



City of Powell, Ohio

Planning & Zoning Commission

Donald Emerick, Chairman

Richard Fusch, Vice Chairman

Shawn Boysko

Ed Cooper

Trent Hartranft

Joe Jester

Bill Little

Chris Meyers, AIA, Architectural Advisor

MEETING MINUTES AUGUST 26, 2015

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Don Emerick on Wednesday, August 26, 2015 at 7:00 p.m. Commissioners present included Ed Cooper, Richard Fusch, Trent Hartranft, Joe Jester and Bill Little. Commissioner Shawn Boysko was absent. Also present were David Betz, Development Director; Rocky Kambo, GIS/Planner; Leilani Napier, Planning & Zoning Clerk and interested parties.

STAFF ITEMS

No Staff items to report.

HEARING OF VISITORS FOR ITEMS NOT ON THE AGENDA

Chairman Emerick opened the public comment session. Hearing none, he closed the public comment session.

APPROVAL OF MINUTES

MOTION: Commissioner Fusch moved to approve the minutes of July 22, 2015. Commissioner Little seconded the motion. Commissioner Cooper abstained from voting. By unanimous consent of all other Commissioners, the minutes were approved.

CITY COMPREHENSIVE PLAN REVIEW AND ADOPTION

Location: City of Powell

Request: To review and adopt the newly created City of Powell Comprehensive Plan. The Plan will be the guidance document for development within and around the City for the next 20 years. This document was created with extensive input from residents and aims to provide policies that will ensure Powell's continued success as a family friendly, safe and flourishing City.

David Betz, Development Director, informed the Commission a Steering Committee was appointed by City Council to review and update the 1995 Comprehensive Plan. Consulting firms conducted a very thorough examination of the City of Powell and the surrounding regions. The new Comprehensive Plan will be reviewed at two public hearings; this hearing and at the next Planning & Zoning hearing. The Planning & Zoning Commission, per Ohio Revised Code (ORC) Chapter 713, Section 02, is granted powers and duties to "make plans and maps of the whole or any portion of the municipal corporation, and of any land outside thereof, which, in the opinion of the commission, is related to the planning of the municipal corporation, and make changes in such plans or maps when it deems it advisable." The P & Z Commission has received recommendations from the Steering Committee for adoption of the Comprehensive Plan with some minor changes which will be incorporated into the Plan by the next P&Z meeting. The P&Z Commission will adopt the Comprehensive Plan for the City. The Plan will then move on to City Council for their affirmation by Resolution.

Rocky Kambo, GIS/Planner, gave a top level overview of the Comprehensive Plan process and explained why the 1995 Comprehensive Plan was updated. City Council issued a directive to update the current 1995 Comprehensive Plan. There has been an extensive amount of growth over the last 20 years and topics such as aging in place weren't covered in the 1995 Plan. The process began in March 2014 when an Executive Committee and a Steering Committee were formed. These Committees hired MKSK as the planning consultant, Regionomics as the municipal financial consultant and Trans Associates as the transportation engineering consultants. Three public workshops were held, a Young Residents Workshop was held and an online mind mixer tool similar to Facebook were used to engage the public. The online mind mixer had over 4,000 hits providing public input. The final draft of the Comprehensive Plan was presented to the Steering Committee at their August

25th meeting. The Steering Committee recommended some changes to the Plan, shown on an Addendum (Exhibit 1B) which is being presented. The Steering Committee voted unanimously to refer the final draft Plan to the P&Z Commission for review and adoption. Comments and recommendations received from the P&Z Commission will be incorporated into the final Comprehensive Plan.

Key topics of the Comprehensive Plan include traffic, annexation, downtown development, taxes/funding sustainability, economic development, future development, community character, sewer capacity and outside border impacts. The Plan also includes impacts on Powell from areas outside of Powell's boundaries.

The Comprehensive Plan is divided into 5 key component areas:

1. Introduction – a snapshot of what Powell looks like today; key demographics, regional trends and trends taking place within the City of Powell.
2. Land Use Plan – looks at land use in Powell today and what should happen in the future.
3. Transportation Plan – looks at transportation and related issues today and what needs to be done in the future to ensure traffic problems don't continue.
4. Fiscal Analysis – looks at land use and transportation plans and determines if Powell is fiscally sustainable, covers what needs to be done for the City to sustain fiscally in the future.
5. Implementation – a schedule listing recommendations, how to achieve those recommendations and the key responsible parties.

