



Present:

Executive Group:

Donald Emerick

Steering Group:

Mike Beirne, Stacy Borowicz, Jaymie Kottenstette, Jeff Kirby, Shoreh Elhami, Carol Stillman, Wayne Jenkins, Mike Linehan, Jim Hrivnak

Staff:

Dave Betz, Steve Lutz, Rocky Kambo

Consultants:

Trans Associates – Doyle Clear

MKSK – Chris Hermann, Justin Goodwin

Regionomics – Bill Lafayette

CALL TO ORDER

- Meeting started on time, 6:30PM

APPROVAL OF MINUTES (March 24, 2015)

- First page, third line up, reads "including smaller homes design for retirees, assist"
- Second page, second bullet point, need to add an "as"
- Minutes approved unanimously

YOUNG RESIDENTS WORKSHOP

- Had 16 young residents on May 7th
- Had pizza & pop
- Set up 3 different stations, a 15 minute presentation, visual preference survey and a Q & A
- Presentation went over what city planning is, who is a City Planner, what is a Comprehensive Plan, key topics looked at in our Comprehensive Plan
- Visual Preference Survey allowed young residents to vote on different types of developments
- Q & A included: What do you like about Powell? What would you change about Powell? What is your favorite place in the world and why?
- All answers were transcribed and a copy in packet. To summarize the answers, they like how small Powell is, being able to walk to the different shops, seeing their friends, going to school here, they like the community feel, they feel Powell is for old people, they want more younger shops, more brand name stores, want places to hang out at
- Parents liked the workshop

PLANNING UPDATE

- Second public workshop April 15th, now proceeding thru developing a preferred recommended scenario for the final plan, moving towards a final public open house likely in June
- General growth and development concepts were reviewed
- Visual preference exercise was done
- Group discussed need to reinstate, and preserve existing, rural character
- Heard a lot of discussion of what should happen in the near downtown; pros and cons of creating a new mixed use center north of town, trying not to replicate the downtown area but preserve the character of downtown while also providing an opportunity for new residents to have something walkable near downtown, also providing new employment opportunities
- Visual preference exercise had posters along rear wall showing different land use and development types, asking which architectural types seems most appropriate for Powell and where those types might be appropriate
- Single family homes responses revolved around the quality of the architecture and the more traditional character, with potential locations included Sawmill and Seldom Seen area
- Employment uses leaned towards the more traditional office types of architecture
- Small lot, single family housing had a lot of responses with the senior oriented type of development receiving the most positive responses, in the Seldom Seen and Sawmill Parkway area
- Residential flats had a lot of responses for the Sawmill and Seldom Seen area, with Rutherford and Sawmill being mentioned
- Mixed use neighborhood commercial received overwhelming responses, 2 story modern mixed use buildings with some traditional elements rated high
- Larger mixed use centers responses focused on the Crocker Park development in Westlake, Ohio; thinks it has to do with emphasis on public space and the quality of the public space in that development
- Conservation development responses were even between the 2
- People were asked to vote on the ranking of 3 conceptual development scenarios; high, moderate or low in terms of priority for Powell
 - o Re-development focus – assuming Powell doesn't geographically expand, the focus would be inward on remaining open land or long-term re-development – got an overwhelming response that this is a high priority
 - o Strategic annexation policy – looking at targeted locations where Powell could grow and incorporate new development on green fields or existing development that could annex into the city – got a moderate response
 - o Northward growth concept – got a mixture of responses, will need to think thru the appropriate time frame for deciding which direction
- Online activity – now at almost 2,500 visitors to the site, getting a lot of great online interactivity, starting to see a greater variation in age groups
- Need to develop a more refined concept of what future land use could be in Powell, building on the growth and development scenarios
- Yellow on map is largest and represents conventional, single family development, existing single family sub-divisions in Powell and in portions of Liberty Township
- Mixed residential development type, primarily representing existing condominium communities, if re-developed could be a variety of residential types
- Sawmill Road office corridor, emphasis on office in the future, under a strategy that might incorporate portions of Sawmill that aren't yet in the city, focus on office as a revenue generating land use
- Latest plan shows series of mixed use centers along Sawmill Road at major intersections
- Looked at locations where there might be more of an emphasis on a variety of employment types; office, office flex warehouse, light manufacturing, clean manufacturing at Seldom Seen and Liberty Road, south of Home Road, along Liberty Road along railroad tracks, coordinated

- with a mixed use center at Hyatts could bring a higher employment zone
- Looking west of Sawmill Road and north of Home Road, a conservation development pattern
- Do you have an overlay that shows where conservation today vs where it is being added?
- Institutional government uses are primarily the schools, one of the annexations strategies to incorporate the schools that are immediately outside of the Powell city limits
- Existing open space, we have golf courses, public parks and the zoo; as we move forward we will need to talk more about how the zoo may or may not play into Powell's future in annexation strategies
- Mixed use center that is being treated differently than larger mixed use centers along Sawmill Road , Liberty and Olentangy Streets, thinking more about where different types of land uses could happen around downtown, focus them along the major arterials
- Making roadway connections, need to create alternative pathways to alleviate congestion downtown
- Question on where locations are. Conceptual location right now. Connecting Grace Drive thru single family development to connect back out to Liberty Road, potentially making a connection to Olentangy Street along railroad track behind City Hall. Discussion at open house about extending Sharp Street.

