



LAND USE PLAN



Introduction

This section of the plan documents Powell’s current land use patterns, and provides recommendations for future land use and development decisions within the community. The Land Use Plan is a guiding framework to be used when making public and private decisions about development, redevelopment, and related infrastructure investments. The plan consists of a Future Land Use Map, and a series of related development guidelines and policy recommendations. Pages 28-45 provide descriptions of each land use category depicted on the Future Land Use Map, with specific policies related to transportation, infrastructure, open space, and development standards.



Current Land Use Patterns

Powell is primarily a residential community, with over half of the City’s land area comprised of residential uses, mostly single family subdivisions. Nearly 5 percent of Powell is comprised of attached housing types, with most of these being suburban-style condominium developments. Both detached and attached housing types are of high quality throughout the community.

Residential densities are generally low with wide lots, and street layouts within the subdivisions are often circuitous and poorly connected. This combination of design factors result in relatively long walking distances for most residents, even when neighborhood services are located in close proximity “as the crow flies.”

Approximately 10 percent of the City’s land area is dedicated to existing employment uses, most of which are retail. Employment uses are located in and near downtown, along Grace Drive, the Wolfe Commerce Park at Liberty and Seldom Seen Roads, along Powell Road/SR 750, along Sawmill Parkway at various locations,

and at Home Road and Sawmill Parkway. Excluding Downtown Powell, the City’s neighborhood service retail centers are built in a low-density, auto-oriented style. These developments are not conducive to foot or bicycle access.

Just over 5 percent of Powell’s current land area is vacant and available for development. However, there are opportunities for infill redevelopment in and near Downtown Powell and in other targeted locations. Additional vacant land immediately adjacent to Powell but not within the city limits is also available for development, and could develop with or without annexation into the city. The potential for infill, redevelopment and geographic expansion were explored in the scenarios analysis described on pages 26 and 27.

City of Powell Existing Land Use 2015			
Land Use Color	Land Use Category	Acreage	%
	Residential - Detached	1662.57	49.92%
	Residential - Attached	164.73	4.96%
	Commercial/ Retail	204.16	6.13%
	Commercial Golf Course	233.74	7.02%
	Parks/Open Space	168.70	5.07%
	Institutional	55.53	1.67%
	Office	48.95	1.47%
	Industrial	12.21	0.37%
	Agriculture	32.22	0.97%
	Railroad (Land Use Category)	25.31	0.76%
	Vacant	189.26	5.52%
	Right of Way	425.55	12.78%
Total		3330.09	100%

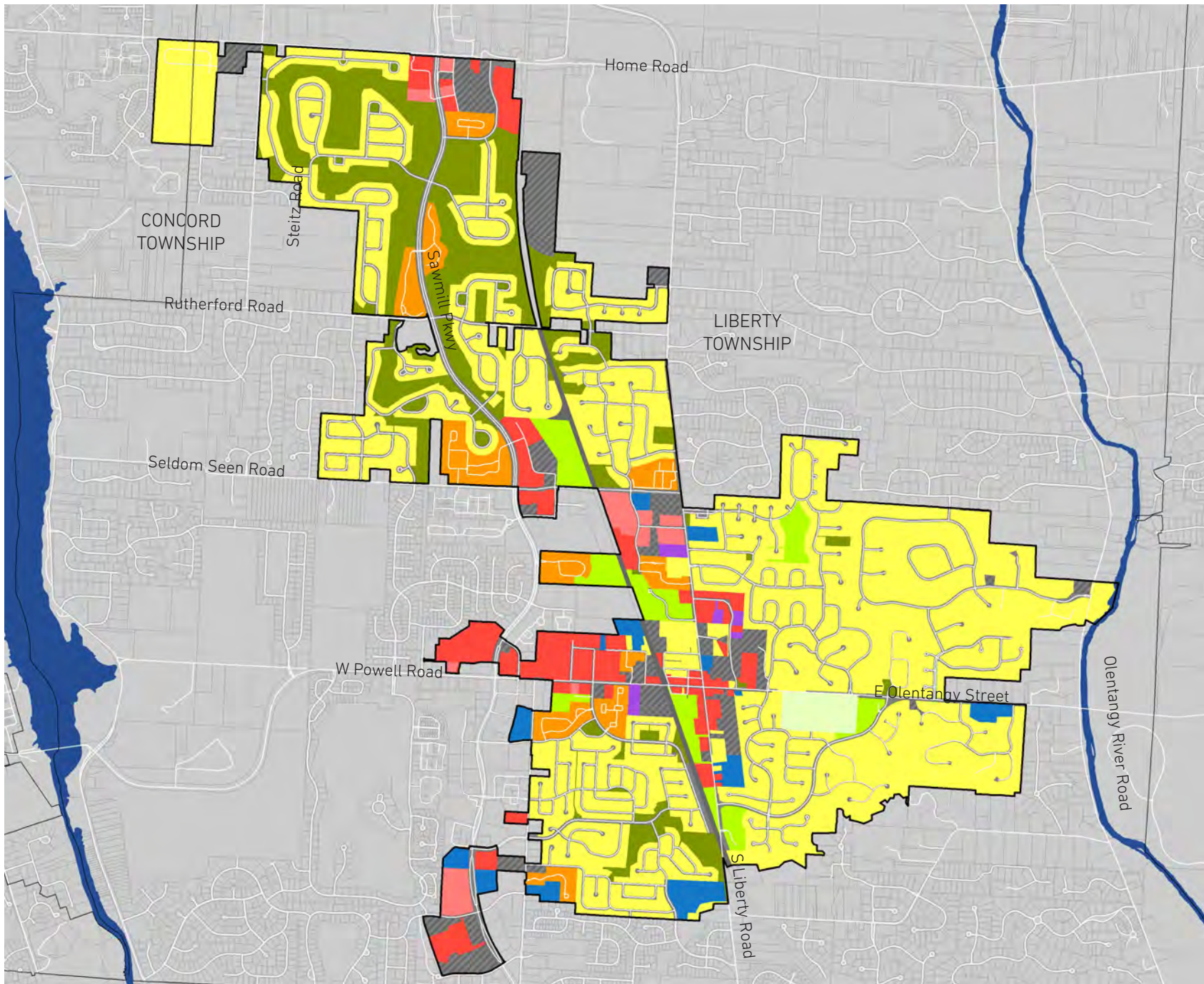
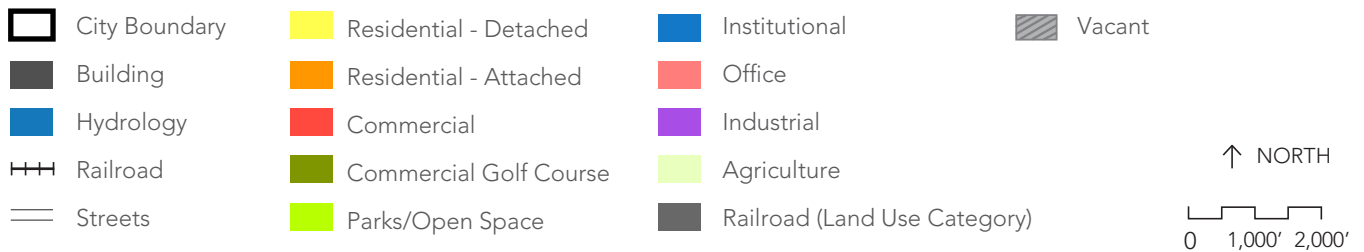


Exhibit 2.1: Existing Land Use



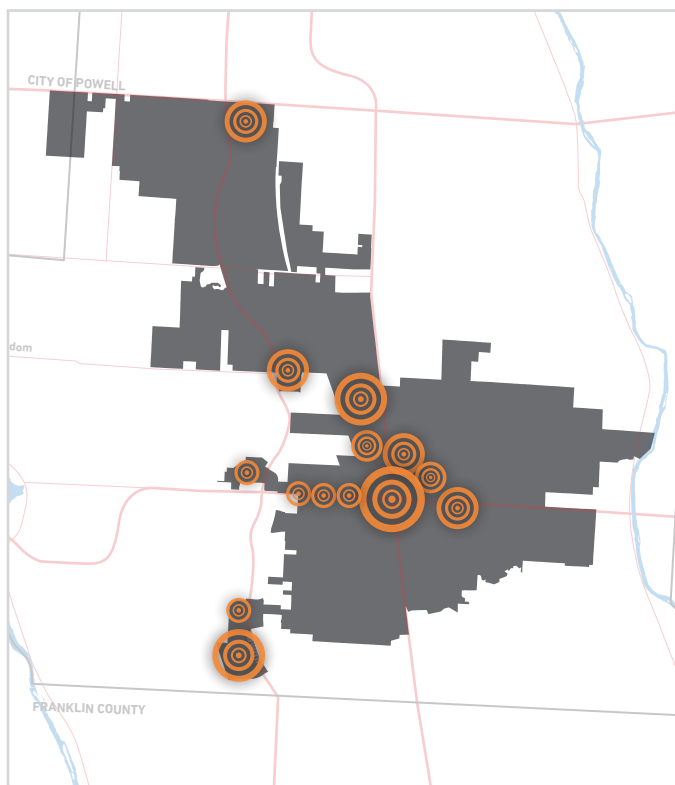
Development Scenarios

To thoroughly consider options for Powell’s future, three conceptual scenarios for growth and development were analyzed. These ranged from an assumption that Powell no longer continues to annex land, to both modest and potentially more expansive growth schemes. Each of these scenarios was examined in terms of development capacity using assumptions about future land use, development densities and infrastructure impacts. Refer to the Appendix for more details about these assumptions.

Scenario 1:

Infill & Redevelopment Focus

In this scenario, Powell stops annexing land, and encourages targeted infill and redevelopment within current city boundaries. Possible redevelopment areas include sites near Downtown and ageing commercial centers. The remaining vacant land in the city builds out. Liberty Township continues developing according to current plans (primarily low-density single-family).