The 5 Talking Points document (Exhibit 2) summarizes the draft Comprehensive Plan and Appendix.

Justin Goodwin, MKSK, gave a more in depth overview of the Comprehensive Plan process (Exhibit 4). He and Chris Herman, also with MKSK, became involved with the process in September 2014, right after the Executive and Steering Committees were established. They met monthly with the Steering Committee to lay out goals, objectives and a vision for the Plan. MKSK conducted a baseline analysis, studying existing conditions to understand the community today and the trends and issues affecting the community so they would know what the Plan needs to respond to. They developed preliminary scenarios for different concepts on how the community could develop, primarily through land use patterns in the future. The scenarios were analyzed from a transportation impact and a fiscal perspective. Land use affects transportation and land use and transportation together affect the fiscal condition of the City. Public open forums were held throughout the process to educate, share information and garner feedback from the community. The preliminary scenarios were reviewed with the public, requesting feedback on which elements made most sense for the community. MKSK then developed preferred scenarios. The preferred scenarios have been refined over the last few months into the draft document submitted to the P&Z Commission for review and adoption.

Public participation also included the Plan Powell mind mixers, an online component. The site opened in January 2015 prior to public meetings were held to obtained feedback early in the process. There were over 4,000 unique page views, over 100 individual users participating on a regular basis, with over 200 individual ideas generated by the community. Information from online participants shows a good cross section of engagement from the community. Public workshops were held in February, April and June, with great turn-outs. They sat down in small groups and had large group presentations. They discussed land use development, community character concerns, concerns regarding transportation issues and concerns about the fiscal health of the City. This type of format was conducted at each workshop.

The conditions of downtown today and the challenges facing downtown in the future were the major issues and themes consistently presented online and in workshops. These topics are emphasized in the Plan, both from a land use development and community character perspective, especially with recent interest in potential development and re-development in the downtown area. These concerns need to be addressed through the planning process, as well as the transportation and traffic impacts, particularly the congestion everyone experiences at the 4 corners intersection. There was interest in potential growth and annexation of land into Powell. The Introduction section of the Plan shows a graphic of how Powell has physically grown considerably over the past 40 – 50 years. Growth has slowed down over the past decade but there is potential for additional growth. Various issues affecting Powell such as aging in place, not addressed in the 1995 Plan, were brought up by the community. There is interest in providing the types of housing necessary to respond to the changing demographics, the aging baby boomer population. This is consistent with regional trends in growth projections seen in the Columbus metropolitan region. The Young Residents Workshop was a great addition to the Plan process, engaging a broad cross section of the community.

The 1995 Comprehensive Plan had a vision statement with a set of 10 goals which was used as the starting point for establishing a vision to guide the Comprehensive Plan process and the more specific recommendations which

will eventually be developed. Consultants worked with the Steering Committee and asked for public feedback to refine the vision statement and goals into guiding principles. Mr. Goodwin read the vision statement which is on page V of the Executive Summary section of the Comprehensive Plan. The hope is that when someone reads the vision statement in 10 – 20 years, they are able to see that the City achieved the vision shown in the Comprehensive Plan. The guiding principles cover a wide variety of areas which need to be considered when attempting to meet the vision statement. The guiding principles are: preserving historic character in downtown Powell, addressing the transportation concerns, preserving and reinstating rural character in certain portions of the community, expanding pedestrian and bicycle mobility and safety, encouraging mixed use development in certain locations, exploring opportunities for transit and ensuring the fiscal health and sustainability of the community.

The Land Use plan includes 3 different scenarios for how growth and development could occur within Powell and potential areas surrounding Powell which could be incorporated into Powell in the future.

Scenario 1 - Infill & Redevelopment: Focuses on infill & redevelopment of existing vacant land within the City and certain targeted locations where there are aging developments, primarily aging commercial developments which could redevelop over time. This plan does not assume annexation of additional land.

Scenario 2 - Strategic Annexation Policy: Looks at targeted locations on the edges of the City where land could be incorporated into the community. The goal is to expand the City in a way which provides for a more consistent service boundary.

