combined.

Density: 5-6 units per acre

Building Types: 1 to 2 Stories

Street Frontage: Buildings front adjacent public streets. Front entrances connect to a street or sidewalk.

Parking: Rear, side and front-loaded garages.

Access and Circulation: Vehicular access provided with public streets in a traditional grid layout.

Village Attached Residential



Aerial View of 50 Traditions Way

General Description: This neo-traditional housing typology provides an attached housing option in a more pedestrian-oriented site layout. This type of development is typically found in or near mixed-use areas, where residents can walk to nearby services and amenities.

Density: 8-20 units per acre

Building Types: 2 to 3 Stories, 4+ units per building, attached buildings may have a single-family or two-family appearance. May have front porches.

Street Frontage: Buildings front adjacent public or private streets. Front entrances connect to a sidewalk.

Parking: Rear-loaded garages, side- or rear-loaded surface parking, on-street parking (public or private).

Access and Circulation: Vehicular access may be provided with private streets, but designed to feel like a traditional public street, with on-street parking, sidewalks, etc.

Civic / Institutional



Aerial view of The Church of Jesus Christ of Latter-day Saints, 450 North Liberty Street

General Description: Uses include religious facilities, firehouses, police stations and city/township halls.

Density: Religious facilities at 8,500 square feet per acre, and 1000 square feet per employee. Firehouses, police stations and city/township halls 350 square feet per employee.

Building Types: Includes government-related offices, public meeting facilities and established places of worship. Buildings may have a distinctive or monumental character.

Street Frontage: Typically deep landscaped setbacks fronting major public streets. Front entrances connect to parking and sidewalks where present.

Parking: Public assembly uses generally require large surface parking lots to accommodate large gatherings.

Access and Circulation: Vehicular and pedestrian access provided at public street.

Institutional Living/Residential Healthcare

General Description: A subtype of institutional that would include nursing facilities, senior care, etc. Such facilities include both residential and employment components.

Density: Varies

Building Types: 1 to 2 Stories

Street Frontage: Deep setbacks fronting major public streets.

Parking: Off-street surface parking surrounding the building

Access and Circulation: Vehicular and pedestrian access provided at public street. Typically there are 2 or more vehicular access points.

Suburban Commercial



Aerial View of 9353 North Liberty

General Description: Suburban commercial uses include stand-alone retail buildings, neighborhood “strip” centers and big box retail destinations serving various market areas. They are primarily comprised of retail services, dining, and durable goods stores, but may include service-oriented office uses.

Density: Employee density - 350 square feet per employee. Commercial density - 10,000 square feet per acre.

Building Types: 1 Story

Street Frontage: Entrances face parking for easy automobile access, typically with a landscape setback along the street.

Parking: Off-street parking is located in the front of the building with loading in the rear of the building.

Access and Circulation: Vehicular access provided at public street. Typically there are 2 or more vehicular access points.

Village Commercial / Mixed Use



Aerial View of 50 South Liberty

General Description: These have a mixture of retail and office uses. There is a strong relationship between buildings and streetscape.

Density: ±10,000 square feet per acre

Building Types: 1 to 2 Stories. Within downtown Powell, building types range from historic single-family homes converted to commercial use, to newer infill mixed-use structures.

Street Frontage: Buildings front public streets with zero to minimal setback. Entrances are mainly at the front of the building but can be on the sides as well.

Parking: Off-street parking is typically to the rear or side of the buildings. Some on-street parking is available.

Access and Circulation: Vehicular and pedestrian access provided at the public street.

Suburban Office



Aerial View of 7540 Sawmill Parkway

General Description: Suburban office uses include stand-alone and multi-tenant office buildings. They may be located on an individual lot or in a larger office park setting.

Density: 10,000 square feet per acre with 300 to 400 square feet per employee.

Building Types: 1 to 2 Stories

Street Frontage: Entrances are face parking for easy automobile access.

Parking: Off street parking in paved lots surrounding the building or located near the front door of the building.

Access and Circulation: Vehicular access provided at public street or private drive. Pedestrian access may be provided. Typically there are 2 vehicular access points.

Light Industrial / Warehouse



Aerial View of Woodcutter Drive & Home Road

General Description: Light industrial and warehouse uses include small-scale assembly plants, small industrial shops, warehouse or distribution space. These typically include a small office component as well.

Density: Employee density can vary widely, generally from 800 square feet to over 2,000 square feet per employee. Industrial density ranges from 9,500 to 12,500 square feet per acre.

Building Types: 1 Story. Low cost warehouse type building. Minimal architectural style.

Street Frontage: Entrances are conveniently facing parking for easy access.

Parking: Off-street parking is located in the front of the building with loading in the rear of the building.

Access and Circulation: Vehicular access provided at public or private street. Typically there is no pedestrian access.

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Four Corners Intersection Queue Lengths, 2035 Volumes

EASTBOUND QUEUES AM PEAK HOUR



EASTBOUND QUEUES PM PEAK HOUR

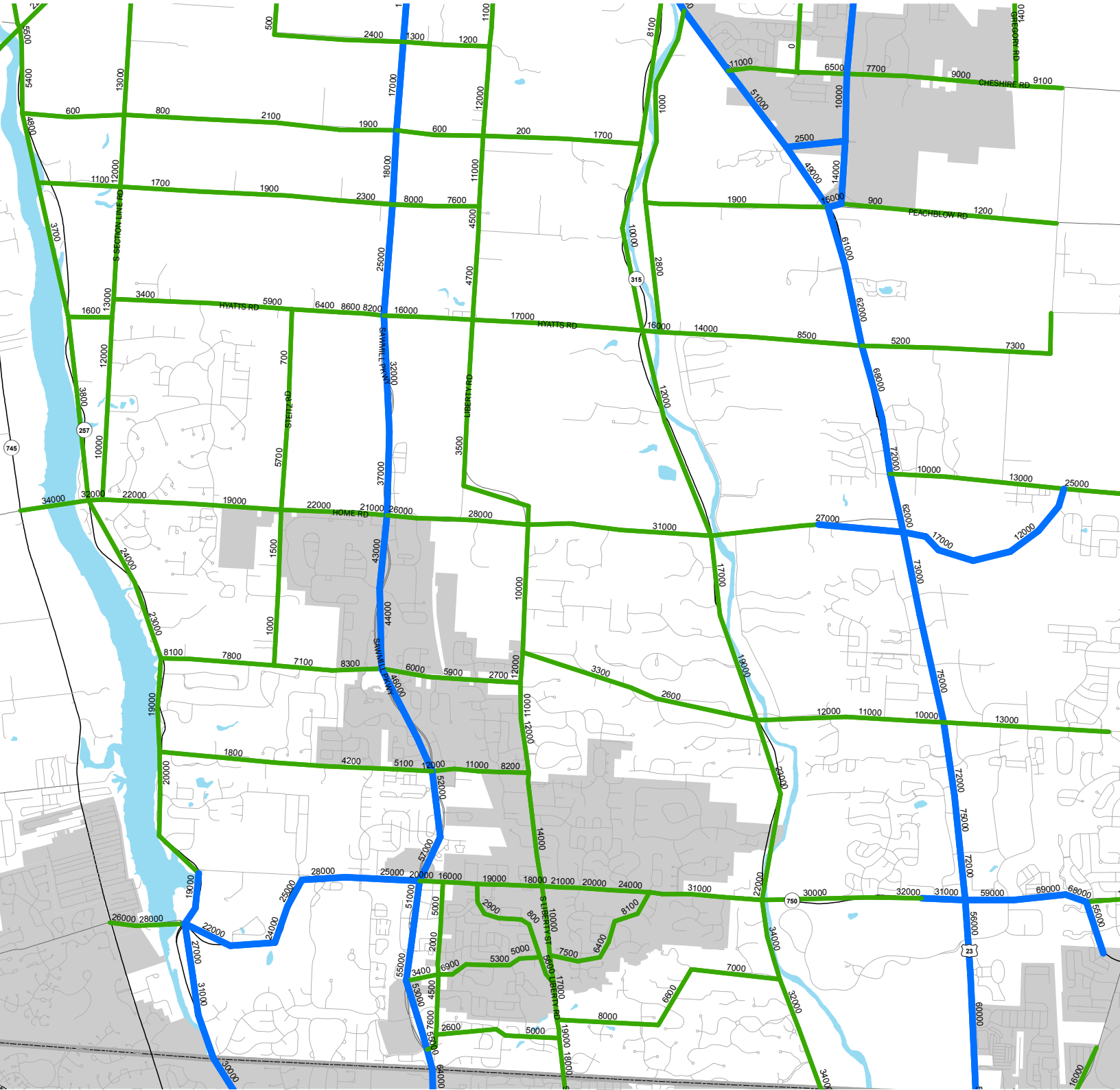


WESTBOUND QUEUES AM PEAK HOUR



WESTBOUND QUEUES PM PEAK HOUR





2035 ALT 02 LAND USE SCENARIO CITY OF POWELL MODELED VOLUMES

- City Boundary
- Hydrology
- Model Network
- 2 Lanes
- 4 Lanes

Source: MOPRPC

↑ NORTH

WestRidge

Freestanding and Attached Condominium

Acres: 31

Units: 135

Openspace: 73 Acres

Average Price: \$432,000

Location: Hudson, MA



Data Source: wbhomes.com, www.glassburycourt.com

Homestead at Scioto Reserve

Freestanding Condominium

Acres: 34

Units: 93

Openspace: 12.7 Acres

Street Frontage: 162 ft/unit

Average Price: \$283,000

Location: Powell, OH



Danielson Grove

Cottage Neighborhood

Acres: 2.25

Units: 16

Openspace: 0.16 Acres

Average Price: \$558,000

Location: Kirkland, WA



Inglenook Neighborhood

Cottage Neighborhood

Acres: 5

Units: 27

Openspace: 0.29 Acres

Average Price: \$345,000

Location: Carmel, IN



Ashton Grove

Detached Single Family

Acres: 9

Units: 31

Openspace: 1.24 Acres

Street Frontage: 24 ft/unit

Average Price: \$462,000

Location: New Albany, OH



Data Source: www.johnreaganarchitects.com/ashtonh.html

Harrison West

Detached Single Family

Acres: 8

Units: 56 Single Family Homes

Openspace: 4.30 Acres (Shared with Harrison Park)

Street Frontage: 57.7 ft/unit

Average Price: \$434,000

Location: Columbus, OH



Neighborhood Launch

Townhomes & Garden Flats

Acres: 7.5

Units: 25 Townhomes, 22 Garden Flats

Street Frontage: 10.2 ft/unit

Average Price: \$345,000

Location: Columbus, OH



Westwood Park

Townhomes

Acres: 9.7 Acres

Units: 87

Openspace: 0.75 Acres

Average Price: \$324,000

Street Frontage: 165.6 ft/unit

Location: Alpharetta, GA



Harrison Park

Condominium Flats

Acres: 8

Units: 138 Condos, 108 Apartments

Openspace: 4.30 Acres (Shared with Harrison Park)

Street Frontage: Condos 12.75 ft/unit, Apartments 6.5 ft/unit

Average Price: \$194,000 Condo, \$1000/month Apt

Location: Columbus, OH



Livingood Park

Condominium Flats

Acres: 2.25

Units: 40

Openspace: NA

Street Frontage: 23.5 ft/unit

Average Price: \$480,000

Location: Mariemont, OH



50 S. Liberty

Mixed-Use

Acres: 3.82

Leasable Space: 40,000 Sq. Ft.

Location: Powell, OH



The Corner Pocket Restaurant

Mixed-Use

Acres: 0.55

Leasable Space: 24,000 Sq. Ft.

Location: New Town, VA



Lake View Village

Mixed-Use

Acres: 2.5

Leasable Space: 90,000 Sq. Ft.

Location: Lake Oswego, OR



Northstar Cafe

Commercial

Acres: 0.68

Leasable Space: 8,000 Sq. Ft.

Location: Columbus, OH



Office Building

Office - Several Tenants

Acres: 0.96

Leasable Space: 17,000 Sq. Ft.

Location: New Albany, OH



Office Building

Office - Several Tenants

Acres: 1.76

Leasable Space: 23,000 Sq. Ft.

Location: Carlsbad, CA



Office Building

Office - Several Tenants

Leasable Space: 18,000 Sq. Ft.

Location: John's Creek, GA



Fifth Town Artisan Cheese

Factory

Acres: 20

Building Area: 4,600 Sq Ft

Employees: 16

Location: Cressy, Ontario



GMB Plastics

Building Area: 45,000 Sq Ft

Employees: 45

Location: Cumming, GA



CGS INVEST Printing House

Building Area: 43,000 Sq Ft

Location: Poland



Crocker Park

Mixed-Use Center

Acres: 52

Commercial: 350,000 Sq Ft of Retail, 250,000 Sq Ft of Class A Office

Residential: 500 Total Housing Units, Apartments & Townhomes

Location: Westlake, OH



BENCHMARKS - MIXED USE CENTER 5



Birkdale Village

Mixed-Use Center

Acres: 52

Commercial: 387,000 Sq Ft of Retail

Residential: 340 Total Housing Units, Apartments & Townhomes

Amenities: Public greens, Movie Theatre, Outdoor Dining Areas, Private Gardens, Resort Style Pool, Fitness Center, Trails Close in Nearby McDowell Creek

Location: Huntersville, NC



BENCHMARKS - MIXED USE CENTER 5



Norton Commons

Mixed-Use Center

Acres: 594

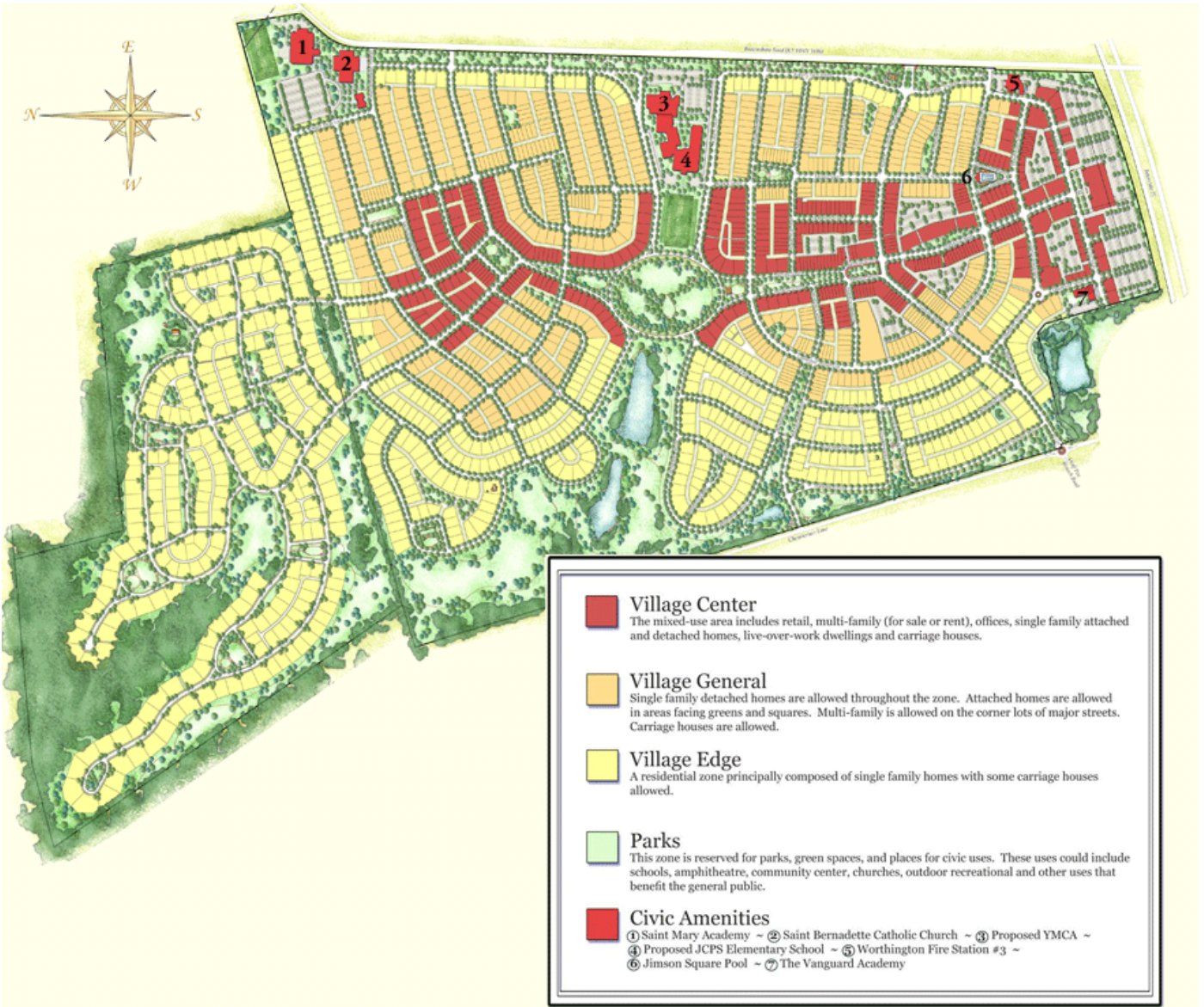
Commercial: 360,000 Sq Ft Office & 200,000 Sq Ft Retail Permitted. Currently there are 7 Restaurants, 11 Retail Shops, 32 Businesses & Offices

Residential: 2,800 Total Housing Units Planned. Currently there are 376 Single Family Homes, 15 Duplex Homes, 9 Townhomes, 9 Condo Groups, 34 Live/Work Units

Amenities: 2 Lakes, 2 Community Pools, Several Parks including an amphitheater and dog park, YMCA, Approved Elementary School Coming Soon

Location: Louisville, KY





Baxter Village

Mixed-Use Center

Acres: 1,033

Commercial: 380,000 Sq Ft of commercial, retail, office and civic spaces

Residential: 1,400 Total Housing Units, Single Family & Townhomes, Apartments Coming Soon

Amenities: 500 Acres of Woods, Trails & Parks, 2 Recreational Centers, 2 Pools, Tennis Club, Elementary School, YMCA, Library

Location: Fort Mill, SC





Serenbe

Conservation Neighborhood

Acres: 1,000

Commercial: 30 Businesses

Residential: 180 Single Family Homes & Row Houses

Amenities: 25 acre farm, All homes face common greenspace and trails

Location: Chattahoochee Hills, GA





Jackson Meadow

Conservation Neighborhood

Acres: 315

Commercial: NA

Residential: 64 Single Family Homes

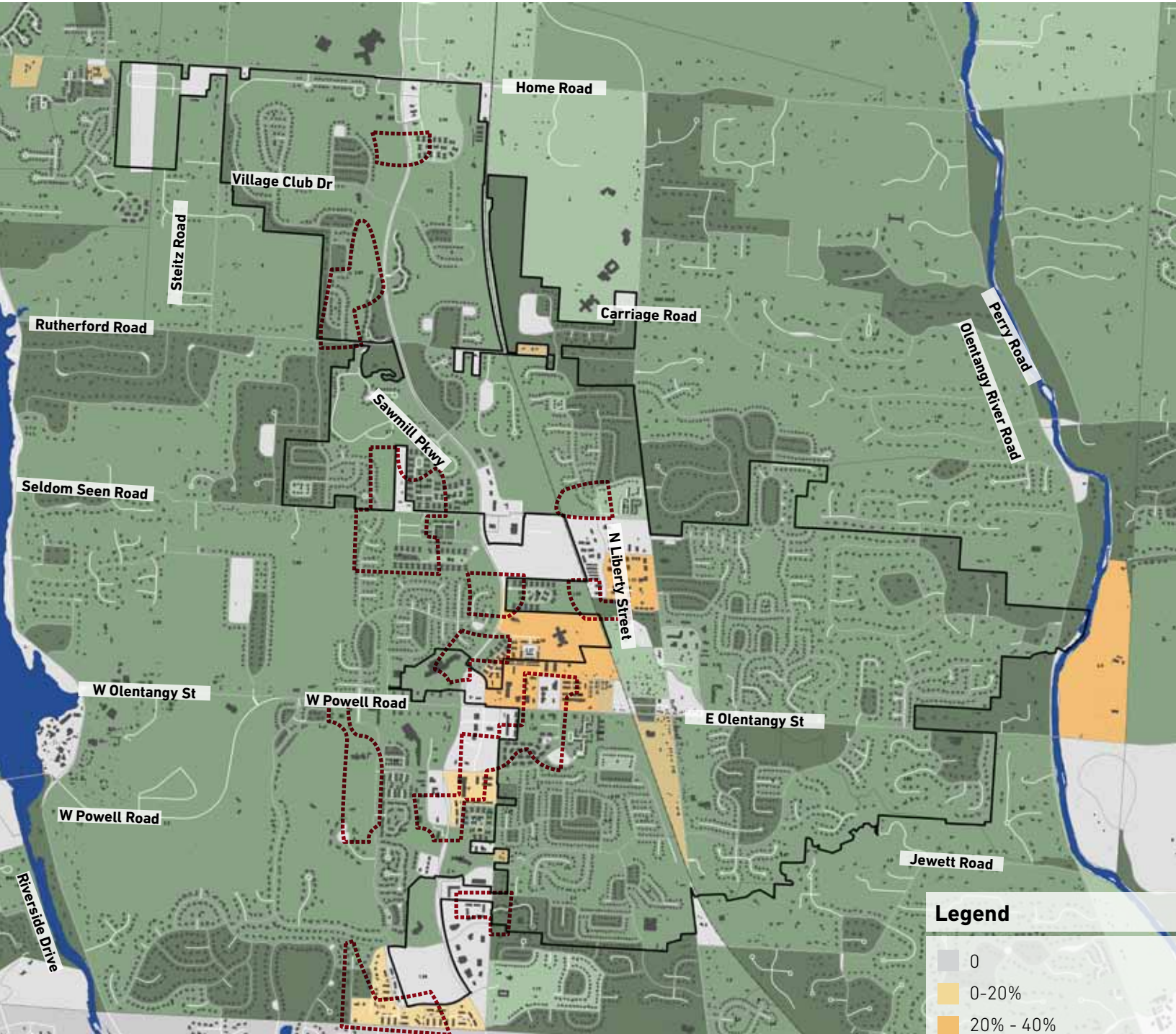
Amenities: 275 acres of Openspace, 6 miles of trails

Location: Marine on St. Croix, MN

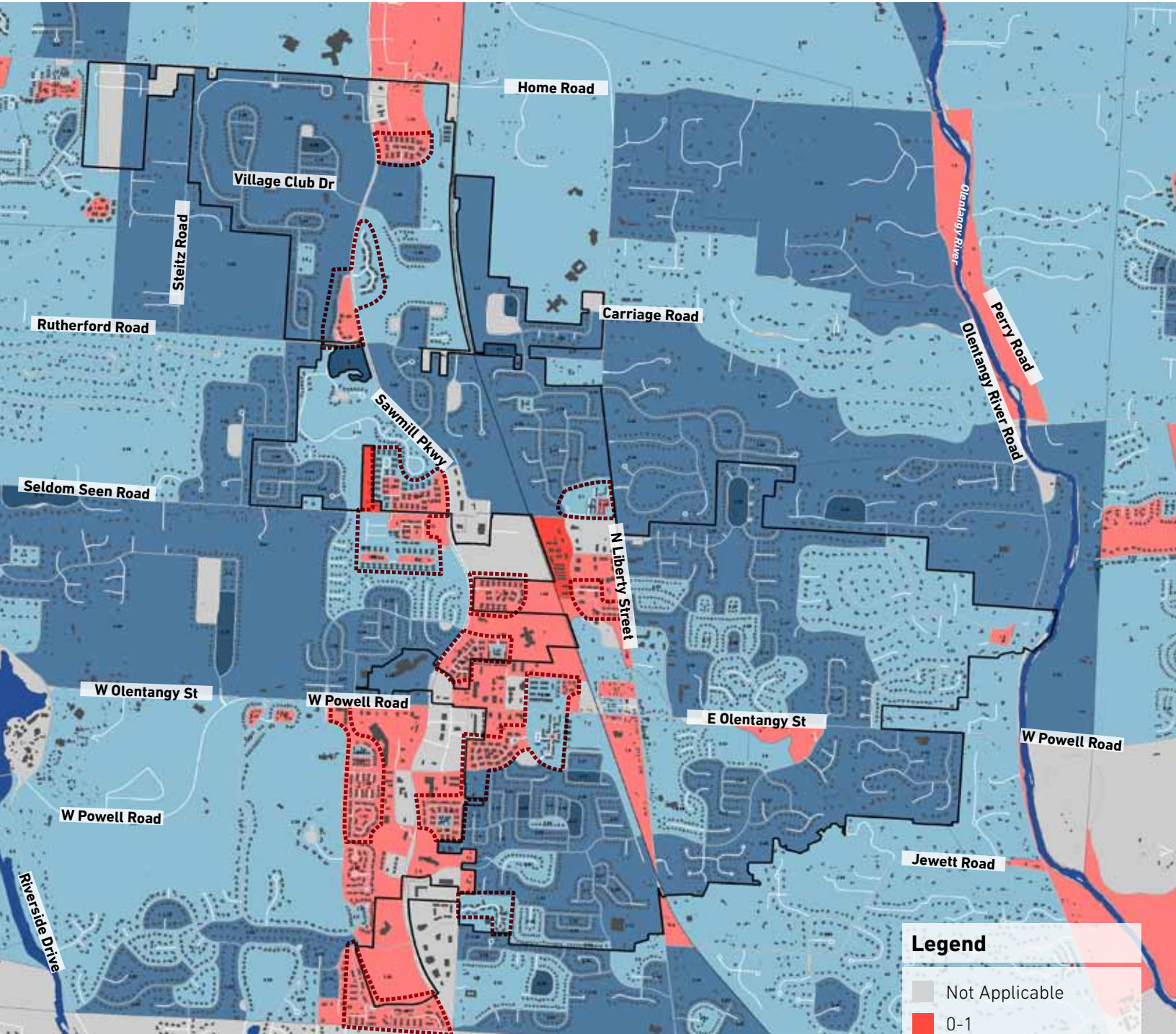




2010 PERCENTAGE OF OWNER-OCCUPIED HOUSEHOLDS BY CENSUS BLOCK



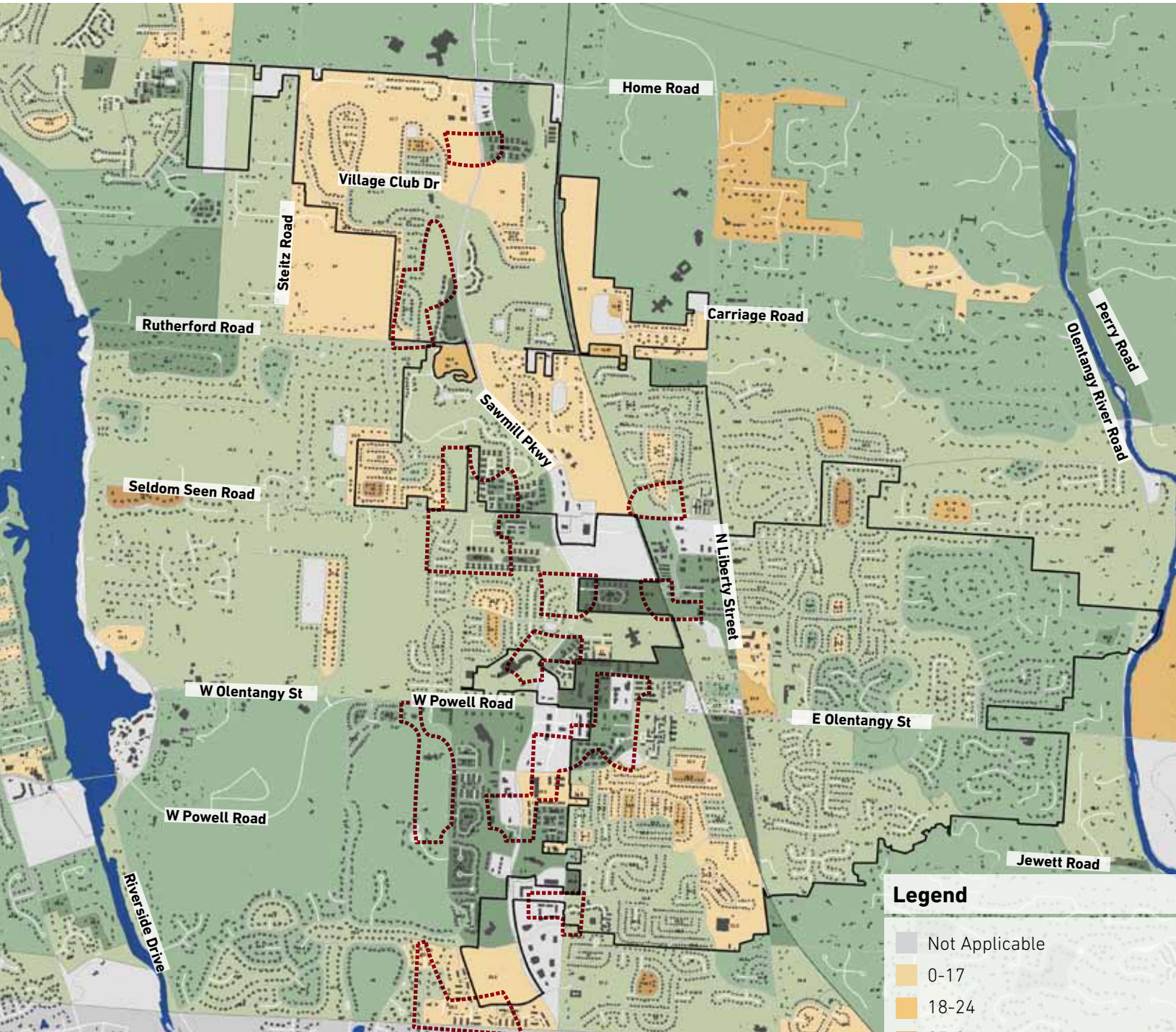
2010 AVERAGE HOUSEHOLD SIZE BY CENSUS BLOCK



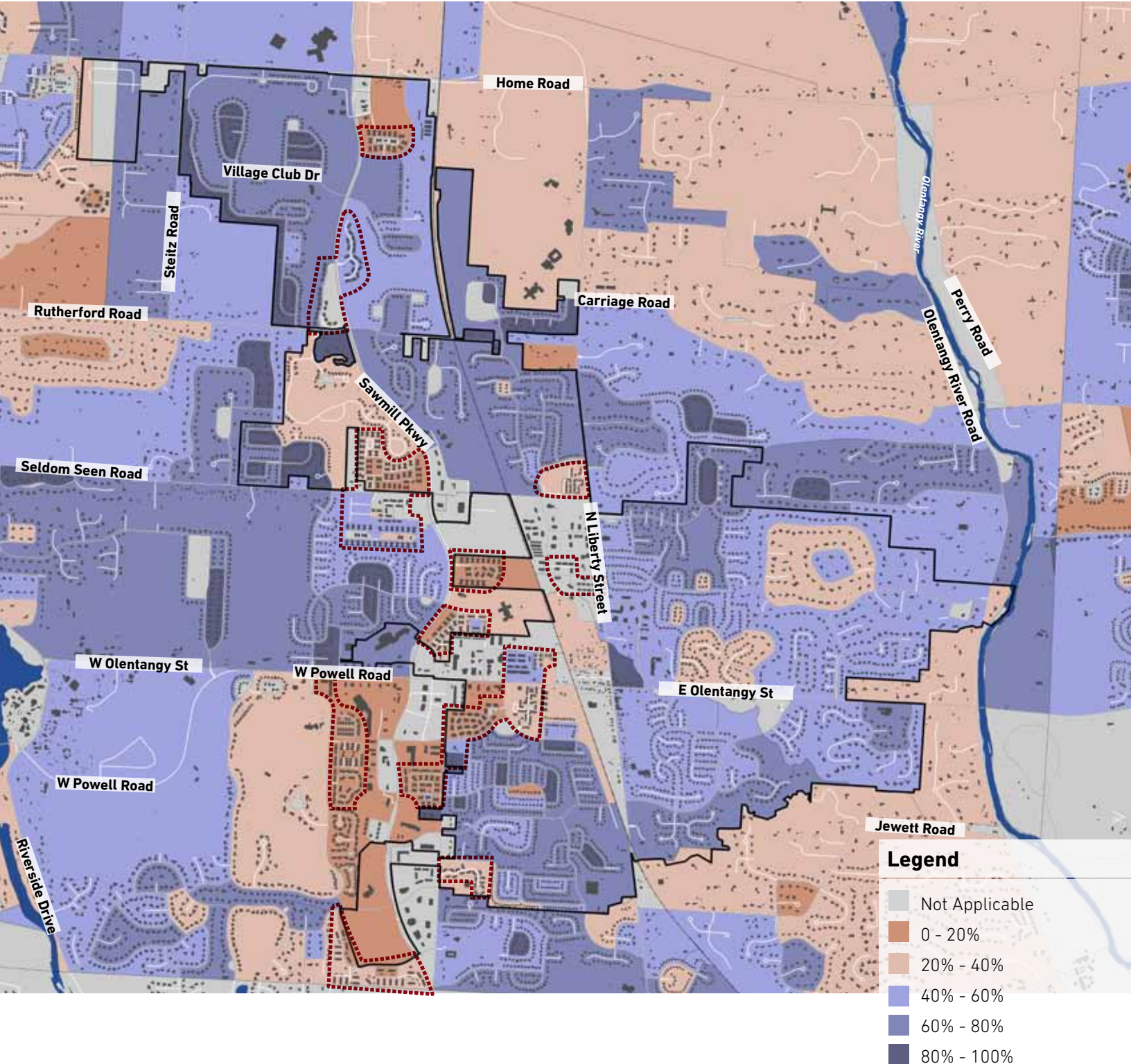
Legend

- Not Applicable
- 0-1
- 1-2
- 2-3
- 3-4
- 4 and Above

2010 MEDIAN AGE BY CENSUS BLOCK



2010 PERCENTAGE OF HOUSEHOLDS WITH CHILDREN BY CENSUS BLOCK



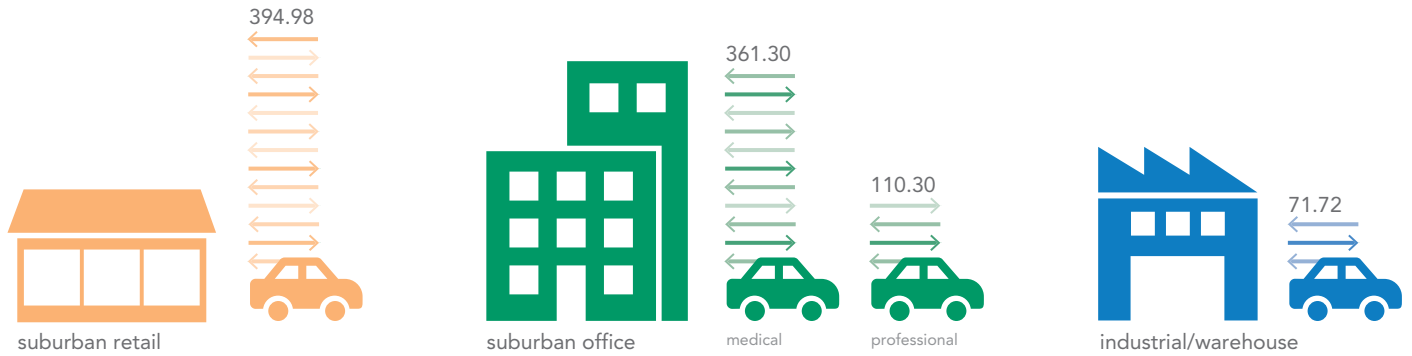
APPENDIX

TRIP GENERATION BY LAND USE TYPE

Trip per Unit on a Weekday



Trip per Acre on a Weekday



**Based on ITE Trip Generation factors*

TRIP GENERATION EXAMPLE - WEEKDAY PM PEAK HOUR

Trip per Unit on a Weekday

Single-Use

- 40 Total Acres
- ± 70 Detached Large Lot Homes
- Commercial destinations are separated and require driving



Trip Origin (Home)



Trip Destination

Mixed-Use

- 40 Total Acres
- 5 Acres Commercial
- 35 Acres Residential - ± 90 Detached Small Lot Homes & ± 150 Attached Homes



Trip Origin (Mix of Uses)



Trip Destination

*Based on ITE Trip Generation factors

APPENDIX

Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Popular Powell Destinations	1/9/2015 13:08:17	1/26/2015 12:09:03	156871	sidewalks all along sawmill in powell, and connect the neighborhoods sidewalks to sawmill sidewalks.
	1/9/2015 18:40:03	1/26/2015 12:09:03	157050	local roots
	1/21/2015 15:38:36	1/26/2015 12:09:03	158762	More Restaurants
	1/13/2015 15:24:16	1/26/2015 12:09:03	157544	Shopping
	1/15/2015 21:40:11	1/26/2015 12:09:03	158069	I eat where the restaurants are
	1/24/2015 16:17:26	1/26/2015 12:09:03	159690	I've bought 95% of my furniture from the Collection,
	1/20/2015 5:25:55	1/26/2015 12:09:03	158383	All the chains along Sawmill
	2/4/2015 0:10:27	3/10/2015 13:21:13	161732	PARKING FOR DOWNTOWN
	2/4/2015 0:13:13	3/10/2015 13:21:13	161733	PURCHASE THE PROPERTY ON THE SOUTHEAST CORNER BEHIND THE HOUSES
	2/5/2015 20:42:56	3/10/2015 13:21:13	162280	Continue variety in restaurants and community events
	1/28/2015 22:58:40	3/10/2015 13:21:13	160750	Downtown restaurants and shops
Sustainable Powell	1/10/2015 16:37:44	1/26/2015 12:09:03	157173	Should meet the needs of people in all stages of life.
	1/12/2015 3:22:05	1/26/2015 12:09:03	157252	Diverse housing availability
	1/12/2015 3:13:46	1/26/2015 12:09:03	157251	Income generation

Idea Summary	Author	Comments
see title.	R P	Sidewalk should be extended in front of Nicole's and other shops there so people can walk on that side of the street from neighborhoods without having to cross busy Powell Road. By Christina G
restaurant	kevin C	
Grace drive use to have a few restaurants that were all family friendly. We have an entire mall that can be filled with fun locations and it already has parking available! I would love to see a Mexican place, Italian Place, Pizza Place - all sit down restaurants.	Amy G	
I would like a greater variation of retail. I love the home goods stores and we have great options on sawmill, but hopefully we can get some more diverse offerings. I also think we have a great offering of food and pubs. Would like one more non-Italian high end eatery but of course would be up to a restaurant investor.	Shaun S	
Yes, Liberty Tavern. Atmosphere at Local Roots not great. Prohibition too small, the new beer place on the corner overpriced. Sawmill Rd. area and Dublin have more restaurants and definitely more parking. The shopping and entertainment is in Lewis Center or Dublin. Again, this is fine with me.	Chris C	
I frequent Mia Cucina, Local Roots, Liberty Tavern and Prohibition.	Mary D	
We choose "kid-friendly" & "budget-friendly" chains (for food & shopping) on Sawmill vs. the pricier places around 4 corners.	Christine S	
PURCHASE THE OPEN FIELD BEHIND THE BUILDING ON THE SOUTH EAST CORNER OF OLENTANGY & LIBERTY RD	DICK M	
FOR PARKING. IT WOULD HELP THE LOCAL RESTAURANTS AND STORES DOWNTOWN	DICK M	
Continue to promote new restaurants and community events. More upscale and outdoor dining, similar to Tucci's in Dublin would be excellent.	Eric U	
I prefer to eat and shop downtown where I can park once and walk around.	Harold M	
Housing should be provided not just for families with children, but for singles, couples with no children, retired singles or couples, etc. This may be apartments or condos, which some seem to want to exclude. We need to be more welcoming. Everyone can contribute and these types of communities can be built and maintained in a upscale and professional manner.	Christina G	
We need to be able to accommodate those at different stages of their lives to enable smooth growth and turnover in our communities. Eliminating multi-family housing is a huge mistake. 250k condos are an asset to our community and possible lofts above retail in our downtown wouldn't be a bad thing either. Not saying we need a glut of apartments, but joined units close to downtown would be a good thing in my opinion.	Shaun S	
As a city we are going to have to generate more income to take care of our infrastructure and to encourage commerce. This will happen through growth of the downtown business district, alternative housing that is walkable to downtown and through adding territory. We also need a strong working relationship with Liberty township to combine resources when possible to make the community more efficient.	Shaun S	

APPENDIX

Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Sustainable Powell	1/8/2015 14:19:31	1/26/2015 12:09:03	156712	Multi-family housing
	1/9/2015 1:25:19	1/26/2015 12:09:03	156858	Sustainable revenue
	1/7/2015 20:40:44	1/26/2015 12:09:03	156608	Housing
	1/8/2015 12:42:58	1/26/2015 12:09:03	156698	Traffic
	1/8/2015 15:55:10	1/26/2015 12:09:03	156731	A community that "controls" growth slowly
	1/24/2015 16:14:26	1/26/2015 12:09:03	159689	I think Powell is sustainable - we have grocery stores,
	1/15/2015 21:33:46	1/26/2015 12:09:03	158068	Sustainable means do not over-tax the residents.
	2/1/2015 15:56:07	3/10/2015 13:21:13	161292	keeping the home values and keeping the residents
	2/12/2015 23:24:23	3/10/2015 13:21:13	163945	Yes - I think it needs to be more sustainable.
	2/18/2015 1:00:54	3/10/2015 13:21:13	164731	Continuing providing the culture that provides
	1/26/2015 19:46:42	3/10/2015 13:21:13	159993	Create a tax base not so dependent on single family housing
	1/28/2015 4:03:11	3/10/2015 13:21:13	160489	I equate sustainable with quality of life
1/29/2015 1:26:09	3/10/2015 13:21:13	156712	Multi-family housing	
1/31/2015 16:53:13	3/10/2015 13:21:13	161244	A tax base that includes business. Planned Growth.	

PLAN POWELL WEBSITE RESULTS

5

Idea Summary	Author	Comments
The approval of multi-family housing without substantial revenue from those projects to support infrastructure and schools is unsustainable.	Brendan N	
in order for a community to be sustainable it needs sustainable revenue without draining the school districts, through economic development that generates income tax revenue. A community can not completely rely on property taxes and put all the burden on the residents.	Gina L	
We are a community not a place that needs rental housing.	Chad D	
We need to figure out a way that our traffic can be improved. I understand that we have no way of doing this without creating some sort of density issues. What happened to connecting Murphy parkway to Bennett parkway. Why can't it be connect as a straight across road. I have seen the development in Upper Arlington and the buildings there seem so huge. I am afraid of what that look will do to our quaint town. Places that are already existing like therun down Powell Center and the Powder Room should be improved before using up our green space.	Jane B	Murphy Parkway is still in the plans to being connected. Almost impossible to have it one straight road. Delaware county is considering doing a round a bout at Liberty road, but that is not a Powell decision. If you connect Murphy Parkway to Bennett Parkway you'll add another railroad crossing meaning more train horns at 2am, as well as, backed up traffic to those roads. I By Shaun S
So they don't overwhelm existing infrastructure.	Sara T	
medical facilities, gas stations, restaurants, shopping, churches and schools. Houses are selling and younger families are moving into our community. What else do we need? Unsustainable processes is adding condos and apartments in the downtown area. Cramming more people in a defined space doesn't help us to be more sustainable.	Mary D	
Over-taxing the upper-middle base will drive them out. This is proven at the national level. Be extremely intelligent in fiscal conservatism in order to preserve and enhance the QUALITY of the community. Powell DOES NOT need to be all things to all people--it can't.	Chris C	
there seems to be a glut of strip shopping centers. Many have vacancies now and many are aging and new ones keep being built. Keeping them all vital & filled may not be sustainable.	Marylou T	
Stop putting in athletic facilities that sit empty 80% of the time.	Sally V	
a good and supportive quality of life.	Edward B	
As sawmill pkwy is developed, as well as other commercial and industrial sites, create a strategy to attract and keep businesses. I believe the heavy reliance on homeowners paying taxes is not sustainable.	David B	
Quality of life implies a beautiful, healthy community with moderate density for housing and traffic and a variety of interesting divertissements (parks, restaurants, shops, etc.) with a reasonable cost of living.	Harold M	
The approval of multi-family housing without substantial revenue from those projects to support infrastructure and schools is unsustainable.	Brendan N	Would it provide suitable lighting? By Jeanne C
Attract and keep businesses (adding the sawmill pkwy) so as to ease the burden on residents. Plan the necessary roads and utilities to support current and future growth.	David B	

APPENDIX

Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Powell Amenities	1/8/2015 12:50:12	1/26/2015 12:09:03	156699	Bike paths
	1/10/2015 16:42:35	1/26/2015 12:09:03	157174	I would like to see a Powell Arts Festival.
	1/10/2015 2:36:18	1/26/2015 12:09:03	157147	Bike path & bridge to connect Highbanks Metro Park
	1/7/2015 20:43:42	1/26/2015 12:09:03	156614	Mountain Bike
	1/8/2015 14:10:46	1/26/2015 12:09:03	156709	Quiet zones at the railroad crossings.
	1/17/2015 16:51:45	1/26/2015 12:09:03	158235	More connections in bike paths with other communities
	1/7/2015 20:32:57	1/26/2015 12:09:03	156604	Restaurants
	1/15/2015 21:48:36	1/26/2015 12:09:03	158070	With a new town square, much more is possible.
	1/10/2015 3:12:51	1/26/2015 12:09:03	157154	Improve town center
	1/24/2015 16:20:07	1/26/2015 12:09:03	159692	I would like to see a bike/running trail to the Zoo and a
	1/22/2015 22:09:15	1/26/2015 12:09:03	159411	Include a dog park in planning for the area
	1/16/2015 16:38:29	1/26/2015 12:09:03	158151	good swim schools
	1/21/2015 15:32:56	1/26/2015 12:09:03	158760	I would love to see more family friendly restaurants,

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
Connect the bike path to liberty park, make a bike path to the zoo from downtown Powell. Even a path on Sawmill between 750 and the south boarder to access the shops and restaurants on sawmill parkway.	Jane B	I would also love to see the Olentangy bike path extended up. By Erin L
Years ago we had a Powell Arts Festival. I think we are a large enough city that we should try to re-establish one, not a flea market or craft show, but a juried art show like the ones done in Westerville, Worthington, and Upper Arlington.	Christina G	
Build a sidewalk/bike path along the south side of Powell Rd and build a walking bridge across 315 and the Olentangy River to access Highbanks. It would be a great boost for the park and would be a short ride for residents.	William T	
Powell has impressed me with its dedication to its Park & Recs. If I don't have to go to Alum Creek to get muddy on a mountain bike that would be great. Do we have enough Park area to have a Mountain bike trail and a Bmx area.	Chad D	
Quiet zones at the railroad crossings.	Brendan N	I'd love this, but they are very expensive. By Shaun S
The paths within Powell are very nice, however it can be difficult or unsafe to connect with the paths offered in other communities. For example, getting to the Dublin trails or the Olentangy River trails require riders to travel on busy roads without bike lanes. Coordination with other communities could be mutually beneficial and enhance public safety.	Wayne H	
We need more upscale dining downtown and around the Sawmill Parkway area.	Chad D	I agree. Don't think investors will take the risk of upscale dining without parking to accommodate it. By Shaun S
As previously suggested, creating a large town square would ease traffic and should enable additional parking. It would create a communal area amidst the shops, restaurants, and businesses, and if done right, enhance not just visitor experience, but quality of life.	Chris C	
The southeast corner (near Local Roots patio) could be improved to be a more usable space. Either expand Local Roots or make into more of a town square. Maybe we could have a town tree there during the holidays?	William T	
dog park. It would be really cool to have a Traders Joe in the shopping center off Grace Dr.	Mary D	
While we currently do not have a dog as part of our family, we enjoy being around dogs and spending some time in a dog park, such as the one in Dublin, which is one of the nicest I have seen anywhere. At one time a park was considered as a part of the public park planned for Seldom Seen, but the last I heard that possibility was dismissed. I have heard some legitimate concerns, but believe they could be addressed. I see a lot of dog parents all over the area and would think they would be interested.	St B	
Swim schools for kids	sunitha N	
I would like a restaurant that the whole family could enjoy. Where you could meet your neighbors and their kids for a relaxing dinner. Or a place to meet after a ball game. The whole team and their families can gather and enjoy a pizza and/or drinks. For example, Marysville has a restaurant called "Benny's" everyone is welcome a lot of families, team members, large parties are always gathered there. As of right now after a baseball game, soccer game we really only have ice cream locations or BW3's to take the team. None of the restaurants can handle large groups of people. I think a casual restaurant that is family fun with good food is just what Powell needs!	Amy G	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Powell Amenities	2/1/2015 16:00:52	3/10/2015 13:21:13	161294	arts emphasis
	2/1/2015 17:51:29	3/10/2015 13:21:13	161299	Pedestrian pocket park like Frank Fetch Park in German Vill
	1/30/2015 4:42:04	3/10/2015 13:21:13	161057	A nice beautiful botanical garden ~~
Getting Around Powell	1/12/2015 3:10:22	1/26/2015 12:09:03	157249	Secondary streets
	1/8/2015 19:00:30	1/26/2015 12:09:03	156802	Bike Lane
	1/10/2015 3:21:59	1/26/2015 12:09:03	157155	Finish the bike paths/sidewalks!
	1/10/2015 2:54:48	1/26/2015 12:09:03	157149	Remove the need to drive east/west through Powell
	1/15/2015 21:29:28	1/26/2015 12:09:03	158067	Create a town square quadrupling the flow options
	1/13/2015 15:16:32	1/26/2015 12:09:03	157532	Need sidewalks/walkways to all parks and downtowns.
	1/13/2015 18:05:48	1/26/2015 12:09:03	157655	Trains
	1/7/2015 20:29:59	1/26/2015 12:09:03	156602	Bike Lanes
	1/8/2015 14:23:02	1/26/2015 12:09:03	156714	Bike and walking paths

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
more community arts events. I know there is a lot of creative talent here.	Marylou T	
A well landscaped beautiful garden - possibly a pocket park like Frank Fetch Park in German Village or a larger park like Kingwood Gardens in Mansfield. Both are places of peace & tranquility & Kingwood especially has great beauty through the seasons.	Jeanne C	
There are nice parks here, especially for children of all ages and that is good. But none that are simply places where people of all ages can go to relax among nature. How about a botanical garden? Westerville has Inniswood; Bexley has Franklin Park Conservatory; Clintonville has the Park of Roses; how about Powell having something on that order -- maybe not so large and expensive -- could just be a pocket-park like some in German Village -- but a park planted from corner to corner with plantings that flower-in season and benches where people can rest in peaceful quietude? Calming to the spirit and ***** to a small town. Think birdsong and scented bloom and a quietness.	Jeanne C	
With the zoo, train stoppages and development eventually happening on home, Concord Township and from Sawmill Parkway up to 42 we are not going to get rid of traffic. What I believe we need is the ability to have local routes for traffic to travel. I don't really care how long it takes someone from Westerville to get to the zoo, but I do care how long it takes for a resident to get home. We also need easier travel to downtown through safe bike and walking access.	Shaun S	
We recently moved to Powell from a rural area. As a young active family and newcomers to a busier city life, we would love to see a bike lane added to the roads in areas where sidewalks aren't possible. One example would be on Home Road. We enjoy running and biking from our home, but would like more space for safety.	Jamie G	
I was just reading about a possible levy for road improvements. We have some of the best roads around Columbus. Can some of that money go into completing the sidewalks/bike paths?	William T	We need to improve the roads in some of the older developments. By Christina G
The Murphy Park extension should help with this, but continue to focus on getting traffic around town...especially those people just trying to cut across to the Zoo or to Polaris mall. Focus on putting more space for pedestrians and bikes in the center of town, rather than adding more car lanes. More lanes just means more traffic. Consider removing all left turns to move cars through also.	William T	I agree with the need for more east/west options. By Emily S
The town center could be a huge asset to Powell long term, but dramatic change is required to preserve and enhance what there is. A new town square should be created to enclose the Depot park and the shops at 50 Liberty, Local Roots, etc. Liberty street should be closed to foot traffic only, and a new road be built forming the perimeter. This would preserve the existing while accommodating the new. This is necessary for the long term.	Chris C	I like this idea but I would add an emphasis to improved parking along with this plan. The reality is, even if you make the downtown more walkable, the majority of people will still arrive by car. By Erin L
I would like to be able to ride my bike with the kids from liberty park to wedgewood and back to library park. All neighborhoods and parks should be connected to every other in powell/liberty.	Nick H	
Re-route the trains/train tracks out of Powell limits.	Cody B	
We need bike lanes on our roads. Our residents are active & our children should be able to safely navigate on their bicycles on the streets. The bike paths only go so far	Chad D	
Bike and walking paths	Brendan N	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Getting Around Powell	1/10/2015 16:27:19	1/26/2015 12:09:03	157170	Finish the Murphy extension.
	1/8/2015 12:33:43	1/26/2015 12:09:03	156697	Turn lanes
	1/8/2015 18:05:54	1/26/2015 12:09:03	156786	Bike Lanes and left turn arrows
	1/22/2015 0:14:35	1/26/2015 12:09:03	158960	Stop pretending it's a small town
	1/9/2015 13:18:38	1/26/2015 12:09:03	156872	rationalize sawmill road traffic lights
	1/9/2015 18:36:49	1/26/2015 12:09:03	157049	install no left turn signs at 4 corners limiting hours.
	1/24/2015 16:07:35	1/26/2015 12:09:03	159688	We need to finish Murphy Park extension to lessen traffic
	1/16/2015 16:37:09	1/26/2015 12:09:03	158150	Home road and Sawmill Parkway, install flashlights
	1/20/2015 15:36:38	1/26/2015 12:09:03	158415	Create Strong Full Time Mayor Government

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Idea Summary	Author	Comments
There should be more bypasses around the four corners of the downtown area. The Bennett Parkway was originally planned for this, however the people who moved into Liberty Hills opposed this. This was a mistake.	Christina G	
What happen to putting in a turn lane after tearing down the historic hardware store and putting in another not so much needed ice cream store that you need a second mortgage to treat your family. Also I don't understand why a left turn lane was created at 315 instead of a left, center and right lane would have been much wiser. The walls are terrible looking and the nice natural feel to entering our town has been ruined.	Jane B	
Bike lanes would be great but so would not adding apartments in the middle of the busiest area of town. Instead of not allowing left turns at the four corners, what about doing a light that only allows one direction of traffic to progress/turn at once? That makes more sense than forcing traffic onto side streets to get around it.	Emilie D	
Even though developments continue to be approved and developers continue to want to build homes in Powell, the City seems to be clinging to the "small town feel" notions and that ship has sailed. You can't grow exponentially and avoid adding the necessary infrastructure without upsetting your residents and causing others to avoid the area. The traffic at times is ridiculous and infrastructure should have been planned. Now the existing roads need to be widened and if Murphy Pkwy is the only other option for extension needs to happen. The income tax will need to be increased so better education for the next levy would be crucial. Or possibly a partnership with Liberty Twp or TIF to fund improvements. Input from residents is great but look at what other communities are doing would also be helpful.	Gina L	
<ol style="list-style-type: none"> 1. Stop adding more traffic lights on sawmill road; it slows down and backs up traffic even more. most powell residents commute to/from Columbus and making that commute more prohibitive makes it more difficult to live in Powell. 2. Double the number of lanes on Powell road from the Zoo to 315. Because of one lane roads, I and my family avoid downtown powell (which is a shame because we are paying taxes to support downtown powell). Because downtown powell is traffic prohibitive, the added damage is that we are unable to patronize any of the businesses located in downtown powell. 3. Put in a starbucks in downtown Powell. the existing cafe there is terrible. 4. Double the lanes on liberty street into and out of downtown powell. If you want people to visit downtown powell and patronize businesses there, dont make the roads to inaccessible that people avoid it (the one lane roads right now are inaccessible). 5. Downtown needs to be more auto traffic and pedestrian friendly. 	R P	<p>Does adding lanes really mean more traffic, or can it mean facilitating the traffic to clear out smoothly and quietly and easily and sooner with less problem? By Jeanne C</p> <p>We need less cars in Powell, not more. More lanes will just mean more cars coming through. Also, please keep the the big chains out of the town center. There is a Starbucks right over on Sawmill. By William T</p> <p>You can't build your way out of traffic. Look at New Jersey and Los Angeles. By Brendan N</p>
no left turns between 7 am and 7 pm at four corners. allow right turn on red at four corners. the idea for murphy parkway is obsolete. keeping traffic away from 4 corners benefits no one. the traffic for downtown after 5pm is mostly for bars and restaurants, not for antique stores.	kevin C	
at the four corners. I would add more time to when left hand turns are allowed and it should extend to the North/South traffic on Liberty.	Mary D	Remember, once upon a time - - - Bennett Pkwy was to connect with Murphy Pkwy (over/under railroad). Nobody wants it in their back yard, however. By Chuck Z
Flashlights to slow traffic during school start and ending hours. No left turn at Four corners intersection.	sunitha N	
Change the Charter for a Strong Mayor counter balanced by a counsel that is selected by wards.	Richard B	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Getting Around Powell	2/1/2015 15:53:30	3/10/2015 13:21:13	161291	new east west connectors or turn lanes in town
	2/5/2015 1:04:21	3/10/2015 13:21:13	162065	The intersection of Liberty and Olentangy are not good dur.
	2/5/2015 20:33:30	3/10/2015 13:21:13	162278	No left turns on Powell Rd at Liberty St
	2/11/2015 3:09:34	3/10/2015 13:21:13	163547	Open up Powell/Liberty intersection to aloo turn lanes
	2/18/2015 0:55:30	3/10/2015 13:21:13	164730	See comments on traffic. Additionally add walking and
	2/24/2015 17:37:27	3/10/2015 13:21:13	165675	East-West and North-South Shuttles
	1/28/2015 4:16:55	3/10/2015 13:21:13	160491	Current traffic levels are destroying quality of life
	1/28/2015 22:56:09	3/10/2015 13:21:13	160747	Find a way to reduce traffic on Powell Rd.
	1/29/2015 14:38:33	3/10/2015 13:21:13	160853	Overpasses at train crossings
	1/29/2015 17:14:49	3/10/2015 13:21:13	160907	no left turns at 4 corners - any time!
	1/30/2015 2:25:19	3/10/2015 13:21:13	161044	Slow down and enjoy life in a small town.
	1/31/2015 16:51:19	3/10/2015 13:21:13	161243	Complete Sawmill Pkwy and Loop around historic Powell
	1/10/2015 13:47:57	1/26/2015 12:09:03	157163	We like the ability to walk or bike into downtown Powell,

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Idea Summary	Author	Comments
anything to get drivers out of the stopped downtown. stop & shop and not stop and just sit in the car & wait. Zoolights brought horrific traffic. My business is on North Liberty & I still heard lots of complaints from those coming from the south and the east.	Marylou T	
Turning lanes at Liberty and Olentangy would be helpful.	Donna B	
Prevent left turns for East and West-bound traffic on Powell Rd to Liberty St.	Eric U	
We cannot stop zoo and Polaris traffic, no matter what e do. But we can make it possible for it to cross our city safely and with a minimum of traffic problems if we do what san Ohio State University study determined. We can widen the road there and make turn lanes. Traffic would not increase by doing that as we are already in he center of the route most direct; but we can make it smoother in passing through -as well as- make it easier and quicker for we of Powell to get around our own city.	JOE C	
bike paths and connect them to the County paths.	Edward B	
North-South shuttles (with wifi) from Powell (or even Delaware with some collaboration) to Downtown for commuters. East-West shuttles between Polaris and the zoo.	Carol S	
Need to stop all downtown development and find ways to relieve traffic	Harold M	
There needs to be an alternate high speed route between Polaris and the Zoo.	Harold M	
At least 38 trains pass through Powell everyday. Build overpasses for trains so traffic doesn't get backed up. Also eliminates train horns.	Brendan N	There once was a plan (albeit loose) to over or underpass Bennett Pkwy to Murphy pkwy. By Chuck Z
At one time I seem to recall plan was to route traffic around town - powell Rd. via Bennett Pkwy - Murphy Pkwy. Too bad that never materialized. Prospective residents along Bennett Pkwy bought home/lots without full disclosure of plans. Then when it was time - Not in my back yard! - I cannot blame them.	Chuck Z	
People need to remember that if they chose to move here to a small town they shouldn't expect traffic to move like an expressway. Slow down and enjoy life in a small town. Also obey the traffic signs. On more than one occasion I have seen cars at the four corners turn right on a red light when the sign specifically bans this. Cars rarely obey the 25mph speed limit through town. When the bypass is finished perhaps they can avoid the downtown, but until then we should all take our time to obey the rules and enjoy our downtown. That is why some of us moved here.	Christina G	
Work in unity and efficiently with Liberty Township and Delaware County to complete Sawmill Pkwy, along with all needed sewer/utilities. Connect Murphy Pkwy to Liberty road. Develop a connector in the NE quadrant of Powell and Liberty Roads.	David B	
The small town feel, the upscale look of the area, the restaurants and stores in Powell that are not generic big box stores, the community acitvities that are available, and the proximity to shopping. The taxes were reasonable as well.	Emily S	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Getting Around Powell	1/7/2015 18:38:10	1/26/2015 12:09:03	156565	Community feel and connection
	1/7/2015 20:39:16	1/26/2015 12:09:03	156606	Small town
	1/8/2015 12:28:07	1/26/2015 12:09:03	156696	small town feel
	1/8/2015 14:09:20	1/26/2015 12:09:03	156708	I live here because of the quality of the schools.
	1/8/2015 14:19:22	1/26/2015 12:09:03	156711	The quality of the schools.
	1/8/2015 16:09:50	1/26/2015 12:09:03	156734	Safety
	1/8/2015 18:02:57	1/26/2015 12:09:03	156784	Lots of little reasons
	1/8/2015 18:58:18	1/26/2015 12:09:03	156800	Atmosphere
	1/9/2015 1:13:50	1/26/2015 12:09:03	156854	Great school district, nice neighborhoods with nice homes.
	1/10/2015 16:24:13	1/26/2015 12:09:03	157169	I like the small town feeling.
	1/10/2015 2:43:02	1/26/2015 12:09:03	157148	Our neighborhood close to town center
	1/12/2015 3:11:33	1/26/2015 12:09:03	157250	Location and Community
1/16/2015 16:34:12	1/26/2015 12:09:03	158149	Powell,my home	
Living in Powell	1/21/2015 15:34:43	1/26/2015 12:09:03	158761	Walking Distance
	1/9/2015 18:29:50	1/26/2015 12:09:03	157048	i was entied by a new development and the small town(village
	1/16/2015 13:55:48	1/26/2015 12:09:03	158111	install no left turn signs at 4 corners limiting hours.
	1/24/2015 16:04:17	1/26/2015 12:09:03	159686	I've lived in Powell for 27 years and what enticed me to
	1/15/2015 21:15:17	1/26/2015 12:09:03	158061	No high-density housing complexes, large lots, good schools
	2/7/2015 18:44:45	3/10/2015 13:21:13	162774	Bike paths and trees

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
I love how the city of Powell works hard to create a community feel and connection among its citizens. You can tell they take pride in this city. I also love all of the wonderful parks and living close to the zoo.	Cody B	
We have a small town feel with great schools. I fear greed is going to screw that up.	Chad D	
We also moved here for the schools.	Jane B	Would hate to see this town full of rentals. I By Jane B
I live here because of the quality of the schools.	Brendan N	
The quality of the schools.	Brendan N	
It's the little things - I can take walks at night without feeling uneasy and start my car in the driveway on cold winter days without having to worry about it.	Beth S	
We moved here for the schools and the small town feel - love always knowing someone in the shops and restaurants. Great property value as well.	Emilie D	
My husband and I moved our family to Powell in June of 2014. We liked the upscale, small town atmosphere in addition to the excellent school district.	Jamie G	
Great school district, nice neighborhoods with nice homes.	Gina L	
I like the quaintness of the downtown, the activities of the community and the closeness to a lot of surrounding activities.	Christina G	
We love being close to the center of town and walking/riding to the various activities/restaurants. Also, the mature trees and many parks around our area were a big draw versus many of the new neighborhoods built on wide open lots.	William T	
Powell is a unique community that offers good places to eat and have a drink, great schools and housing.	Shaun S	
Small but upscale community with all amenities	sunitha N	
I like that I can walk from my neighborhood to the village green for festivals and activities. I like that my kids can ride their bikes to the Pool.	Amy G	
i don't have that feeling anymore. there is too much traffic and little regard for the people who reside here. your plan is 20 yrs old. just a tad out of date.	kevin C	
no left turns 7 am to 7 pm	kevin C	
move here was to get away from the big city. Things have changed and the growth has been enormous but we've been able to still keep the 'small town' feel. I like the parks, miles of running/biking trails and the ability to walk downtown for dinner, drinks and ice cream.	Mary D	
More rural feeling than Dublin, Worthington, or Upper Arlington.	Chris C	
I like the feel of living in the woods without being alone there. The bike paths are great for running... I feel safe using the Murphy parkway and presidential parkway ones (they are off the busy roads) and they have plenty of distance away from the road... The other bike routes are too close to the roads, too narrow, and/or on a busy route making them unsafe for serious biking/running with other pedestrians using them	Enas Y	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Living in Powell	2/10/2015 21:24:47	3/10/2015 13:21:13	163410	We like upscale living with all the amenities.
	2/12/2015 23:22:27	3/10/2015 13:21:13	163944	It is small and pastoral.
	2/18/2015 0:43:49	3/10/2015 13:21:13	164728	Friendly atmosphere, low keyed life style, a feeling of
	2/26/2015 0:28:50	3/10/2015 13:21:13	166199	Small town feel close to a big city.
	1/28/2015 4:15:01	3/10/2015 13:21:13	160490	Small town atmosphere but convenient to downtown Columbus
	1/28/2015 22:54:15	3/10/2015 13:21:13	160746	I like the rural village aspect with convenient access
	1/31/2015 15:05:15	3/10/2015 13:21:13	161221	value
	1/31/2015 16:48:45	3/10/2015 13:21:13	161242	Quality of life
Benchmark Communities	1/7/2015 20:31:39	1/26/2015 12:09:03	156603	Bike Lanes
	1/8/2015 14:11:38	1/26/2015 12:09:03	156710	Bike paths and open space
	1/8/2015 12:56:27	1/26/2015 12:09:03	156700	315 corner
	1/15/2015 21:56:06	1/26/2015 12:09:03	158072	Powell's greatest asset is it's rural feel.
	1/24/2015 16:22:51	1/26/2015 12:09:03	159693	No, I think we are very similar to other downtown
	2/1/2015 16:03:05	3/10/2015 13:21:13	161295	Functional Downtown.

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
Up to now, we have been a safe community with great public safety. It is great to be so close to a big city like Columbus and smaller cities like Worthington and Dublin without the headaches of increasing the infrastructure. Dublin and Worthington appear to be constantly working on infrastructure, sewer, gas, electricity, etc. There may be an advantage in staying relatively small and enjoy what is around us.	Brett G	
I like the large number of trees, the small farm along the side of 750 with the sheep, I like the intimacy of a small rural place. To try to be bigger means that we become just like everyone else. We need stronger building codes and zoning restrictions to keep it like it was - which is the reason so many wanted to move here.	Sally V	
acceptance.	Edward B	
We moved here to a condo community because it was walkable to 4 corners and easily drivable to downtown Columbus. We chose the condo to down size and because it had as one of its principles being owner occupied. Rentals can bring down the quality of the community.	Bernard P	
and major shopping areas	Harold M	
to downtown Columbus, major shopping, and major highways	Harold M	
good schools, good neighborhood, rural vibe,	Marylou T	
Powell is a vibrant and active community of people seeking to live meaningful lives as individuals and families. The Olentangy schools in/around the Liberty Middle and High Schools are desirable as a place for children and teens to learn and develop. Empty Nesters find this area a place to be with their extended family and/or to live out their active years.	David B	
Worthington & Dublin have bike lanes. We should too	Chad D	
Bike paths and open space	Brendan N	
I love the stone work at 71 and Morse road it is very inviting.	Jane B	Please fix this. We should have a proper entrance to our town. A nice stone wall with a Powell sign would be a huge improvement. By William T
Downtown Powell lacks quality touches excepting several buildings such as 50 Liberty, Jeni's, and one or two others. It has the kitschy sidewalk signs in front of all the businesses, the tacky corner sign at Local Roots, not to mention the second hand stores. It needs stone wall accents here and there, and perhaps stone entrance signs at major entry points. The hanging planters in the summer ARE a nice element.	Chris C	
communities. The only thing that other communities have is an Art festival.	Mary D	
We are getting there but traffic is still the worst thing.	Marylou T	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Benchmark Communities	2/5/2015 21:11:30	3/10/2015 13:21:13	162305	Consider portions of Dublin and Worthington
	1/27/2015 17:03:20	3/10/2015 13:21:13	160201	I would like to see a juried Arts Festival.
	3/3/2015 3:44:21	3/10/2015 13:21:13	167142	Shakespeare in the Park
	3/3/2015 3:51:26	3/10/2015 13:21:13	167143	Variety of Music on the Green
General Comments	1/21/2015 0:00:00	1/26/2015 0:00:00		
	1/21/2015 0:00:00	1/26/2015 0:00:00		

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
<p>As a whole, Powell stacks up well to other communities. Dublin's Historic Downtown handles traffic very well, multiple lanes and turn lanes. It also provides ample public parking close to shopping and restaurants.</p> <p>Downtown Worthington has generous green space with Worthington Village Green as a sort of town square.</p>	Eric U	
<p>I would like a quality arts festival like the ones in Upper Arlington, Westerville and Worthington.</p>	Christina G	and Columbus and... By Jeanne C
<p>Schiller Park in German Village has an extremely popular Shakespeare in the Park. Many communities across the nation have this also. Perhaps we could persuade the same company that performs in Schiller to come here, but doubt if they have time. Are there other groups in the area who might consider this? Like -- we have the downtown park all ready for this. ,</p>	Jeanne C	
<p>We've music here on the green in the summer, but not much variety. Park of Roses offers various types of music in different weekends published so people can choose which performances they prefer. Would love to hear good Barbershop quartets, choirs, classical, semi-classical, big-band, jazz -- more variety.</p>	Jeanne C	
<p>I have just completed the survey for input into Powell planning. I want to add that there was no question regarding zoning and city planning. Powell needs stricter zoning. Powell Road west of the four corners area is a road full of muffler stores, oil change places, and fast foods. Signage needs to be better controlled. Downtown Worthington is a good example. Those standing billboard signs are horrible and make the area look "junky". Powell needs to have comprehensive regulations related to deed restrictions for neighborhoods- like a baseline minimum for neighborhoods in the City of Powell. And, these need to be followed and enforced by Powell. Powell road needs curbs along different parts- like Dublin has along it major roads. The area west of 315 and Powell road is a mess along the edges of the road. It looks like someone dumped wet concrete in piles along the side of the road and there are huge ruts. Litter also needs to be managed along these roads. I also think that Powell needs a comprehensive landscape plan- a good example is Dublin. Major roads in Dublin have beautiful landscaping. Oh yes, and those fake horses on Sawmill should be removed- they are not very good quality and they make me think the following "This used to be a beautiful place with horse farms and woods and now it is a place with Target and fast foods." A better sign and sculpture or trees should replace the horses.</p>	Lisa S	
<p>The positives about Powell- I love the downtown with restaurants, shops, and bikepaths to get there. The Village offices and parks are great. I love that I can walk or ride my bike from my house to many places- the library, downtown, and parks. The schools have been great. The events at the park downtown, like Powell festival, are great. Where I live it Powell, it still has a small town feel.</p>	Lisa S	



APPENDIX

Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
A Vision of the Future	2/2/2015 17:32:27	3/10/2015 13:21:13	161369	Population Explosion = Snarled Traffic
	2/2/2015 21:39:27	3/10/2015 13:21:13	161420	We need to decide what a "vision" is
	2/18/2015 0:40:26	3/10/2015 13:21:13	164725	Accept the Powell is a suburban city rather than rural town.
	1/28/2015 22:51:51	3/10/2015 13:21:13	160744	The vision statement is still very relevant today.
	1/29/2015 2:06:18	3/10/2015 13:21:13	160790	I believe this vision has been achieved and more.
	1/29/2015 17:15:26	3/10/2015 13:21:13	160908	I can only get 3 lines of the vision statement so I don't
	1/30/2015 3:36:58	3/10/2015 13:21:13	161051	Public safety is not mentioned

Idea Summary	Author	Comments
<p>The 1995 Vision Statement was wonderful when the “Village” of Powell had 3,600 residents in 1995. With nearly 12,000 residents in 2014 and at least double that with seasonal Zoo, shopping & restaurant visitors, population & visitation has dramatically outgrown the traffic infrastructure. Murphy Parkway will help, but additional relief would come in the form of no additional multi-residential building downtown + no turns ever at the 4-corners (would also help Grace Drive businesses), and I agree on the idea for an overpass for the train traffic. Too many rr crossings in a 3-mile radius (Jewett, Powell Rd., Seldom Seen, Rutherford, etc.).</p>	Christine R	
<p>The 1995 Vision Plan sounds more like a marketing document than a statement of the direction that the writers wanted to move. I don’t want to sound harsh, for there is little that is more difficult than identifying and predicting the future, so we tend to focus on the details, e.g., do something about the traffic problem. I don’t want to suggest that traffic isn’t a problem, but maybe it’s a symptom of other issues. There is little question that the circumstances of 2015 are significantly different than those of 1995. For example, larger segments of the population are choosing to move back into downtown Columbus, or into other older neighborhoods. Moving “into the suburbs” is not as attractive as it once was. Maybe we need to focus more on the larger community of which Powell is a part, and not just focus on Powell. I really don’t have any answers on how to do that, but perhaps that’s what we should be talking about.</p>	St B	
<p>What do we want the Vision Statement to convey? It may make sense to have both a mission and vision statement. The mission statement would define Powell and the vision statement would describe what we want the future to be. Powell certainly isn’t off the beaten path. It sits pretty close to the middle between the Olentangy and Scioto Rivers. The statement of what Powell is should include the parks, recreation activities, family orientation, the historical district, which is a distinctive feature, and the friendly atmosphere. The future should cover keeping the current atmosphere during the growth and future changes. Tell what we want Powell to be 10 years from now.</p>	Edward B	
<p>Unfortunately the community is no longer “a protected respite from the outside region”. There has been too much development along Powell Rd. (both industrial and commercial). It would be more interesting to continue to develop the downtown area with additional restaurants and shops.</p>	Harold M	
<p>Powell has grown beyond the vision set forth in 1995. Bike paths and walkways do not come to the entire community as envisioned and walking transportation is not always safe in traffic-heavy areas.</p>	kim V	
<p>know what it is; however, Powell is a City now that no longer is off the beaten path. That is its main problem, that it is on the beaten path and a very desirable place to live. I think Powell should have a purpose statement that tells what Powell is and the services it provides, and a vision statement that tells what is the plan for the future. If having a small town atmosphere is to be the purpose or vision then a small town atmosphere must be well defined. Whatever terms are used to describe the purpose and vision for Powell, they need to be well defined.</p>	Edward B	
<p>Public safety should be made a priority, it is not even mentioned. Liberty Fire services are important, and Powell Police is also. Liberty township residents need to realize it is time to think of a plan involving the City of Powell, and Powell should highlight the importance. We are not a small town and need to think ahead instead of waiting until crime becomes a problem.</p>	Gina L	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
A Vision of the Future	1/30/2015 3:38:13	3/10/2015 13:21:13	161050	Powell has changed much since this was written 20 years ago.
	1/30/2015 4:39:06	3/10/2015 13:21:13	161056	All those folded wooden signs that line our streets ~~
	1/31/2015 15:02:00	3/10/2015 13:21:13	161220	Do something with those railroad tracks
	1/31/2015 16:45:03	3/10/2015 13:21:13	161240	Vision statement needs updating to current reality
	Mar 16, 2015 17:33:58	Mar 23, 2015 14:11:29	170221	A "Vision" is one that is forward looking
	Mar 21, 2015 18:05:05	Mar 23, 2015 14:11:29	170930	Powell's vision should address its role as a suburb

Idea Summary	Author	Comments
<p>Powell is no longer off the beaten path. A busy thoroughfare runs directly through Powell which is a major bottle-neck to busy people both residents and non-residents. We should care both about those passing through as well as our own residents. Let's find ways to facilitate traffic. Didn't we pay Ohio State to make recommendations and they strongly suggested changes at Olentangy/Liberty -- widening the intersection to make turn lanes? Or am I wrong? Am not suggesting traffic plow through Powell, but in some orderly manner allow it to progress smoothly. We no longer have "a commuter rail transit" system, so we responsibly need to address traffic issues for commuters. Neither is Powell a "protected respite from the outside region." 1. Let's define a way for traffic to move smoothly through and within Powell. 2. Limit high-density housing plans within Powell, especially downtown. 3. In -all- new developments, limit entrance/egress off of Olentangy and Liberty Streets.</p>	Jeanne C	
<p>Wouldn't our town look better if all those folded wooden signs were gone?</p>	Jeanne C	I agree completely. I know Upper Arlington has regulations banning signs like these and other types of signs. Shouldn't we have some restrictions on signs? By Christina G
<p>When I moved here 24 years ago, I was concerned about folks stopping their cars on the tracks. This has only gotten worse. Increased population in the area, zoo traffic, the addition of businesses on Sawmill Parkway, it has all compounded the traffic woes. The vision of a friendly downtown is good and lots of improvements have happened. We all enjoy a vibrant downtown but the traffic has taken away from the vision. I am happy that my home & business are just north of downtown and that I can avoid the traffic most of the time. Thanks for letting me chat. Powell has been a great place to live & work.</p>	Marylou T	
<p>The Village of Powell is a growing/vibrant town, strategically located in the Liberty Township and Southern Delaware County. It is a desirable community where individuals and families seek to settle and live a meaningful life. It is strategically located between to of Ohio's scenic rives (The Olentangy and The Scioto); in the western portion of Olentangy Schools; and the gateway to Delaware County.</p>	David B	
<p>"Powell's city vision should state what we aspire to be, and one based upon principles that we routinely use as a compass for future investments and direction. It should be clear, concise, and meaningful.</p> <p>The vision should address:</p> <ol style="list-style-type: none"> 1) Family focused community 2) Community involvement (pride, gatherings) 3) Safety 4) Strong city center focused on vibrancy, diverse businesses, and accessibility 5) Highly rated education system" 		
<p>The Village of Powell is a moderate sized, growing suburban community, readily accessible with unique shopping and dinning facilities.</p>		

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Fiscal Health	2/12/2015 13:42:02	3/10/2015 13:21:13	163763	Powell should make opening new business easier
	2/12/2015 23:11:21	3/10/2015 13:21:13	163940	No. Accept the fact that what you get is it.
	2/17/2015 18:37:58	3/10/2015 13:21:13	164575	Show how we are growing and encourage business to come.
	2/17/2015 22:33:04	3/10/2015 13:21:13	164689	Use grants, tax levies and increased business base
How big should Powell be?	2/7/2015 0:19:37	3/10/2015 13:21:13	162695	The whole liberty township.
	2/10/2015 16:05:36	3/10/2015 13:21:13	163209	Not sure.
	2/11/2015 2:19:46	3/10/2015 13:21:13	163499	Powell should be as large as it is able to provide needs
	2/12/2015 13:40:40	3/10/2015 13:21:13	163683	Make Powell growth a evolution not a revolution
	2/12/2015 23:15:15	3/10/2015 13:21:13	163942	More land doesn't change the waste of money.
	2/17/2015 22:38:37	3/10/2015 13:21:13	164693	Consolidating the land in Powell
	2/24/2015 18:43:37	3/10/2015 13:21:13	165706	Should concentrate on maintaining and improving what we have.

Idea Summary	Author	Comments
Currently there are several developers and general contractors avoid doing work in Powell due to challenges with the Building Department. When there are delays in obtaining permits and inspections, opening any business requiring new building or changing existing buildings becomes discouraging.	Brett G	
The only real alternative is to try to develop like German Village - with real building & zoning codes - as a result it is lovely and exciting.	Sally V	
With all of the new businesses in the city opening, we need to show how they are supported by the residents who live in and around the community. If you don't visit, some may think there isn't anything in town anymore. But when I drive through and see all of the people around at night, I am thrilled.	Sandi C	
to meet the infrastructure needs.	Edward B	
Annex sawmill parkway for its great business and corporate offices potential. Why does this system insists on photos? Enjoy the snow	Enas Y	
What are the parameters to consider when deciding on what should be annexed?	Brendan N	
If Powell is able to provide enough safety features to what land it owns, such as good street lighting, enough saved green space including parkland besides the idea of sports areas (landscaped with benches and flowers-in-season), provision of fire and police protection, safe traffic arrangements including widening the 4 corners with turn lanes, restricting future multi-family hi-density development in our inner city, not allowing developers to plan development that enters or exits onto Liberty or Olentangy Streets, let it annex as it sees fit	Jeanne C	
Powell should learn from problems surrounding communities experienced with their growth. When we moved to the Powell community, we remember the problems Dublin was having due to their growth. Sewage was a big problem that required them to do a hurried and expensive infrastructure project. Besides infrastructure, social needs must be considered. Here in Powell, the population is being split between those that demand a voice and those that appear to be on the fringe of the city. If we cannot be inclusive of all voices... That being said, we would like to see Powell move with well measured steps when growing. Be sure the 'ground work' of infrastructure, public safety, social needs and finances are well thought out before growing.	Brett G	
What more ideas do you need. A dog park, an arboretum, etc. But that is what you wave in front of us while you approve more useless athletic stuff.	Sally V	
would be nice but not necessary. Size is not as important as the culture and government for keeping the small town friendly atmosphere.	Edward B	
Rather than expanding our boundaries we should concentrate on making improvements within the borders that we currently have. We have identified several areas that we should work on lets concentrate on those first.	Christina G	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Parks, Open Space & Trails	2/10/2015 16:27:39	3/10/2015 13:21:13	163241	More parks.
	2/11/2015 2:53:37	3/10/2015 13:21:13	163504	SAVE AS MUCH GREENSPACE AS POSSIBLE NOW, THEN...
	2/12/2015 23:13:12	3/10/2015 13:21:13	163941	All of these are wonderful!
	2/17/2015 17:11:55	3/10/2015 13:21:13	164510	Connect the bike paths to Old Powell!
	2/17/2015 22:35:08	3/10/2015 13:21:13	164691	Continue the good work on parks.
Regional Trends	2/10/2015 16:03:20	3/10/2015 13:21:13	163207	No need to copy everyone else. Dare to be different.
	2/12/2015 22:54:41	3/10/2015 13:21:13	163937	You can't be all things to all people
	2/17/2015 16:10:13	3/10/2015 13:21:13	164463	Keep a balanced approach to housing.
	2/17/2015 16:43:53	3/10/2015 13:21:13	164491	Quality of downsized housing should be at a similar level
	2/17/2015 18:43:18	3/10/2015 13:21:13	164579	Encourage development to provide variations that may be used
	2/17/2015 19:48:18	3/10/2015 13:21:13	164610	Grow into the next RTP

PLAN POWELL WEBSITE RESULTS

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Idea Summary	Author	Comments
In Dublin, every subdivision has a park. Powell should follow that model.	Brendan N	
ONCE GREENSPACE IS GONE, IT CANNOT BE REPLACED. Let's put this as a very high priority now. Then sort out what kind of parks or other usage such as wilderness we want to do worth it. Currently there are no parks dedicated to bloom and foliage in Powell where people may go for rest and renewal.	JOE C	
But that is not what you just approved. More sports & recreational facilities that will sit unused 80% of the time. Such a waste of money and resources!	Sally V	
We live on the east side of Old Powell and would love to walk or bike there more but the bike paths are not connected. Our options are to drive or walk in deep ditches and contend with the traffic on 750. I see similar problems with crossing Sawmill. It's really unsafe for pedestrians.	kim V	
Fund the work with dedicated tax issues.	Edward B	
The sprawl emanating from Columbus needs to stop. Planners need to focus on developing Columbus as a city concentrating infrastructure and resources there.	Brendan N	
You can't add small homes/condos/apartments to our housing mix with the lack of roads in our area. Unless they are four (4) miles away from the center of downtown Powell and located near roads that can handle the traffic - FORGET IT.	Sally V	
If higher value properties yield more tax dollars for schools, then we should not be swayed by the regional trend toward smaller housing. Better schools draw families to Powell. We should remain focused on families.	kim V	
I think we should provide housing options that are in line with the expected change in demographics and the respective housing preferences. When people downsize, they will be more likely to remain in the community if there are options that capture the quality of life they have previously enjoyed in Powell. It should be important to establish development guidelines for smaller properties and attached housing that would appeal to current residents. Smaller, yes; but of similar quality.	Wayne H	
when residential builders and developers want to build residential homes or attached housing, council should encourage the design to be something empty nesters, senior and younger people will like equally. Creating just one style, does not allow those that will remain on their own as they age to be interested. It might be challenging, but could benefit both parties, developers and city.	Sandi C	
If we create a relationship with Delaware City and Marysville to create Ohio's Research Triangle Park (lookup RTP, NC) and invite the world to that (Honda Research is already here) the awesome knowledge of OSU research talent would not leave to Silicon Valley, NY, or national research centers. With the government pushing for more STEM research and engineering and the loss of talent away from the state of Ohio, creating this triangle will make us a research center (to grow and sustain like Upper Arlington - sustained by OSU Professors preference to closeness to campus). There is still plenty of land between the three cities to plan this properly and to grow these three cities together.	Enas Y	
I hope you enjoy the mandatory photo.		

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Regional Trends	2/17/2015 20:13:15	3/10/2015 13:21:13	164619	When need to provide a variety of housing choices.
	2/17/2015 22:28:39	3/10/2015 13:21:13	164678	Powell should provide senior citizen housing to meet to
	3/3/2015 3:23:20	3/10/2015 13:21:13	167138	Preserve Green Space before its gone
	Mar 11, 2015 01:24:12	Mar 23, 2015 14:11:29	169111	Developers might be approached
Traffic Solutions	2/7/2015 18:23:53	3/10/2015 13:21:13	162773	Change downtown
	2/10/2015 16:11:56	3/10/2015 13:21:13	163215	Build overpasses for trains.
	2/10/2015 16:14:31	3/10/2015 13:21:13	163220	Expand the hours of the No Left Turns at the 4 Corners
	2/11/2015 22:14:24	3/10/2015 13:21:13	163789	Prohibit all left turns at the 4 corners
	2/12/2015 23:18:13	3/10/2015 13:21:13	163943	Yes existing roadways need to be modified
	2/17/2015 18:40:14	3/10/2015 13:21:13	164576	Parking areas and no parking on street

Idea Summary	Author	Comments
<p>In order to keep our residents who wish to downsize and also to provide housing for young people starting out in their careers who may not be able to or want to purchase a large home, we should provide other options. These could be quality condominiums or apartments. Some of our seniors have had to move outside of Powell in order to find housing where they could downsize. We should provide an opportunity for them to remain here.</p>	Christina G	
<p>pending need so residents don't have to leave Powell as they get older.</p>	Edward B	
<p>Before anything else, shouldn't the priority be to preserve green space before it is lost forever? Especially in the downtown area. It might not need to be developed right away-- but at least saved before it is all gone.</p>	Jeanne C	
<p>If developers address the needs of seniors, at least a section of housing could be devoted to them. There are other communities, like one in Hilliard, that has sections of devoted to individuals 55 and above. Ranch style single family freestanding homes with condominium type amenities would be a great asset to the area.</p>	Donna B	
<p>High St by OSU had a lot of businesses and also a lot of problems... It was purchased out and rebuilt to a higher quality environment that feels safer and inviting... That quality of change is what the Powell downtown area needs (which includes expanding the lanes and also moving and widening the sidewalks to make it an attraction even outside (currently people just walk in or sit within the outdoor seating of local roots)... We need more of that</p>	Enas Y	<p>I agree, the transformation of High Street has been remarkable. Powell must decide if we want: More business and more traffic through the city. Widening the sidewalks and street on Rt 750, Powell Road may be able to be done. However, the N/S route of Liberty may be much more of a challenge. Please note that the east side of the street in the downtown area has new buildings that were built with a surprisingly short set-back. This would involve either: Tearing down the new buildings or encroaching on the west side of Liberty and possibly losing some of Powell's original downtown. Many decisions here. By Brett G</p>
<p>With overpasses cars would stop backing up 38 times per day.</p>	Brendan N	
<p>The left turn prohibition should be 7 days a week from 7 a.m. to 7 p.m. This would help immensely with traffic congestion, particularly mid-day during the week and on the weekends. Also, better enforcement of the No Left Turns - see too many people ignore the signs.</p>	ALICIA N	
<p>Traffic lights at Grace/Liberty, Grace/Powell Rd, and Liberty/Seldom Seen. low cost bypass</p>	Alan S	
<p>and new roadways built. Bypasses around the city would help a lot.</p>	Sally V	
<p>I live here and know business may not like it. However, to provide larger parking areas and no parking on the streets would also allow some turn lanes. Or you could permit limited parking except during high traffic times, weekends, evenings, etc.</p>	Sandi C	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Traffic Solutions	2/18/2015 0:14:54	3/10/2015 13:21:13	164720	Tying Bennett and Murphy Parkways together is a must.
	2/23/2015 17:30:07	3/10/2015 13:21:13	165361	Enforce 25 mph speed limit on Bennett Pkwy
	2/24/2015 0:19:06	3/10/2015 13:21:13	165469	perform traffic study downtown
	2/24/2015 17:29:25	3/10/2015 13:21:13	165665	Local shuttle on evenings and weekends
	2/26/2015 0:32:34	3/10/2015 13:21:13	166200	Olentangy St. parking should be converted to sidewalk space.
	3/10/2015 15:14:32	3/10/2015 13:21:13	168807	Extend no left turn hours
	Mar 18, 2015 12:54:09	Mar 23, 2015 14:11:29	170510	expand hrs of no left turn at 4 corners
Draft Thoroughfare Plan	Jun 19, 2015 13:07:35	Jul 21, 2015 16:05:20	182164	Start over with an honest consulting firm.
	Jun 22, 2015 00:26:15	Jul 21, 2015 16:05:20	182272	I have no idea what your maps mean.

Idea Summary	Author	Comments
<p>The problem is going to be the traffic pattern on South Liberty at the Parkways intersection, which is compounded by the close railroad crossing. T intersections are often best, but I think a through intersection at the current Bennett Parkway intersection is better in this case. Using T intersections would put the east-west Parkway traffic on S. Liberty which will increase the area's congestion particularly when there is a train blocking the railroad crossing. The intersection must have left turn lanes on all 4 legs. The Parkways must be user friendly and perceived as being quicker than going through town. Raising the speed limit to 35 mph would help, but may be a tough sell. The second action is to add left turn lanes on all legs of the 4 corners intersection. Doing that will disrupt parking and be expensive. Finding more off street parking and removing parking on Olentangy St. through town would be a big help for traffic and simplify adding left turn lanes.</p>	Edward B	
<p>Rules / laws are only useful when enforced. I've lived in the area for three years - and if I had a nickel for each speeding driver I have seen along Bennett Pkwy in that time would no longer have a mortgage. Take a lesson from Shawnee Hills PD and seriously enforce the speed limit.</p>	William S	
<p>Make left turns illegal at Powell and liberty at all times Perform traffic study downtown to optimize traffic lights Optimize carriage rd as bypass to Powell rd by eliminating speed bumps</p>	becky P	
<p>A trolley or shuttle bus with a regular route through Powell neighborhoods and into downtown on evenings and weekends could reduce traffic, help with parking availability, and allow residents to fully partake in supporting the local bars without needing to drive home after.</p>	Carol S	
<p>Make the downtown district more pedestrian friendly. Provide more off street parking around City Hall and eliminate street parking.</p>	Bernard P	
<p>Make East and West No Left Turn effective morning AND afternoon on Olentangy Road. This may mean more signage and improvement on the side roads that will take the traffic</p>	Mike H	
<p>"remove some sidewalk space to widen intersection at 4 corners; stop the plan for murphy parkway extension. the plan was initiated in 1995. now its obsolete. no one saw this amount of traffic and population explosion."</p>	kevin C	
<p>The number one security and safety issue is the lack of over/under passes on the CX railroad! What in the plan addresses this concern if a derailment occurs while transporting Bakkan Oil from north to south? Look not only the close proximity of residential, public offices, churches, schools, retail etc. The issue tacked to this is East/West movement. You need a continuous 3 lane (minimum) East/West connector through Central Powell. There is nothing mentioned about how the cost of your plan will be paid for and by whom! Any plan will cost and needs to be addressed not by abatements, tiffs and jed schemes. This not only includes building but also maintaining all roads in the incorporated area timely. For example Bartholomew Run is the 3rd oldest subdivision to the City which opened starting May 1987. None of those streets have been resurfaced. Oh by the way crack sealing is not considered as one can observed the continued deterioration (rapidly) on the designated connectors.</p>	Richard B	
<p>Is there any text to the maps?</p>	Brendan N	

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Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Draft Thoroughfare Plan	Jun 23, 2015 15:53:05	Jul 21, 2015 16:05:20	182362	Most new connects seem to divert traffic past our children
	Jun 25, 2015 21:53:56	Jul 21, 2015 16:05:20	182540	Where is Powell?
	Jun 26, 2015 16:14:10	Jul 21, 2015 16:05:20	182562	Downtown Powell Thoroughfare Plan detail
	Jun 26, 2015 16:45:17	Jul 21, 2015 16:05:20	182563	I have questions about the plan detail
Draft Land Use Plan and Land Use Types	Jul 04, 2015 00:59:25	Sep 08, 2015 15:51:45		The suggestion is to widen roads outside of Powell.
	Jul 15, 2015 19:05:23	Sep 08, 2015 15:51:45		There is too much thru traffic in residential neighborhoods

Idea Summary	Author	Comments
<p>At first glance at maps with no descriptions, it seems that at least three new connectors that seem to be geared toward revealing traffic on Powell road will take that traffic past places geared toward our children. One connector will divert traffic into Adventure Park where our children ride their bikes and skateboards to the pool & park. Another connector will take traffic around the back of the downtown shops and dump in out on Liberty right at the preschool/Kindergarten building of Village Academy. The last connector I noticed will take traffic right up to and past the local elementary school. Not sure these are the best choices.</p>	Christine S	
<p>The map is very difficult to read. From previous posts, if traffic is being diverted through neighborhoods where driveways are on the main road, that is a MAJOR problem. Bennett Parkway is a perfect example of a thoroughfare where 'families' are not truly affected. I've lived in Powell for 30 years. I moved here because of the small/quaint/quiet community that originally made Powell so attractive. While I do appreciate all the businesses in Powell, parking is completely inadequate to accommodate residents, let alone visitors. Combined with all the retail stores that have come into this community, living in Powell is no longer peaceful. It's very frustrating. And all the traffic issues that have been on the radar for the past few years? There are no empty fields to even think about extending or building optional roadways...every green field now has a building on it. So sad to see this warm, quaint community succumb to cold, concrete buildings.</p>	Lisa C	
<p>What is the name of the 2 lane street indicated on the map as existing local roadway to the south of 50 S. Liberty Street?</p>	Paul R	
<p>I am unfamiliar with the street indicated as Local and Existing on the Downtown Powell Thoroughfare Plan. It is the east/west 2 lane street off S Liberty Street. What is the name? Also, is Sharp Street considered an existing 2/3 Local road?</p>	Paul R	<p>Got it. Thanks Justin. Once the Comment/Idea period is over, what's next? Maybe you could direct me to where I can find that information if public. Sorry, I am a little late to the game and just trying to catch up.</p>
<p>"I couldn't tell where the turn restrictions was documented for the 4 corners; also with Murphy Parkway I couldn't see where it would connect to Bennett Parkway. Also, how is Jewett getting addressed? I understand widening the roads is necessary because of the population, the sad part that is the country feel we have today that will be gone. I've lived in Powell since 1987 and widening Home, and Hyatts would be another validation we are no longer in the country. Sawmill Rd has been great but taking it to more lanes reminds me what they did with Morse Rd many years ago and look at where that is today. I support the Murphy Park extension and I would like to see turning at the 4 corners restricted in all directions M-F 4 - 7PM - it would also be nice if that was enforced. Do that and then see what is needed."</p>	Mary D	
<p>"Some residential streets are bring used to by-pass the traffic in the downtown area. Briarbend Blvd is rapidly becoming the city's "southwest leg" of the expressway to divert traffic from the downtown area. I realize this is an "unintended consequence" but it is rapidly becoming a very dangerous situation. The speed limit is 25mph but most traffic between 4-6pm far exceed that limit. IT IS ALREADY A VERY DANGEROUS SITUATION!!!"</p>	Raymond C	

APPENDIX

Topic Name	Idea Submission Date	Report Download Date	ID	Idea Title
Draft Plan Available for Review!	Aug 26, 2015 13:06:48	Sep 08, 2015 15:51:45	194730	Stop high density housing and improve infrastructure

Idea Summary	Author	Comments
<p>Anyone who drives around Powell or commutes to and from Powell fully understands the key issue. Our planners have simply allowed too many new housing developments especially high density developments and now they want to add apartments to the downtown area. The residents of Powell suffer every day from heavy traffic and this has been going on for years. The expensive work done at 315/ Powell Road has done very little to relieve the traffic congestion. Commuters delay their drive time 20 minutes every day to get through this intersection. The traffic congestion cause is very simple. Too many new housing developments built before the road infrastructure was improved to support the population growth. My vote is to stop all new developments, especially high density apartments/condo's, until the traffic congestion is considerably reduced by improving the flow of traffic by improving our roads to handle the increased traffic.</p>	Gary H	



APPENDIX

Land Use Types	Units per Building	Density	Average HH Size	Primary Household Type	Notes	Walkable Access to Neighborhood Services
Single Family (Rural / Rural Estate)	1	0.5 unit per acre to 1 unit per 5+ Acres	3	Families with Children		No
Single Family Suburban Subdivision	1	1.5 - 3 units per acre	3	Families with Children		No
Suburban Attached	2 to 5	5-8 units per acre	1.6	Senior / Empty Nester	Typically Condo	Limited
Small Lot Single Family	1	5-8 units per acre	1.6	Individuals, Young Couples, Senior / Empty Nester	Detached Condo or Fee Simple Lot (assume 6,000 square feet or less lot size)	Yes
Village Attached	2 to 4	8-10 units per acre	1.9	Mix: Individuals, Couples without Children, Empty Nesters / Seniors	Condo or Rent (This may be treated similar to Townhome for trip generation purposes)	Yes
Townhomes / Single Family Attached	Varies	8-10 units per acre	1.9	Mix: Individuals, Couples without Children, Empty Nesters / Seniors		Yes
Flats	Varies	12-20 units per acre (12 to 16 more likely for Powell)	1.5	Mix: Individuals, Couples without Children, Empty Nesters / Seniors	Often Rental Apartment, May be Condo	Yes

LAND USE TYPE ASSUMPTIONS

Land Use Types	Units per Building	Density	Sq. Ft. per Employee	Notes		Walkable Access to Neighborhood Residents
Mixed Use Center	Multiple Buildings	Blend of Mixed Use Buildings and Attached Residential Densities	Varies by Use	Assume 50/50 land mix of Residential and Commercial. Within Residential, assume 50/50 mix of Flats and Townhomes. Assume small lot single family located nearby	Neighborhood or Village Center Context.	Yes
Mixed Use Building	Multi-Tenant (Assume 2 Stories)	10,000 to 12,000 square feet per acre	Varies by Use	Assume 50/50 mix of Retail/ Dining (ground floor) and Office (above). A variation would include residential flats above.	Neighborhood or Village Center Context	Yes

Land Use Types	Units per Building	Density	Sq. Ft. per	Notes	Walkable Access to Neighborhood Residents
Suburban Retail	Free Standing or Multi-Tenant	8,500 to 10,000 square feet per acre	300	Mix of Service and Goods	No
Suburban Office (Professional / Service)	Free Standing or Multi-Tenant	10,000 square feet per acre	400		No
Suburban Office (Medical)	Typically Multi-Tenant	10,000 square feet per acre	400		No
Light Industrial / Warehouse	Single or Multi-Tenant	8,500 to 12,500 square feet per acre	1,500 to 2,000		No
Office / Flex	Typically Multi-Tenant	8,500 to 10,000 square feet per acre	950	Office with Warehouse Space	No
Civic / Institutional	Single Use	Varies	Varies		Limited

Revenue and Expense Projections - Assumptions

A variety of assumptions are required to generate revenue and expense projections. Income taxes for residential developments are based on the average property value in the development. Statistics from the Census Bureau's American Housing Survey show that the median ratio of the value of owner-occupied housing to income in the Columbus Metropolitan Statistical Area in 2011 was 2.2. Accordingly, the income of owners in a particular development is obtained by dividing average property value per unit by 2.2. As discussed earlier, only wage, salary, and business income is subject to municipal income tax. According to the American Community Survey, an average of 77% of all Powell residents were in the labor force over the period between 2009 and 2013. Because wage and salary income is higher than retirement income on average, it is assumed that 85% of derived household income is taxable.

The tax rate applied to residents' taxable income must reflect the fact that some workers are employed within Powell or a non-taxing jurisdiction and pay taxes at a rate of 0.75%. Other workers pay taxes elsewhere, receive the tax credit, and pay at a rate of 0.5%. Assuming that workers everywhere earn the same income, the income tax rate applied to all wage income is the weighted average of these two rates, where the weights are the percentage of workers paying each rate. The resulting income tax rate is 0.64%.

Residential property taxes are a straightforward calculation given the aggregate property value of a development: Powell's property tax rate of 0.38% multiplied by 35% of the property value. The one complication arises from the fact that undeveloped land already within city limits is currently being taxed, so basing the evaluation on the entire value of these properties would overstate the value of the development to the City treasury. In these cases, the appropriate value basis is only the value of buildings and other improvements.

As discussed earlier, franchise fees have been a stable \$29 per household over the past six years. They are assumed to remain constant per household at this rate in the coming years.

All income paid by the businesses in new or annexed commercial developments is taxed at 0.75%. Input data for the development scenarios include the number of workers projected to be employed, but not their wages. The type of development is classified in the scenarios only generally as retail, office, and industrial. The average annual pay per worker for each of these property types is obtained from the 2014 Quarterly Census of Employment and Wages for Delaware County. Three-quarters of retail workers are assumed to be employed in retail trade, and earn an average of \$24,521; one-quarter are assumed to work in food services and drinking places and earn \$15,954. Office workers earn the average for professional and business services of \$75,984. Industrial workers earn the manufacturing average of \$60,673. The wages paid by the seven schools included in the analysis can be determined more precisely. The Ohio Department of Education provides a detailed listing of employees at each school and their job title. Also provided is the average wage paid by the Olentangy Local School District by job title. Multiplying the number of workers in each category by the average category wage and summing across categories provides an estimate of the school's payroll. The one category of taxable income omitted from this analysis is the net income of the businesses themselves. With no reliable way to estimate this net income, it is omitted. As a result, the income from commercial developments is somewhat underestimated.

Commercial property values also must be estimated for the scenarios. Property values and square footage are collected from the Delaware County Auditor’s website for a variety of property types in and near Powell for each category. The property values are divided by the square footage to determine a value per square foot. Again, the total value is relevant for annexations, while the improvement value is relevant for property already within the city limits. Resulting per-square-foot values are shown in the Exhibit below.

Exhibit 6.1: Per-Square-Foot Values		
Property type	Improvement value	Total value
Retail	\$75.79	\$122.87
Office	\$76.13	\$99.42
Industrial	\$25.92	\$41.15

Per-household costs for administration, debt service, parks and recreation, engineering, and capital costs are derived as discussed above. Based on an analysis of current street maintenance costs and projected growth, street maintenance costs for annexed areas are assessed at a 2020 cost of \$3.29 per linear foot of roadway.

Employees of Powell businesses (and the businesses themselves) also consume municipal services. To reflect this, employment is multiplied by 5% of the per-household cost of administration, buildings, and information technology; police, engineering, and parks and recreation. Given the average of approximately three members per household, this is equivalent to 15% of the resident cost per person .

Four Corners - Olentangy Street Alternatives



**Olentangy Street
Existing Conditions**



Adding a Median



Adding a Separate Turn Lane

Four Corners - Liberty Road Alternatives



Liberty Road Existing Conditions



Adding a Median



Adding a Separate Turn Lane