TRANSPORTATION UPDATE

- Background: started with travel demand modeling for 2014 conditions, took current land uses within whole region, took traffic counts at many roadways
- Mid-Ohio Regional Planning Commission ran travel demand model which estimates the 24 hour volume of traffic. They validated their model based on current land uses and current roadway system to replicate the type of volume we have
- Moved on to a 2035 scenario with land use that is expected to remain. This is our base land use plan, with a 2035 roadway network which has the extension of Home Road and Sawmill Parkway to north, and widening of Powell Road
- The 2014 and the 2035 traffic volume numbers were compared and translated into the traffic growth to determine what might happen in terms of traffic growth in the area. The darker the line means there is over 100% increase in the volume of traffic on those roadways over what traffic is there today.
- Looked a future traffic volumes and asked how many lanes are needed on each roadway in the area? Based on average traffic volumes in 2035, we would need to widen Powell Road to a four lane road west of Sawmill Parkway, Olentangy Street would need widening from 23 east of Powell, Home Road would need to be a four lane road, and roads in blue would need left-turn lanes. Sawmill Parkway would have to have 3 lanes in each direction, 23 would have to have 3 lanes in each direction. Major improvements would be needed based on the traffic demand in 2035.
- What are we going to need in associations with the land use plans that were presented? Mid-Ohio Regional Planning Commission was asked to run model a second time using the land use plan presented. We need to decide which land use plan we are going to move forward with and how much will traffic increase with the new land use plan. Traffic increases north near Hyatts but barely increases on the south end of Sawmill Parkway. The increase on Sawmill Parkway to the north near Hyatts is approx. 1,000 vehicles per day, with traffic increases along Hyatts Road itself of about 5,000 vehicles per day. Traffic would increase within downtown Powell by approx. 1,000 vehicles per day. There would be no traffic increases to the east along 750, west of 23. There would be an increase of traffic on Home Road over the O'Shaughnessy Dam. There would be a small increase on Liberty Road.
- The changes from the base condition is that Sawmill Parkway would no longer be able to stay as a 4 lane road, needing to go up to a 6 lane road. Hyatts Road to the west would need to go to 3 lanes. Most of the minor widening of roads will automatically occur as development occurs. Delaware County Engineer's office requires traffic impact studies to be done for every development, particularly re-zonings. Major widening of roadways will not happen during

development. There will never be widening of 315 due to the river controls. Even though it is warranted to widen 23, the State has no intent to widen 23, there are no funding mechanisms. The Delaware County Engineer has no immediate thoughts of widening Sawmill Parkway. In a long range plan, Home Road will be widened. Once Sawmill Parkway is extended beyond Hyatts, it is anticipated that traffic will double.

- Development has out-paced infrastructure improvements in this area. No one anticipated this much growth in this part of Delaware County. Roads can't keep up with the growth. We don't want traffic to get so bad that it hurts the economic viability of the area. Traffic will play a role in whether people want to travel, live or work in the area.
- Mixed use developments can be advantageous due to having the living and working that doesn't add to the AM and PM peak hours, such as senior housing which are beautiful developments, which will minimize the traffic impact.
- Stuck in place to some degree. There are some prudent land use decisions that can be made to help minimize, there are some improvements that can be considered along Olentangy that would make the system work a little better, but there is no solution that makes it work really good.
- Improvements will help residents of Powell. People going thru Powell are going to face increased traffic. Preference would be to help residents and hopefully people traveling thru would go to 270.
- If Powell improves the road system and the State and County don't, Powell will become so attractive for travel it will become the prime route.
- It has been suggested to City Council and it is being considered to not allow left turns at the four corners. Left turns create time delays and block roadways at the signals.
- Concerns about losing green space and trees.
- Conceptual diagrams of options for the four corners area, with and without left-turn lanes. The systems worked worse when left-turn lanes were put in, created more conflict. It helps the system if left-turns are allowed at other areas along the roadway. Parking, sidewalks and planter areas are lost if left-turn lanes are put in. The curb line would get very close to some buildings also. Concerns about losing pedestrian area were mentioned, along with what can and can't be done.