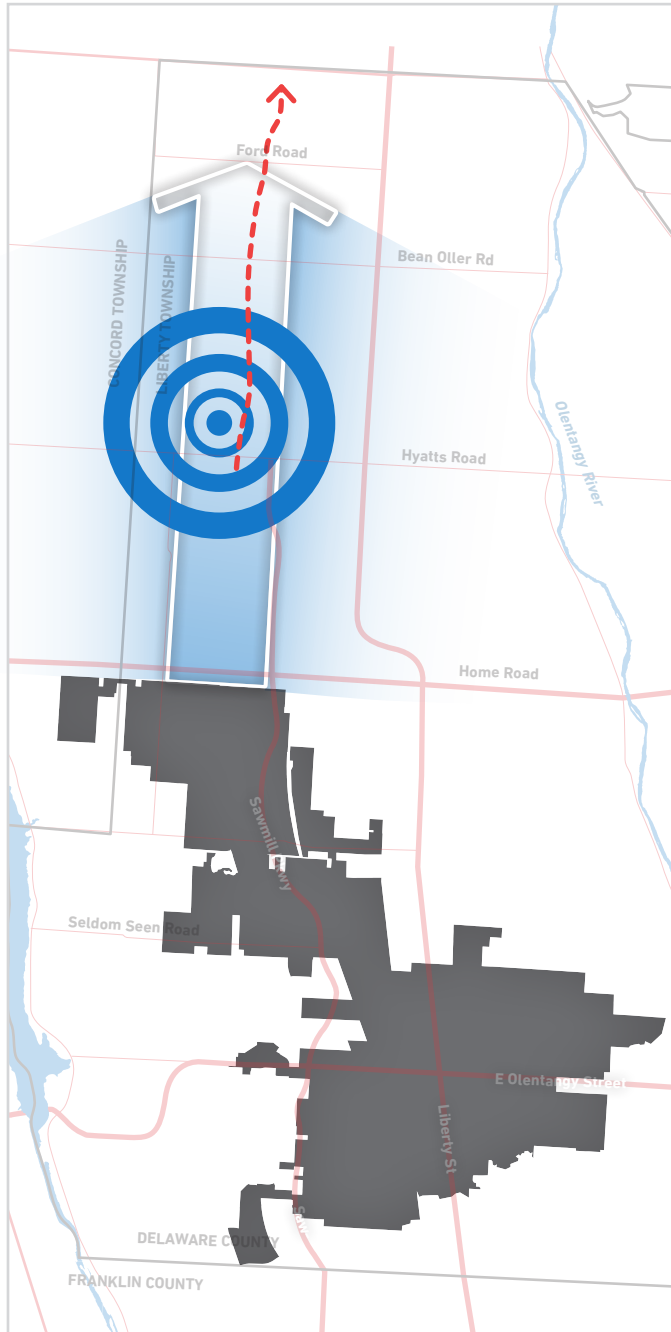


Scenario 2:

Strategic Annexation Policy

In Scenario 2, Powell pursues targeted annexations, and geographically ‘fills out’ to create a consolidated service area. This expansion can also go beyond Home Road to incorporate school facilities and commercial areas there. Powell also focuses on annexation along the existing Sawmill Corridor south of Powell Road with the intent to redevelop and add density the corridor.





Scenario 3:

Northward Growth Corridor

In this scenario, Powell takes an active role in growth policy north of Home Road. Management may be done through direct annexation efforts and (or) through cooperative planning with surrounding jurisdictions. Under this scenario, Powell enacts development policies that focus growth along and near the Sawmill corridor, while limiting low-density sprawl outside of the corridor.

Accomplishing this would require one or more master development plans and associated land massing. Additionally, completing this plan would require multi-jurisdictional planning efforts between Powell, Liberty Township, Concord Township, Delaware County and, potentially, the City of Delaware.

Development of the Land Use Plan: A combined approach

These three scenarios were tested from a transportation and fiscal impact perspective (refer to the Thoroughfare Plan and Fiscal Analysis sections), and also presented to the public at the April 15th public workshop. Workshop and online participants were asked to discuss and prioritize the scenarios, while the technical analyses helped to identify potential costs and benefits for consideration. Both public sentiment and the technical analyses suggested a hybrid approach to the scenarios will present the greatest benefit to Powell's long term fiscal health, as well as its ability to control its own destiny by influencing development patterns and community character in areas that are likely to experience future growth.

Future Land Use

The intent of the Future Land Use Map is to illustrate a broad pattern of land use and development types across the City of Powell and potential growth areas. It is not intended to designate very specific land uses for individual parcels of land. Many of the land use categories are intentionally broad with respect to the types of residential and commercial uses that may be appropriate. This map serves to guide the City of Powell as it implements the plan, through actions such as zoning amendments, development approvals, annexation agreements, and capital improvements. The plan is also a resource for property owners and developers to understand how their properties fit within the larger context of development patterns envisioned for Powell.

It is important that the Land Use Plan provide a certain degree of flexibility, so that new and unexpected opportunities can be considered as they arise. The plan should be updated on a regular basis, so that interim decisions are documented and policy recommendations can be re-evaluated for appropriateness and relevancy. As time goes on, there will likely be development proposals in certain areas that do not strictly conform to the recommendations of the plan. Such proposals should be considered on their own merit, with the plan serving as a guide in the decision-making process. However, proposals that clearly deviate from the key goals and intent of the plan should be closely scrutinized and vetted through the public review process to ensure they are appropriate for the community. However, it is also imperative to recognize private property rights as established under current zoning (refer to the Executive Summary of this document for a more detailed discussion).

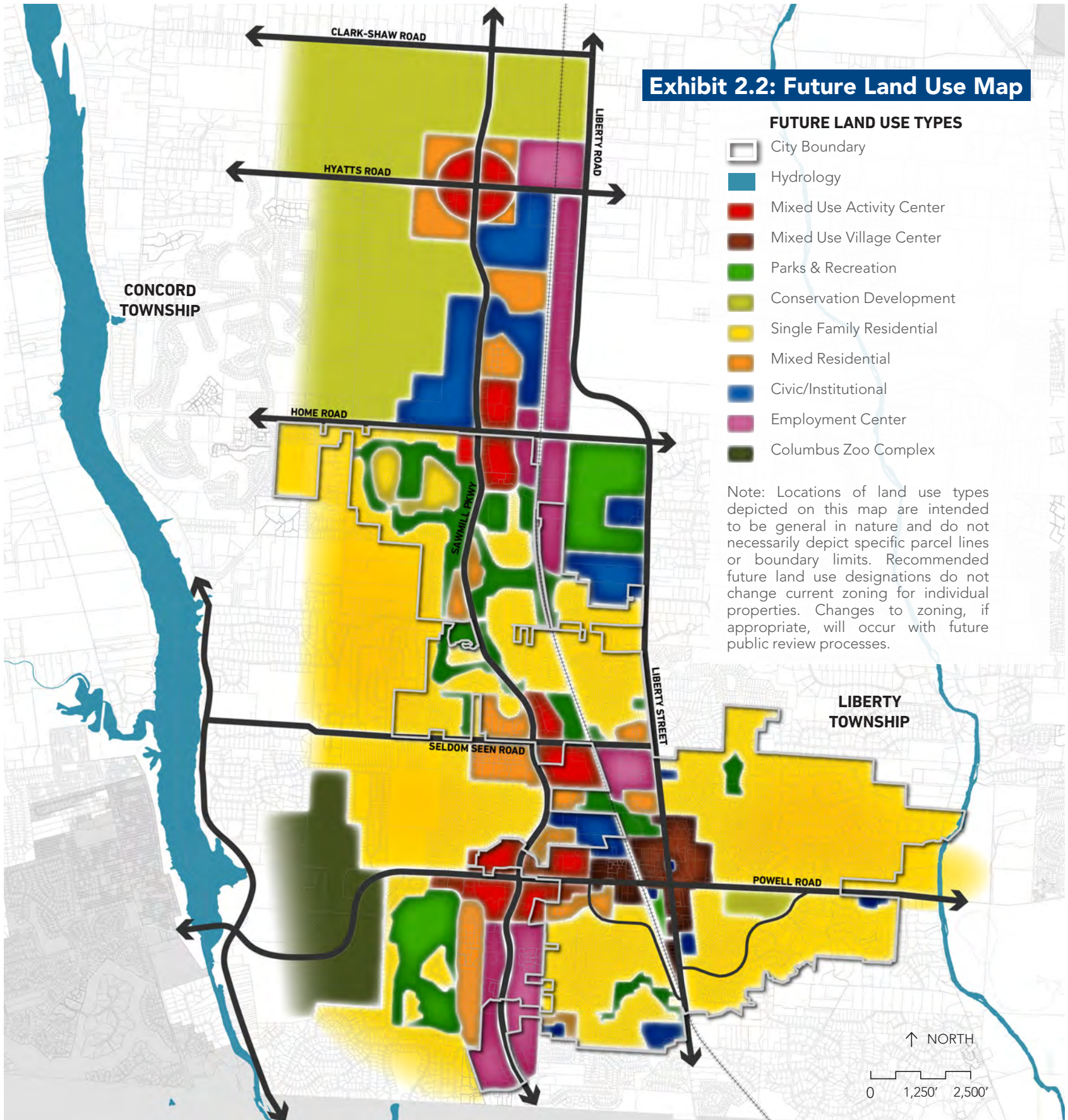
In most cases, the boundaries of individual land use categories depicted on the Future Land Use Map are intended to be general, showing the relative relationship between different land uses. Typically, development patterns will transition in terms of the mixture of uses, scale and intensity, and the degree of urban, suburban and rural character. The plan (page 29) depicts a general pattern of land uses both within the current City of Powell corporate limits, as well as in portions of Liberty and Concord Townships in close vicinity to the municipal boundary. It is important to recognize that this is not an annexation plan - the areas depicted with a future land use type are not intended to suggest that the City of Powell will seek or support annexation of specific parcels