Scenario 3 - Northward Growth Corridor: Looks at a more expansive potential for growth to the north of Home Road. This addresses the outside areas which have an impact on the City. There will be substantial growth to the north of Powell with the extension of Sawmill Parkway; primarily low density, single family housing which will have transportation impacts on the community.

The Steering Committee and the public were asked to examine each of the 3 scenarios. MKSK studied the cost benefits associated with each and developed a composite scenario which became the Land Use Plan as it is recommended in the Comprehensive Plan. It is a combination of all 3 scenarios. The colored map is not an annexation plan itself and it is not suggesting it is the preferred, ultimate extent of the City of Powell. It is a preferred pattern of land uses both within and outside of the City today. Decisions about specific annexations should be done in a very thoughtful and strategic manner, on a case by case basis.

Mr. Goodwin walked the Commission through each of the proposed land use maps.

Single Family Developments: Assumes there will be some continued development along this development pattern; it does not recommend an emphasis on continued low density, single family development. MKSK studied the changing trends in demographics. There are demands for different types of housing. A goal of this Plan is to preserve the value of existing property within the City today. Powell is predominantly a single family community today with high quality, valuable homes. One strategy in preserving the value of these homes and diversifying the community is to try to provide alternative types of housing while recognizing the value currently existing.

Mixed Residential: This plan could include single family detached housing but in slightly different development patterns attractive to aging residents; with smaller lots, smaller yards which don't require as much maintenance. Townhomes, attached unit housing or flats could provide a broader base of types of housing to serve the changing demographics of the community. The full Comprehensive Plan explains the recommended locations for the different types of development and gives design recommendations.

Conservation Development: A type of development not seen much in Powell today. This type of development provides an opportunity to accommodate the anticipated growth north of Home Road yet preserve open space. This plan clusters residential development in smaller areas, preserving at least 50% open space, creating a more contiguous greenway system and providing a public amenity in trail systems.

Employment Center: A key part of the strategy to improve the fiscal well-being of the community over time. There could be traditional office buildings, light industrial buildings or a combination of the 2. It would be a wise strategy to incorporate into the City and use the Liberty Road and railroad corridor with access to the railroad and the Sawmill Parkway corridor for offices and retail uses. Offices are a great revenue generator for the community.

Mixed-Use Center: A series of more active, denser, compact, walkable areas at major intersections along the Sawmill Parkway corridor, both within Powell today and potentially to the north. This plan accommodates the demand for growth but takes up less land, using infrastructure more efficiently and provides an amenity for those who live and work within these centers and nearby; being able to walk or bike is a major transportation benefit.

Greenway System: Public open spaces, parks, recreation, natural environment areas. This Plan recommends continuing the creation of an interconnected greenway system throughout the community. There are great public parks within Powell today which need to be linked together with trails as much as possible. As new

development occurs, well-designed green space needs to be set aside, making the space accessible to the public and linking the space to all other green areas.

Civic / Institutional: The map highlights existing areas where schools, churches, other places of worship, medical buildings and municipal buildings exist. These areas provide an opportunity for prominent civic oriented architecture, more recognizable landmarks throughout the community.

Downtown: The Plan includes more detailed recommendations for the downtown area because this was an area of high interest during the entire Plan process. The map shows a zoomed in, conceptual look at land use patterns in downtown Powell. The general recommendation is to focus on denser, mixed use and commercial buildings along the major arterial streets. There is an opportunity for residential development within downtown Powell, set back away from the arterial streets to preserve frontage for the commercial, walkable, mixed use buildings. 50 South Liberty has been a very successful infill re-development which has captured the historical character of downtown Powell. This Plan recommends an emphasis on smaller lots, single family homes for the residential component of downtown which provides a walkable neighborhood development pattern, in close proximity to the downtown businesses. The more residences in the downtown, within walking distance to the 4 corners and activities downtown, the more vibrant downtown will be and it is an economic benefit to the downtown businesses. There is a regional interest for downtown residential living.

There is a set of policy recommendations at the end of each section of the Comprehensive Plan. These recommendations establish an overall description of how the City should implement each section of the Plan. The recommendations should be read thoroughly.

Doyle Clear, Trans Associates, introduced Angela Coates. Angela will represent Trans Associates at the next P&Z meeting. The Thoroughfare or Roadway Plan plays a dominant part within a Comprehensive Plan because Central Ohio is very auto oriented. The Thoroughfare Plan starts with a definition of functional classifications of roadways. The Thoroughfare Plan consists of 2 maps; the functional classification and the map showing the number of lanes recommended in the Plan. The functional classification covers all roads from freeways to local streets. Access management needs to be provided to the major arterials because they are roadways which move traffic a longer distance at a higher speed. Collector and local streets provide local access to the land uses and they don't carry as much through traffic. The functional classification map is a guide on how to best obtain the maximum capacity out of a roadway system for its intended use. The number of lanes map describes how many lanes the Plan recommends. The Land Use plan was given to the Mid-Ohio Regional Planning Commission (MORPC). MORPC plugged the Land Use plan into their 2035 travel demand model. A mode split analysis was conducted which determines how many cars people drive, assigns drivers and vehicles to the roadway systems, balances out levels of service to determine how well the roadways can accommodate the traffic, then gives a total traffic volume expected in 2035 on each roadway. Trans Associates used these projections to determine the number of lanes needed in 2035. The roadways Trans Associates identified were similar to State and County plans. There are 2 differences; the State recognizes Route 23 needs to be widened but has no plans to widen and the County recognizes Sawmill Parkway needs to be widened but has no plans to widen. The rest of the roadway recommendations in the Comprehensive Plan are in concert with the Delaware County Engineer's office current roadway plans.

The Thoroughfare Plan includes Table 3.3: Thoroughfare Plan Roadway Elements, showing each roadway; each roadway link; the current jurisdiction and the present condition in terms of number of lanes, pavement width and right-of-way. This information was provided by the Delaware County Engineer's office. The Thoroughfare Plan portion of Table 3.3 shows a functional classification and a technically needed column. Trans Associates identifies roads which should not be widened to what the County actually recommends. An example is Olentangy Street or State Route 750 east of Liberty. The model says the roadway should be a 4 or 5 lane roadway, the Plan suggests Olentangy be retained as a 2 – 3 lane roadway and not widened. Another example is State Route 315. The model says 315 should be widened to 4 or 5 lanes but due to physical limitations this won't happen. The Thoroughfare Plan does not include all of the capacity enhancements which might be technically needed. This means all traffic issues won't be handled effectively because not all roads needing to be widened will be widened in the future.

Trans Associates believes a roadway system around the downtown area is essential in order to move traffic as best as possible through the 4 corners area, to avoid having traffic concentrated at the intersection. The Plan calls for 2 lanes with left turn lanes at Olentangy and Liberty Streets, connection of Murphy Parkway, trying to move traffic out to Sawmill Parkway and extending Sharp Street and Depot Street. The Plan also suggests adding an alley system which can supplement the downtown area. The alleys don't necessarily need to be public roads but should work through the parking lots, inter-connecting parking lots. The objective is to link the properties together with some designated access points off Liberty Street and Olentangy Street to get traffic flowing in and around the downtown area as efficiently as possible.

The Thoroughfare Plan suggests widening Olentangy Street and possibly Liberty Street outside of the City, bringing both streets back to 2 lanes at the 4 corners, no left turn lanes at the intersection; keeping the character of the intersection similar to how it is today.

The Plan includes a bikeway plan which could provide interconnects to Highbanks Park and links missing in the City now. The Plan includes discussions on each street and suggestions on where bike paths or multi-use paths can be added. Bike paths should be considered as roadway improvements and developments are evaluated.

Policy recommendations suggest proactively addressing the long-term transportation needs. Trans Associates believes as many people as possible need to be taken out of their vehicles prior to dealing with the roadway systems. A multi-modal transportation system needs to be promoted. The option of using the CSX tracks needs to be considered. Access management should be implemented as much as possible to maximize roadway connectivity. The City can't build itself out of the transportation issue by adding more capacity. Friction along roadways needs to be removed by providing better access management such as putting in turn lanes at intersections. The current roadway systems need to work better and safer without adding lanes to the system. Implementing a signage program to direct traffic out and around the downtown area and better direct the traffic that is in the downtown area is suggested. The Plan recommends using Bennett and Murphy Parkways and Grace Drive more effectively. The Thoroughfare Plan should be used as a guide in the development approval processes. Traffic capacity needs to be balanced with the urban design characters. The Plan suggests a holistic design for the 4 corners intersection. The way the roadway system looks and feels is just as important as having the traffic move smoothly and effectively.

Bill LaFayette, Regionomics, reviewed the Fiscal Analysis portion of the Comprehensive Plan. His goal was to determine how much implementing the Comprehensive Plan is going to cost the City and how much revenue the different scenarios will bring the City. Mr. LaFayette commended the City of Powell for including a Fiscal Analysis. He said he wrote the Comprehensive Economic Development Plan for Delaware County last year. He studied every single Comprehensive Plan of every jurisdiction in the county. Not one looked at costs and revenue.

The Fiscal Analysis looked at the current fiscal sustainability of the City of Powell and then looked at the fiscal impacts of each scenario covered in the Plan. If growth continues as it has over the last 10 years, the City is going to have a widening structural fiscal imbalance in the coming years. Household related expenditures are going to climb above the household related revenues. The City will increasingly need to rely on other sources of revenue to plug the gap. It is unacceptable for the City to decrease services in order to decrease expenses. Residential developments cost more in expenditures than they generate revenue. Commercial developments generate more in revenues than they cost in expenditures. The City is going to need to find ways to have more revenue-generating commercial developments.

Scenario 1, Infill & Redevelopment, has a residential component which has a negative net impact of approximately \$250,000 a year. The commercial impact in Scenario 1 has a positive impact of approximately \$500,000 a year; resulting in close to a \$300,000 positive impact to the general fund.

The Fiscal Analysis splits Scenario 2 in two. The first, Scenario 2a, includes annexing primarily commercial oriented developments, with a fair amount of senior housing. Senior housing can be very expensive because residents don't have wages and salaries, meaning they don't pay income tax. Scenario 2a costs approximately \$250,000 a year. Senior housing may draw commercial development such as medical offices which would have high wages and high income taxes associated with them, creating an overall positive benefit. Scenario 2b shows annexation of existing residential areas is not a good idea since residential developments cost more than they bring in revenues. There were a few residential developments which either broke even or were close to breaking even but most residential developments are very negative. Overall Scenario 2b shows a negative figure of \$750,000 per year. Tables 4.5 and 4.6 show these figures.

Scenario 3, Annexation North of Home Road, shows conservation residential areas actually do generate a small positive impact, possibly due to the very densely packed developments and the households are relatively wealthy. The commercial developments in Scenario 3 generate substantial revenue. Maintaining the new arterials costs approximately \$100,000 per year. Overall there is a positive \$900,000 increase to general fund revenues per year.

Table 4.8 shows all scenarios, a positive benefit of approximately \$820,000. If the residential annexation is omitted, there would be a positive benefit of \$1.6 million per year; coming fairly close to closing the gap.

The policy recommendations are at the end of the Fiscal Analysis. The first 2 recommendations address the potential fiscal gap. Capital expenditures are far from what is needed for the City to grow and deliver the same level of services being provided now. City leadership made it very clear this Fiscal Analysis projected capital improvement expenditures too low for the future and therefore the gap may be worse than what is projected in this Plan. The capital improvements expenditure problem needs to be fixed. There currently is no designated fund for capital improvements. The City of Columbus sets aside a determined % of income tax revenues into a fund every year to pay for capital improvements. The City of Powell needs to do the same. This needs to be communicated very broadly to the public and give the residents a chance to buy into the need for more capital improvements expenditures. The 3rd recommendation is probably the single most important recommendation in the entire Plan. Before commercial areas are developed, a market study needs to be conducted to figure out whether there is currently, or will be, the capacity to support the commercial development and then what type of commercial development is needed. The 5th recommendation calls for thinking and planning in a more holistic manner. Commercial development needs to be considered along with residential development; looking at the results of both. Finally, it is important to understand these recommendations will change the City's government and staffing capacity in fundamental ways. The expenditures projected from the listed scenarios are a third of the total budget. More people and new facilities are going to be needed; resources are going to have to be deployed over a broader area.