FINANCIAL UPDATE

- 3 annexation scenarios, with scenario 2 broken into 2 pieces.
- Key message from last month, residential oriented revenues are not sufficient to cover residential oriented expenses, current level of municipal services. 3 options; can cut services, raise taxes and/or add more commercial development. Residential development consumes more in services than it generates in taxes. Commercial development generates more in taxes than it consumes in services. You can only develop the commercial development that the market will bear.
- Findings are consistent with adding more commercial development, a good step from a fiscal standpoint.
- The 3 scenarios presented earlier; in-fill development (scenario 1), the targeted annexation (scenario 2) and the growth to the north (scenario 3) carry their weight because of the commercial development planned are net positive. Scenario 2's annexation of existing residential development is a big net negative. Overall, all plans taken together net approx. \$137,000 more per year. The deficit found last month in existing development is \$474 per household by 2023, implies a total deficit by 2023 of \$2.2 million. This projection doesn't include any assumptions for further cost cutting, significant changes in expense structure or more or less debt. Actual position in 2023 could be better or worse, but hard to imagine it being better under current conditions.
- MKSK gave detailed breakdowns of type of development, projected residential market values and number of retail office and industrial jobs in the commercial development. Estimated wage income for residential developments based on property value per unit shows the value

of a households dwelling in this area is on average 2.2 times household income; big variation. Commercial property is going to demand some level of municipal services also; administrative, police and park services.

- Scenario 1: includes residential, retail office and some industrial development in-filling the existing city limits. Economy of scale benefits, based on development occurring right next to existing developments, being easy to service, are hard to measure and not significant. Residential developments all cost more than they provide in revenue. The total net benefit is a negative \$393,000 per year. Commercial developments more than make up for this with a positive benefit of \$506,000 per year; with the overall benefit being \$113,000 per year.
- Scenario 2: targeted annexation component includes a significant amount of senior housing, multi-unit residential, commercial development and five existing schools. Senior housing is very expensive; demand municipal services but contribute very little in municipal tax revenue because ORC says municipalities may not tax pension income or intangible income such as income from 401Ks and 403Bs. 25% of Powell senior residents, 65 years old and over are in the labor force. Revenue from these types of developments is less than \$135,000 per year. Expenses are close to \$434,000 per year. Senior oriented development has a net annual cost very close to \$400,000 per year. The Golf Village multi-unit development has a net annual cost of more than \$163,000 per year. The commercial development makes up for this with a \$724,000 annual net benefit. The 5 schools provide \$95,000 of the \$724,000 benefit. Overall there is a positive \$262,000 per year. The residential component of Scenario 2 is a huge money loser, negative \$944,000 per year loss. Not all residential developments are equal losses. Big Bear Farms loses more than a ¼ million a year. A few developments come close to breaking even; the northwest corner of 750 and 315 does break even. The annexations need to be evaluated from this standpoint and from a strategic standpoint. Can the developments be easily serviced? Do they give access to commercial development? Probably should hold off on those annexations until some of the projected development occurs and even then proceed very thoughtfully.
- Scenario 3: includes 2 conservation residential developments, a significant amount of commercial development, the high school and Indian Springs Elementary. Residential developments together yield a negative \$377,000 per year, assuming the undeveloped land is publicly held and passed. If privately held, you have some property tax revenue. If developed in a more intensive way it will add to Parks & Rec costs. Commercial development nets more than a million dollars per year, including \$64,500 from the schools, for an overall net benefit of \$706,000 per year. The complete plan gives \$137,000.
- Do costs include roadways? No. They include existing roads, not including costs to improve or widen existing roads.
- Figures are all based on current structure. If the current structure is changes, you change the benefits mentioned.
- What type of commercial development were figures determined from? There is great disparity between a small shop and a Target. Employees must be salaried to obtain substantial income tax, where they are taxed on their salary, not on net profit of the business. A small shop could be more profitable on a per employee basis than a Target because Target ships all of the profits of the business to Minneapolis. A locally owned, locally serving retail store profits stay here and they are taxed. Was the Finance Director spoken to about identifying where the various types of income are coming from?
- Top level review shows that commercial development is good. Residential costs more. We could take a little hit on senior housing, with an overall benefit. The fact that commercial development is good doesn't mean that every development is going to be commercial; there is going to be residential development. You must find the strategies that ideally adds the types of residential developments that compliments the community.
- A fiscal impact of traffic increase is that accidents increase which affects public service.
- What would be the positive of annexing existing residential? You get more income tax revenue, more property tax revenue which more than offsets the demands on public service.

It is very difficult to annex existing residential area.

- This is not the final plan.
- If nothing is done, money will still run out. Based on projections, money would run out within the next few years. There are more sources of revenue that weren't included in the analysis.

NEXT STEPS

- Will e-mail information so everyone can review and think about; mark it up and send comments back so that consultants can re-evaluate. Fiscal analysis will be sent also.
- Allow City's Finance Committee to review and provide insight.
- Meeting with County and Township representatives to review land use plan.

OTHER BUSINESS

Third public open house is June 17th at 7:00. A refined version of the land use plan will be presented.

ADJOURNMENT

Next Meeting: