



COMPREHENSIVE PLAN STEERING COMMITTEE

Village Green Municipal Building

47 Hall Street

Tuesday, February 24, 2015

6:30 P.M.

Present:

Executive Group:

Donald Emerick, Mike Crites, Bill Little

Steering Group:

Mike Beirne, Stacy Borowicz, Jaymie Kottenstette, Jeff Kirby, Keith Poss, Shoreh Elhami, Carol Stillman

Staff:

Dave Betz, Steve Lutz, Rocky Kambo

Consultants:

Trans Associates – Doyle Clear, Angela Coates

MKSK – Chris Hermann, Justin Goodwin

1. CALL TO ORDER

- Meeting called to order on time, 6:30 pm

2. APPROVAL OF MINUTES (January 27, 2015)

- Minutes approved unanimously

3. WORKSHOP SUMMARY

- First open house workshop went well
 - Possible need for more space
 - Positive atmosphere helped demystify the process
- Mindmixer participants went from 88 prior to the open house to 141 after
- Discussion questions from workshop:
 - “How big should Powell be?”
 - Fair mix of opinion on both sides of the issue
 - Slight preference for expansion to gain more control of area - “Defensive growth.”
 - Control key areas and interchanges.
 - Traffic management
 - Most discussion centered on four-corners area. No comments for other parts of town.
 - Discussion at traffic table: Fixing traffic problem is greater than maintaining character of the four-corners (street widening).
 - Discussion at land use table: Traffic is slower through downtown but character needs to be preserved (bypass).
 - Important to remember between topic areas (character – traffic)
 - Open space
 - More inter-development open space dedication
 - More multi-use path connections
 - Bennett farm: preserve it.

- However, recognition that it could develop – it is important to have a plan in place.
 - How should Powell respond to regional trends?
 - Recognition of need for additional housing options.
 - Most people think that: condos are appropriate
 - Prefer owner units rather than rentals
 - More senior oriented housing options
 - While not everybody felt this way, more than less recognized this as an area of need.
 - Downtown traffic issues more so tied to number of cars rather than type of housing
 - Find more options for employment oriented development
 - Encourage medical services – especially with growing senior populations
 - Concern over health of downtown businesses
 - Owners of downtown housing think that more housing will increase health of businesses (more traffic = more success)

4. TRANSPORTATION

- City council has asked for short term projects to aid traffic flow through four corners.
- Preliminary Findings
 - Theoretically, four corners intersection can handle the traffic demand. Traffic is due to external factors outside of the intersection its self.
 - **Less than 25% of traffic**, on a weekday, travels from 315 to the west side of the four corners (and vice versa). **AKA, less than 25% of traffic is pass through traffic.**
 - Meaning **75% of traffic in Powell has a Powell generation and destination.**
 - Trains, slow travel speeds, corner radii are big issues (radii designed to allow school buses sized vehicles to use the intersection)
 - Traffic management alternatives will be analyzed going forward with consideration for urban design implications.
 - Current traffic distributions
 - Found in “Preliminary Traffic Study” slide show starting at slide 10.
 - Future traffic growth
 - Slide 14 in “Preliminary Traffic Study.”
 - Transportation network based on projected land use (based on county / township comprehensive plans) – if traffic is not desirable, change land use.

5. DEVELOPMENT

- Development Pattern Scenarios
 - Scenario 1: No annexation
 - Infill and redevelopment focus for the city
 - Development in Liberty Twp. continues with their plan for low-density single-family housing
 - Scenario 2: Strategic annexation
 - Powell squares off edges to create logical service area.
 - Long term redevelopment and densification focus

- Requires 100% current land owner approval (can be difficult)
 - Might require incentives
 - Scenario 3: Northward growth corridor
 - Greatest control of surrounding area
 - Could involve annexation or coordinated planning
 - Active role in influencing development
 - Focuses on master planned developments
 - Employment focused development opportunity
 - Closer to major transportation systems – something that Powell currently lacks and effects efforts to attract larger business
 - Development Types Preferred
 - Presentation of development options including visual style, land use implications, transportation impacts, and fiscal impacts.
 - Consider:
 - What types are appropriate for Powell?
 - Where are they appropriate?
 - What styles are appropriate?
 - General group focus on families and retirees
 - Pressure for different types of development – What is desired in Powell (what we expect and are open to)
 - Powell doesn't need to be everything to everybody
 - Conservation style new development
 - Promoting large swaths of inter-neighborhood open space
 - Committee consensus regarding preference for patio or cottage style homes.
 - Focus on type of product and not type of ownership when discussing building preferences
 - 50 south liberty is a successful example of multiuse structure appropriate for Powell
 - Mixed use center benchmarks
 - Main street style
 - Types of structures to consider for new development along annexed portions of Sawmill parkway
 - Redevelopment opportunities along Sawmill parkway
 - Economic development strategy as employers are attracted to these type of sites
 - These types of development can work hand in hand with conservation style development. By using these together, a meaningful main st can be developed in conjunction with single family homes while conserving open space

6. UPDATED TIMELINE

- Next Public Workshop
 - April 15, 7pm – 9 pm
- Young Residents Workshops
 - May 5th and 7th

7. OTHER BUSINESS

- OLSD Participation

- Video

8. **ADJOURNMENT**

- Next Meeting: March 24, 2015