Mr. Goodwin gave an overview of the Implementation section of the Comprehensive Plan. Each set of policy recommendations are repeated in the Implementation section. There is a Table on pages 104 – 108, organized by the Land Use, the Transportation and the Fiscal recommendations showing each major policy recommendation section, with very specific, prioritized action statements. The department within the City who would be the lead responsible party is listed and each recommendation is linked back to the guiding principles. This Table is a road map on how to achieve each objective the community has identified as important for the future.

Three key priorities were identified as key themes within the implementation recommendations:

Initiate a strategic urban design plan for downtown Powell: So many of the issues the community is facing, of interest to the residents, need to be addressed in the near future. Development and traffic conditions downtown need to be thought about together, in a holistic manner. It's important to consider holistically, whether it is an infrastructure improvement to the 4 corners or another improvement, to understand the relationship between adding traffic capacity and what it might do to the pedestrian realm and the character of downtown Powell. Likewise, for the type of development and where certain types of development can go in downtown relative to the potential roadway system. Plans should be thought through, in advance as much as possible, where the key roadway linkages need to be placed and how placement will impact the rest of the area available for development. The type of development which could occur along the new roadways needs to be thought about. Ideally, the development could pay for those new roadways as they occur over time. A more detailed analysis is recommended.

Create a sustainable revenue structure: Find ways to resolve the structural imbalance; take a closer look at taxation policy within the City of Powell. This will require a lot of public discussion and education to help the residents understand what the potential costs and benefits of changing the revenue structure will be, especially since it will be tied to income taxes. Powell has one of the lowest income tax rates in central Ohio, which is linked to the low funding source for capital improvements.

Establish a multi-jurisdictional working group: Many recommendations in the Plan need the interaction of other agencies outside of the City. Land use policy, potential for growth, possibility of annexation into Powell, provision of sewer service, growth north of Powell, infrastructure improvements for transportation systems, maintenance of roadways along the edges of the City are all going to require interaction so decisions can be made. A group of key officials from each entity needs to be established and they need to meet on a regular basis to discuss and partner on these issues which are relevant to everyone involved. Entities such as COTA or DATA need to be engaged to assist with public transit; Metro parks system to find suitable solutions to linking Powell and Liberty Township across 315 to Highbanks Park. A cooperative group meeting on a regular basis will help advance the shared goals of all.

Chairman Emerick opened this item to public comments.

Gary Mittendorf, 276 Park Woods Lane, The Woods at Big Bear Farms, said he has been a Powell resident for 5 years. Prior to living in Powell he lived in Texas. While in Texas, he was on a Steering Committee which worked on a Comprehensive Plan and Powell's Comprehensive Plan is the best he has ever seen. The consultants and City Staff did a great job and should be commended. The Plan is organized, complete and precise.

Chairman Emerick thanked Mr. Mittendorf for being on the Steering Committee.

With no further public comments, Chairman Emerick closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Jester thanked the Steering Committee for doing an excellent job with the Comprehensive Plan. The Plan is an excellent profile of the City and identifies the challenges the City faces now and will face in the future. The Fiscal Analysis is excellent and really focuses on what needs to be done in the City. This Plan is going to be a great reference for the Commission to refer to when looking at zoning applications. Commissioner Jester thanked Mr. Betz and his Staff for doing such a great job.

Commissioner Cooper agreed saying the Comprehensive Plan is an awesome piece of work. He read every word of the Plan and is quite impressed. Staff and consultants did an excellent job. Commissioner Cooper listed some housekeeping items for the final document:

- Page 9 shows a blue dot at Powell Road and Route 750, saying this modification is complete. There is a blue dot at Riverside which should say complete also.
- Page 17, Figure 120, in the right hand column, has an asterisk. There is no key telling what that asterisk is designating.
- The Transportation section refers to Liberty Street and it should say Liberty Road.
- Page 88, Figure 4.6, has red and blue lines but there is no key to explain what the lines are for.
- Page 104, the 4th item down under leadership, the word finance is misspelled.

Mr. Clear advised Liberty Road/Street actually changes back and forth. It is Liberty Street when inside the community and it is Liberty Road outside of the community. Mr. Goodwin said they can add text to explain this. Mr. Goodwin said they will add keys explaining the asterisk and the red and blue lines.

Commissioner Fusch said the consultants and City Staff have done a great job on the Comprehensive Plan. He agrees with Mr. Mittendorf in that this is one of the best Comprehensive Plans he has ever seen. The fiscal section is extremely important and will be very helpful in working through changes in land use and transportation issues. Commissioner Fusch pointed out that on page 11, Figure 1.10 Median Home Values in 2014, Powell's median home value is \$379,000 and Dublin's is \$396,000. Unless the figures are wrong, the Dublin home value has to be larger than Powell's. Mr. Goodwin said they meant to change this and thanked Commissioner Fusch for pointing it out. Commissioner Fusch said on page 95, Table 4.6, the far right hand column, under net impact, the bottom number, -758,077 isn't clearly red in color. The blue changes the hue of the red. Commissioner Fusch said the Land Use section of the Plan is phenomenal. He has a concern that people absolutely believe maps speak the truth, when all maps lie. Whenever something is shown on a map to the general public, they absolutely believe that is what is going to happen. Commissioner Fusch said he knows there is no correction to his concern. He asked Mr. Goodwin how fixed the locations for the various developments are on the maps, especially the one for the employment centers, the purple part of the map. Commissioner Fusch agreed you should show development along the railroad tracks but he wonders how fixed the maps are. Mr. Goodwin said the maps are intended to be more general. He understands they may be read as precise. Numerous discussions were held about the correct way to depict the land uses because the maps in the Plan could be confused with zoning maps. The maps are not intended to be a parcel by parcel depiction of a specific use. The text says this but people tend to look at graphics and not read the text. It is important the graphics not be misconstrued. One approach might be to try and use fuzzier boundaries so it doesn't look like they are parcel lines. It is not meant to depict precisely where one land use stops and another land use starts. Commissioner Fusch said as a planning tool he doesn't have any problems with the maps. He asked if there is a way to state in the text the maps aren't necessarily the exact, fixed locations for the future developments. Mr. Goodwin said they can make stronger statements in that regard. The text can say the maps are intended to be flexible and are a general guide. They will take another read through and find places where they can make this more specific or make a notation on each land use map page; a disclaimer statement.

Commissioner Hartranft thanked everyone for the effort and time put into the Plan. It was a great, combined effort. He likes how the Plan, even though each section is very detailed, combined all sections to show the total issues at hand in Powell. The Plan showed there isn't just one separate issue needing work; there are a lot of issues and they need to be worked through together.

Commissioner Little thanked everyone for their hard work. The Plan is data driven and is logical. Commissioner Little said everyone needs to continue to educate the community and residents in order for the Plan to be successful. Our role is to interact with people in the community, holding future Planning & Zoning meetings, dealing with distraught residents who don't understand what the goal is. We need to take the time to walk

through the reason why we are doing this instead of just what is being done. Commissioner Little said he wanted to reiterate several points he believes are important in the Plan and need to be kept in mind in the future:

- Page 4 discusses the past Comprehensive Plan. The past Plan withstood the test of time and it is a reflection on the effort of the people who put time into the past Plan. Hopefully, 10 – 15 years down the road people will feel the same way about this Plan.
- Page 16 includes some real important data regarding regional trends. The big increase in the number of people in central Ohio looking for attached homes as well as small lot homes is a key piece of data. Population changes, people 35 years old and under increasing by 23%, 65 years old and over increasing by 25%, the middle block of traditional home owners reducing 47% are all critical numbers that should drive where the community needs to go. Households without children increase by 31% and singles increase by 55%, all while we are adding 500,000 new residents to central Ohio. When we think strategically, we need to keep these figures in our minds.
- Page 22 covers changing demographics, suggesting Powell should consider the need for alternative forms of development such as more diverse housing and pushing for a more walkable community.
- Page 28 emphasizes we need to shift towards more compact, walkable and mixed use centers.
- Page 30 moves into land use. This Commission knows we have been using some of the existing infill development as the avenue to build the infrastructure and to address the traffic issues for the local residents. We are already on track due to the previous Comprehensive Plan. In addition, we need to convey the message to the community that we are also trying to bring people into the downtown area in order to promote and stimulate downtown revitalization.
- Page 31 states new residential development in the downtown area can actually help improve traffic conditions. This is a point we need to communicate to the residents. We are trying to create a downtown neighborhood and improve downtown overall.
- Page 34 talks about mixed use activity. Commissioner Little said he completely believes the City should annex to the north to create northern mixed use centers, particular at Sawmill Parkway and Hyatts Road to service residents north of Home Road. Creating a center where these residents can fulfill some of their needs rather than driving down into Powell. Employment Centers are important and annexation should be used to leverage the railroad corridor, bringing in additional revenue to help with the revenue situation.
- Page 38 covers connecting neighborhoods, emphasis on pedestrians and says big lot, cul de sac neighborhoods are no longer sustainable. Powell has a community which has a different opinion about this type of development and everyone needs to be aware of this. If we want to control conservation to the north, we will probably need to annex the land. Page 38 also says alternate housing types need to be developed to prevent over saturation of single family homes to preserve the value of existing homes. If we keep adding single family homes and the demand is shifting, our single family homes are going to lose value.
- Under transportation, if we increase the capacity of Powell Road it is just going to fill back up.
- Other important comments in the Plan include the need to encourage walking and other forms of transportation; using signage to redirect zoo traffic; a more comprehensive network of local streets (non-GPS destinations); improve flow of traffic in downtown Powell but don't put turn lanes in at the 4 corners. We have developed the comprehensive downtown street network and it has to be put in place. We should have developers pay for this; if a developer wants to develop in Powell they will help pay for the infrastructure. We can't eliminate turns at the 4 corners until the street network is put in, especially for the benefit of the local businesses.
- Page 82 of the Fiscal Analysis says the big lot, single family developments, which are prevalent in Powell, are not fiscally sustainable. If we continue to allow this type of development we will need to raise taxes or have to cut services. Senior housing expenses can exceed revenues since the residents don't pay income tax. However, we need to understand senior housing communities may bring an increase in doctor's offices and potentially a small regional hospital, which are revenue generators. We don't want to look at development plans alone but holistically as the Plan says.
- All of the summary recommendations are important. As a community we need to honor individual property rights. There are people who own property and have a right to develop the property. We need to remain competitive with similar communities in order to help sustain our property values. It is important the community is educated; by both City Staff and the P&Z Commission. We need to let the community know we can use the downtown development to improve the overall traffic flow.

Chairman Emerick also thanked Staff and consultants for all of the work put into the Comprehensive Plan. The Plan is an excellent document. He was privileged to be involved in the 1995 Comprehensive Plan process and it is what led him to join the P&Z Commission 19 years ago. The success of this Plan depends on the ongoing education of the residents and public. We need to think about and plan for an answer to the question people might ask about how we move forward with the Comprehensive Plan while we are waiting on a court decision. Mr. Goodwin said the Plan text does recommend single family homes in the downtown area because the Charter Amendment requires single family homes. At this time, with the Charter Amendment challenge unresolved, the

Plan recommends types of single family detached housing we think are appropriate for a downtown or traditional village center type of area. If you go a block outside of downtown Worthington there are dense single family housing and it is appropriate. There are other types of housing nearby. If the Charter Amendment weren't in place there would be a greater diversity of housing recommended in the Plan for the downtown area. As the Plan reads now, if the Charter Amendment limitation is removed, there needs to be a reassessment, another community discussion about what type of housing is appropriate in downtown Powell.

Mr. Betz said in regards to public outreach, the Implementation chart can be revised to include public education, with the Communications Department being the lead responsible party. It is very important and should be on the chart.

MOTION: Commissioner Little moved to continue the City Comprehensive Plan Review and Adoption to a second review by the Planning & Zoning Commission.

Commissioner Fusch seconded the motion.

VOTE: Y 6 N 0

OTHER COMMISSION BUSINESS

There was no further Commission business.

ADJOURNMENT

MOTION: Chairman Emerick moved at 8:36 p.m. to adjourn the meeting. Commissioner Fusch seconded. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED: September 9, 2015

Donald Emerick 10-14-2015

Donald Emerick
Chairman

Date

Leilani Napier 10/14/15

Leilani Napier

Date

Planning & Zoning Clerk