of land. Rather, the Future Land Use Map is intended to depict preferred land uses and development patterns, regardless of the jurisdiction within which development may occur. As discussed in the Fiscal Analysis section, annexation of specific properties into the City of Powell will require case by case analysis, based on requests for annexation initiated by individual property owners.

Each of the future land use types is described in further detail on the following pages. This includes a description of the purpose and intent of each type, a discussion of where in Powell or surrounding lands the use is appropriate for consideration, and a series of recommended development guidelines. Representative examples from Powell and other communities are also provided to help illustrate the potential scale and character of the development type. These generally reflect the results of a “visual preference survey” conducted at the April 15th, 2015 public workshop, in which participants were asked to vote on various images to help identify which were most appropriate for Powell and where the development type should be considered. This exercise, combined with the scenario prioritization exercise, helped to guide the development of the future land use plan. It should be noted that maximum development densities are not explicitly stated for individual land use types, although typical densities were used as assumptions for transportation and fiscal modeling purposes (refer to the Appendix, pages A76-A77). Quantitative measures such as maximum density are often over-emphasized during the development approvals process, sometimes at the expense of the much more important considerations of design detail and quality. This plan emphasizes quality and character over density.

In broad terms, the Future Land Use Plan encourages a shift toward more compact, walkable, mixed use development patterns. Mixed Use Centers are recommended at major nodes along Sawmill Parkway, and Downtown Powell is given special consideration as a unique type of Mixed Use district. In addition to employment within mixed use centers, specific zones of employment-generating uses are designated along portions of Sawmill Parkway, Liberty Road and Home Road. Conservation Development patterns are recommended as an alternative to the typical single family subdivision to the north of Home Road. Mixed Residential development types are recommended in various locations as a means to increase housing options throughout the community, particularly in close proximity to Mixed Use Centers.

Exhibit 2.2: Future Land Use Map



FUTURE LAND USE TYPES

- City Boundary
- Hydrology
- Mixed Use Activity Center
- Mixed Use Village Center
- Parks & Recreation
- Conservation Development
- Single Family Residential
- Mixed Residential
- Civic/Institutional
- Employment Center
- Columbus Zoo Complex

Note: Locations of land use types depicted on this map are intended to be general in nature and do not necessarily depict specific parcel lines or boundary limits. Recommended future land use designations do not change current zoning for individual properties. Changes to zoning, if appropriate, will occur with future public review processes.

LIBERTY TOWNSHIP

↑ NORTH

0 1,250' 2,500'

Mixed Use Village Center

Intent

Downtown Powell is the historic heart of the City, and is widely recognized as the community’s center of identity. Its quaint village scale and Midwest vernacular architecture represent a small-town feel that many Powell residents identify with and desire to protect. The Mixed Use Village Center land use type responds to the unique character of Downtown Powell, and generally applies to the area corresponding to the Downtown Powell business district as identified on the Future Land Use Map.

The traditional village character of Powell’s historic heart should be preserved, while also accommodating sensitive infill and redevelopment in certain locations. A variety of uses and activities are encouraged to support a vibrant, walkable village center. Building heights and massing should be closely coordinated with the scale of existing buildings to create a cohesive character that blends new and old structures. This applies to both commercial and residential buildings.

Within this area a more refined breakdown of land uses is considered, as depicted on the diagram to the right. Generally, commercial and mixed use building types will be most successful when located along arterial roadways, such as Olentangy Street and Liberty Street, and collector streets such as Grace Drive. Village scale residential buildings should be located on local streets that connect to the arterial network. Refer to page 70 of the Transportation Plan for more information on proposed street conditions in Downtown.

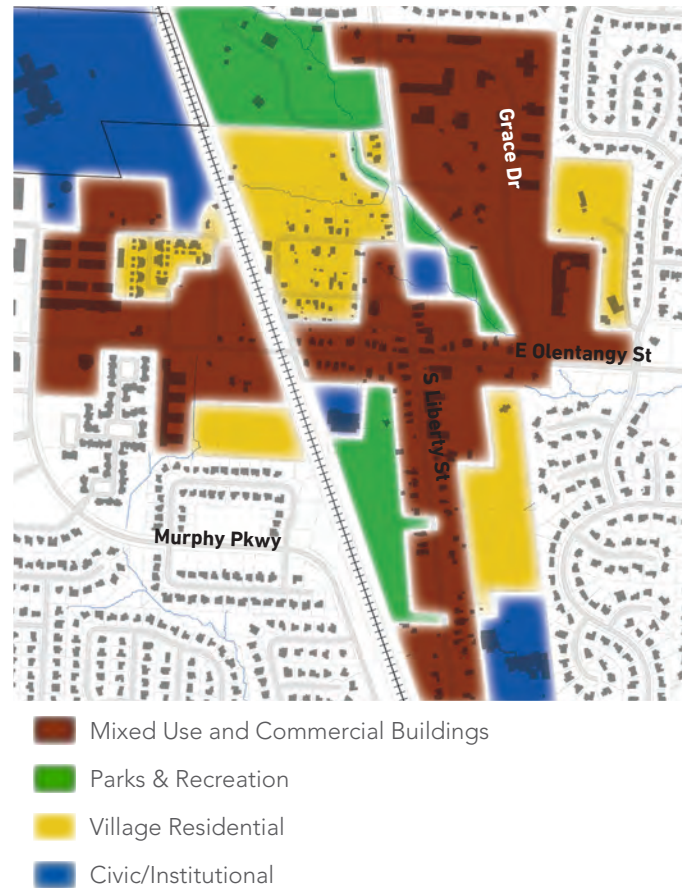
Development Guidelines

- Commercial and mixed use buildings should be located adjacent to the public sidewalk with prominent main entrances and storefront windows. Outdoor patio spaces are encouraged.
- New development should be designed to create an interconnected public street network that will provide alternative routes to downtown businesses and eliminate the need for left turns at the Four Corners intersection.
- Shared and interconnected parking areas should be provided behind commercial buildings. Parking lots

should be physically linked together or accessible from public alleys.

- All streets should have tree-lined sidewalks, decorative street lamps and other pedestrian-oriented streetscape amenities.
- Local streets should have on-street parking to help control traffic speeds.
- New residential development should include small neighborhood pocket parks. Opportunities to create a more prominent public street presence for the Village Green and/or a recognizable town square should be explored.
- High quality materials and architectural detailing is critical to ensure new development contributes to the village character.

Exhibit 2.3: Mixed Use Village Center Detail



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Village Center - Mixed Use/Commercial Examples



Parking Behind Building

Urban Style Building

Transparent, Active First Floor Storefronts

Baxter Village, Fort Mill, SC



Flat Roofs

Active Second Floor Space

On-Street Parking

Outdoor Dining

New Town, VA



2 Stories Maximum in Height with Towers or Architectural Feature

Built Close to the Sidewalk

Mixed Brick and Siding Facade with Color Variations

Powell, OH

Village Residential

Downtown Powell has begun to experience infill and redevelopment pressures over the past decade, exemplified by the successful commercial developments at 50 South Liberty Street and at the northeast corner of Liberty and Olentangy Streets. Both of these have been designed with sensitivity to the architectural character of the historic village center. Even more recently, interest in new development has increased, with a number of proposals to develop new types of residential products in and near Downtown. These include potential apartment buildings, 2-4 unit condominiums and single family detached condominiums. All of these housing options respond to the growing demand for alternatives to the conventional low-density single family home, and the desire of more people to live in and near walkable mixed use neighborhoods with a unique “sense of place.” These types of housing options are also recommended in the 2004 Downtown Powell Revitalization Plan and the 1995 Comprehensive Plan.

However, with each of these proposals, there has been much debate within the community about what types and densities of housing are appropriate for Downtown. Most of the concern has revolved around the potential impact of additional automobile traffic on the already heavily congested downtown roadways, particularly at the problematic Four Corners intersection. This concern culminated in a voter referendum in 2014 and approval of an amendment to the City Charter prohibiting the approval of “high density” housing in the downtown business district. The amendment defines high density as any dwelling containing more than one family. During the course of this comprehensive planning process, the amendment was challenged in court, and a resolution had not been determined at the time this plan was written. For this reason, it is appropriate for the community to be prepared for potential changes to the City Charter.

This Comprehensive Plan acknowledges the limitations to downtown residential development as specified by the Charter Amendment. However, it also recognizes the integral role that housing plays in a mixed use district by supporting local retail, restaurants and neighborhood services. Well-designed residential neighborhoods with high-quality architecture, accessible public open spaces and walkable streets can have a positive contribution to community character and residents’ quality of life – with

the right design, density is merely an outcome, rather than a determinant of quality development. If sensitively designed to fit with the scale and unique character of existing downtown development, a variety of housing options could be appropriate and beneficial in advancing the economic vibrancy, character, and livability of Downtown Powell.

Despite the potential benefits, it is critical that community concerns regarding unwanted impacts of new residential development be addressed. It should be noted that while all land uses produce traffic, one of the benefits of compact, walkable mixed use development is that some automobile trips can be replaced by other modes, such as walking and bicycling. Also, as discussed in the Transportation Plan (Section 3), one of the key recommendations to improving traffic flow in Downtown is the creation of an interconnected street system that will concentrate left turns at controlled intersections and provide alternate routes for those traveling to downtown destinations. In some cases, new local streets are most likely to be constructed as part of new private development projects, and many of these are likely to have a residential component. In this way, new residential development in Downtown can actually help to improve traffic conditions.

Within Downtown, new residential development should be compatible with the height, scale and design aesthetic of existing downtown buildings. Specific housing types and densities for new development proposals will be required to meet the requirements of the downtown housing Charter Amendment for as long as it is in effect. However, if the Charter was to be further revised in the future, it will be necessary to establish clear expectations for other types of housing that could be considered for Downtown Powell. In all cases, high-quality architecture, construction detailing, and site design standards are of utmost importance to preserving and enhancing the character of Downtown. Even without the Charter Amendment, the need for sensitive and compatible design to coordinate with the historic character of Downtown would mean that certain types and scales of residential architecture will not be appropriate for the village core, despite being appropriate in other parts of the community.

Village Center - Village Residential Examples



Ashton Grove, New Albany, OH

← Off-Street Parking in Rear or Side

← Tree Lined Streets



Danielson Grove, Kirkland, WA

← Traditional Character

← Small Lots (may be fee simple or condominium)

← Connecting Sidewalks



Harrison West, Columbus, OH

← 2 Stories in Height

← Built Close to the Sidewalk

← Mixed Brick and Siding Facades with Color Variations

Mixed Use Activity Center

Intent

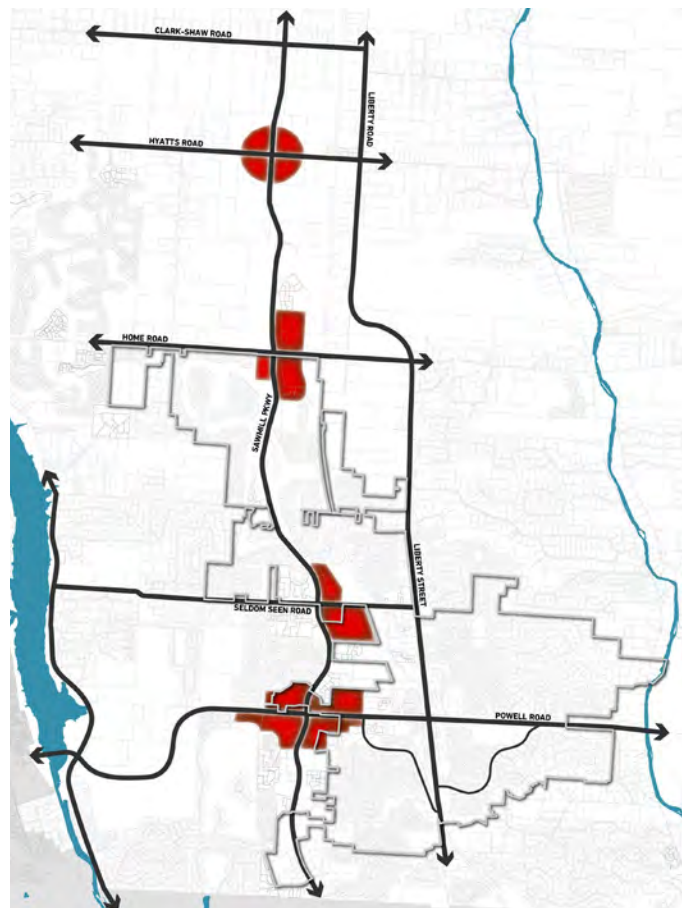
This land use type responds to growing demand for walkable places that offer a wide variety of business services, amenities and housing options. Mixed use centers have a more urban development form, but can have a variety of scales. These development types allow for a more efficient development pattern that does not require automobile travel for all daily needs which helps to alleviate traffic.

Development Guidelines

- Uses may be integrated vertically within buildings, such as residential or office over ground-floor retail, or horizontally among single-use buildings that are closely coordinated.
- Mixed Use Activity Centers should incorporate commercial and mixed residential development including townhomes and multi-unit buildings. (See *Mixed Residential Neighborhood* for more description.)
- Developments should be designed to create a system of interconnected streets and blocks.
- Streets should be designed to prioritize pedestrian and bicycle travel.
- On-street parking should be permitted to contribute to required parking maximums.
- Off-street parking should be located to the rear or side of buildings.
- Commercial buildings should be located adjacent to the public sidewalk with publicly accessible main entrances and transparent storefronts.
- Buildings heights may range from one to three stories
- Mixed use buildings should have a durable and lasting character, able to be repurposed over time.
- Mixed Use Activity Centers should include a variety of public spaces such as open squares, greens, and plazas.

Where is this appropriate?

Mixed Use Activity Centers are recommended as nodes of activity at the major arterial intersections along Sawmill Parkway. These include the existing and currently developing suburban retail strip centers at Powell Road, Seldom Seen Road and Home Road. New development or future redevelopment in these locations should take a more walkable form with mixed uses. An entirely new Mixed Use Center is recommended at the intersection of Sawmill Parkway and Hyatts Road. Most of the development that occurs north of Home Road should be concentrated in this new center as an alternative to continued sprawl development patterns.



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Mixed-Use Center Examples



- Urban Style Building
- Pedestrian Area
- Transparent Storefronts

Norton Commons, Lexington, KY



- 2-3 Story Commercial Buildings
- Streetscaped Plazas

Crocker Park, West Lake, OH



- 2-3 Stories in Height with Architectural Elements
- Mixture of Building Materials with Color Variations
- On-Street Parking

Birkdale Village, Huntersville, NC

Employment Center

Intent

Employment generating land uses are critical to Powell’s fiscal health, contributing to the City’s revenue base. The community currently has a limited amount of employment centers; existing business parks and corridors should be encouraged to infill with additional facilities if possible. Incorporating new employment centers will be an important part of Powell’s growth strategy. A variety of office, tech/flex space and clean manufacturing/assembly facilities should be encouraged in key locations. It should be noted that Mixed Use Centers also provide employment opportunities, including a mixture of office and retail uses. Likewise, the boundaries between adjacent Mixed Use Centers and Employment Centers may be fuzzy. Employment-generating institutional uses with a residential component, such as nursing homes and assisted living facilities, are appropriate in some locations as well.

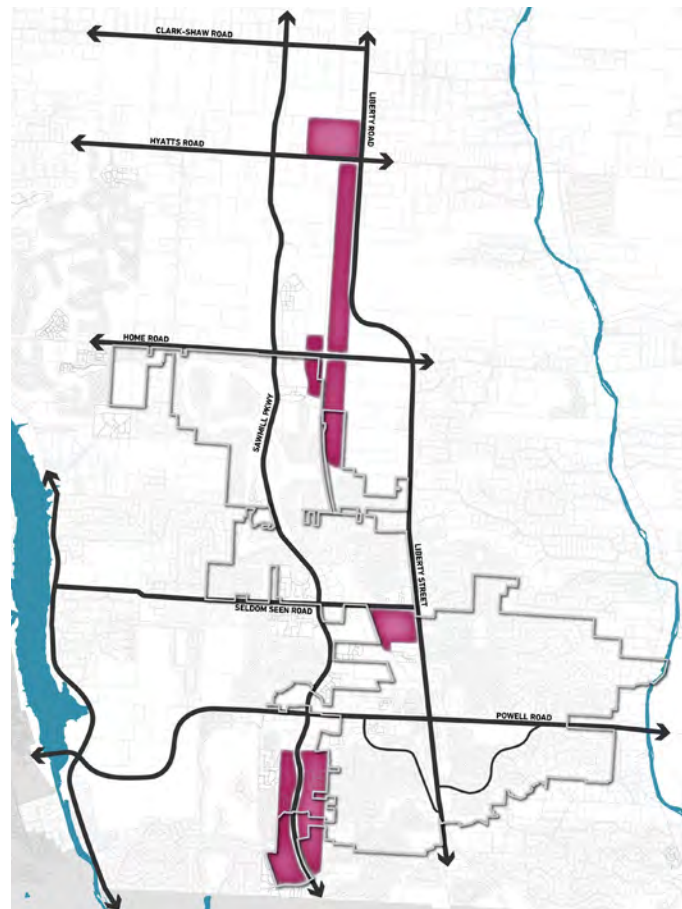
Development Guidelines

- Arterial roadway access is critical to the success of employment areas. Industrial uses will require accommodations for heavy truck traffic.
- Streets within employment areas should include sidewalks and/or multi-use paths and encourage connections to neighborhoods and other commercial centers.
- In campus and business park settings, shared parking arrangements should be encouraged, although most businesses will require some amount of dedicated parking.
- Large industrial facilities, warehouses, and flex/R&D space will often have relatively low parking needs.
- Buildings should be oriented toward the front of the lot, but will typically be set back 30 to 50 feet. Parking should be located to the side or rear.
- Loading docks and bays should be oriented away from public streets or screened with landscaping.
- Industrial, flex and warehouse buildings should balance economic construction with basic aesthetics.
- Office components and main visitor entrances should be located on the front facade.

- Railroad spurs to light manufacturing and warehouse may be necessary.

Where is this appropriate?

The existing Wolfe Commerce Park includes undeveloped land available for additional business development within the current Powell corporate limits. The commercial corridor along Sawmill Parkway south of Powell Road offers another opportunity to incorporate employment-generating uses. Future development opportunities for light industrial uses exist along the railroad corridor near Home Road, Hyatts Road and adjacent to Liberty Road.



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Employment Center Examples



Prominent Main Entrance

Connect with Sidewalks

Shared Parking

Office Building, John's Creek, GA



High Quality Building Materials

Parking Behind the Building

Office Building, New Albany, OH



Flex Industrial/Research & Development Space

Loading Docks Oriented Away from Front Door

Industrial Flex Space, Poland

Mixed Residential

Intent

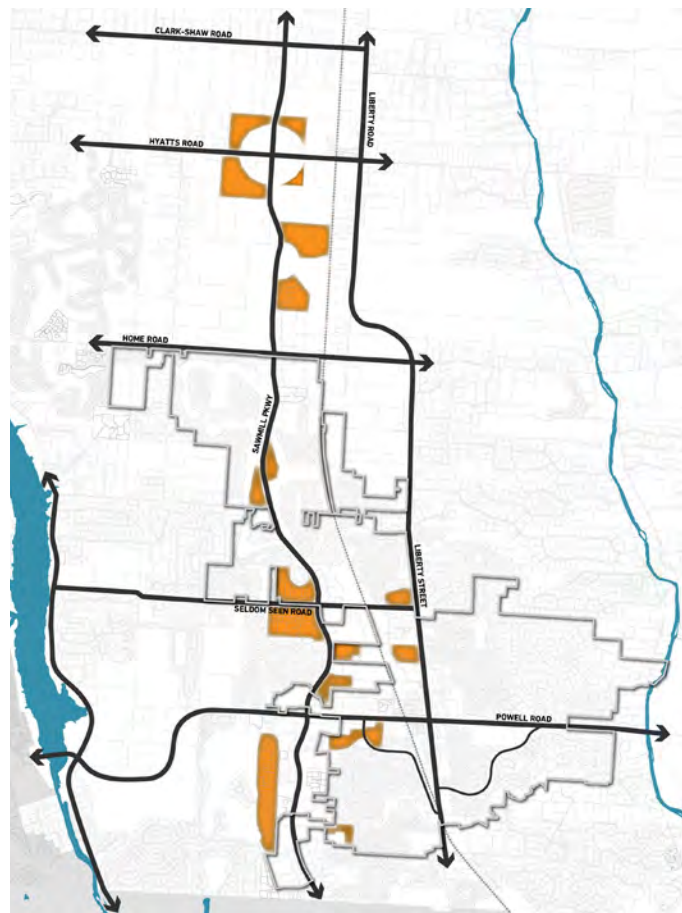
This land use type responds to changing demographic and market trends and offers alternative housing types that will cater to the growing empty nester/senior population as well as younger individuals and couples seeking a lower maintenance lifestyle. Mixed Residential neighborhoods accommodate a wide array of both attached and detached housing types including multi-level flats, small lot homes and townhomes. Ideally, all of these housing types are integrated into a cohesive neighborhood.

Development Guidelines

- Neighborhoods are designed with multiple interconnected streets with an emphasis on the pedestrian.
- Cul-de-sacs and dead-ends are not appropriate.
- Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees.
- Arterial streets leading to or through these neighborhoods should be lined with multi-use paths.
- On-street parking should be permitted.
- Front setbacks should range from 10 to 20 feet, with porches, lawns or landscape gardens between the sidewalk and building face.
- Buildings should frame the street, with modest side setbacks, creating a relatively continuous building edge.
- Garages and parking areas should be located to the rear of buildings, accessed from a rear lane or alley. If garages are front-loaded, they should be setback from the building face.
- Neighborhoods should be designed with architectural diversity in terms of building scale, form, and style.
- High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged
- Neighborhoods should include a variety of publicly accessible parks and open spaces

Where is this appropriate?

Existing condominium communities offer the only current alternative to the single family subdivision, but often lack architectural diversity, which could be improved over time. Additionally, Mixed Residential neighborhoods should be considered as an integral component of the Mixed Use Center land use type, providing a residential base to support neighborhood businesses in a walkable distance. (See *Mixed-Use Center* for more description.)



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Mixed Residential Examples



Mixture of Building Styles

Strong Relationship between the Front Door and Public Sidewalk

Atlanta, GA



Diverse Housing - Small Lots

Shared Community Open Space

Danielson Grove, Kirkland, WA



2-3 Stories in Height Maximum with Architectural Elements

Mixture of Quality Materials with Color Variations

Harrison West, Columbus, OH

Conservation Development

Intent

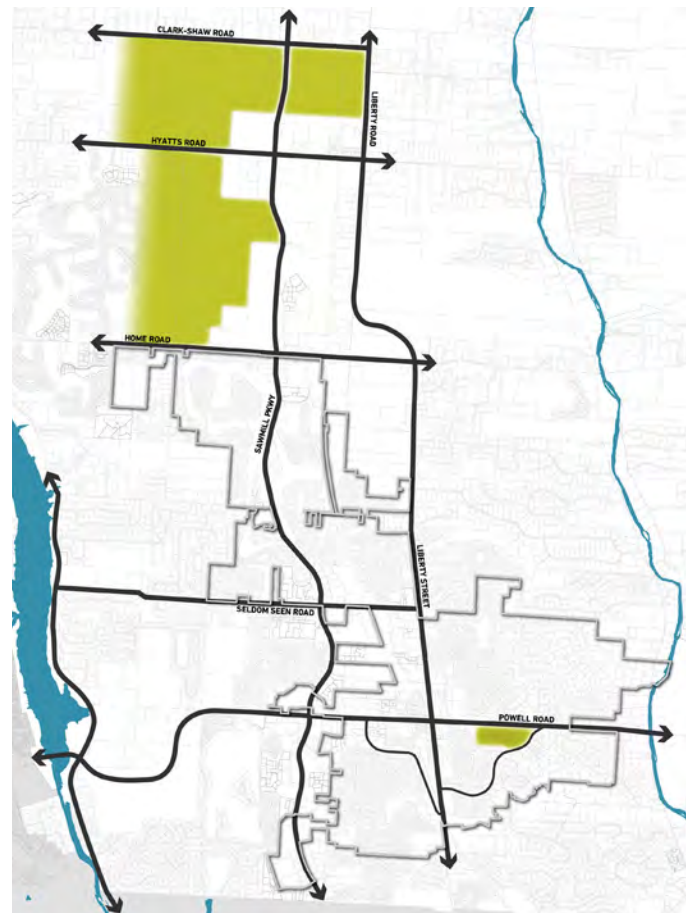
This land use type offers an alternative to residential sprawl. Conservation Development balances development pressures with goals of preserving open space and responding to market demands for alternative types of neighborhoods. Conservation Development is designed to work with the natural landscape, clustering homes together into neighborhoods and preserving large amounts of open space. At least half of the overall development should be preserved to create an interconnected greenway system.

Development Guidelines

- Conservation developments are master planned and designed to preserve significant amounts of open space.
- These communities are likely to be entirely residential, but may incorporate mixed use and, where supported by the market, commercial development at major intersections.
- Local streets should be designed to encourage interconnectivity to and through the neighborhood.
- Cul-de-sacs should be discouraged unless necessary due to topographic or environmental constraints.
- Multi-use paths should be provided throughout conservation communities.
- Sites should incorporate large scenic landscape setbacks from existing rural roadways.
- Residential buildings should be clustered together and oriented in a manner that encourages community interaction among residents.
- At least 50% of the overall site area should be preserved.
- Open spaces within Conservation Developments should emphasize interconnected greenway systems and preservation of environmentally sensitive lands.
- Residential buildings may take a variety of forms, but traditional midwestern vernacular is encouraged.

Where is this appropriate?

Existing farmland north of Home Road will face the same residential development pressures that have resulted in suburban subdivisions throughout Liberty and Concord Townships. Conservation Development patterns should be the standard for all new residential-only development in these areas. On a smaller scale, individual sites with streams, woodlots or other natural features, such as the Bennett Farm on Powell Road, should be developed with conservation design principles if they cannot be preserved entirely as open space/recreation.



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Conservation Development Examples



Clustered Residential

Preserved Open Space

Jackson Meadow, Marine on St. Croix, MN



Traditional Midwest Character

Public Multi-Use Paths

Greenspace

Jackson Meadow, Marine on St. Croix, MN



Clustered Residential

Minimum 50% Open Space, Naturalized

Jackson Meadow, Marine on St. Croix, MN

Single Family Residential

Intent

This land use type includes existing low density single family subdivisions that have developed throughout Powell over the past forty years. This land use type is not intended for extensive application beyond existing or currently planned developments, or where new suburban residential development would most appropriately coordinate with adjacent developments. The Mixed Residential land use type (pages 38-39) offers alternative housing types to accommodate changing market preferences. This will help diversify Powell's housing stock while also preserving value in existing single family neighborhoods discouraging over saturation of an individual housing type. Also, the Conservation Development land use category (pages 40-41) offers an alternative to the conventional suburban residential subdivision that balances the desire for non-urban living while also preserving rural character.

Development Guidelines

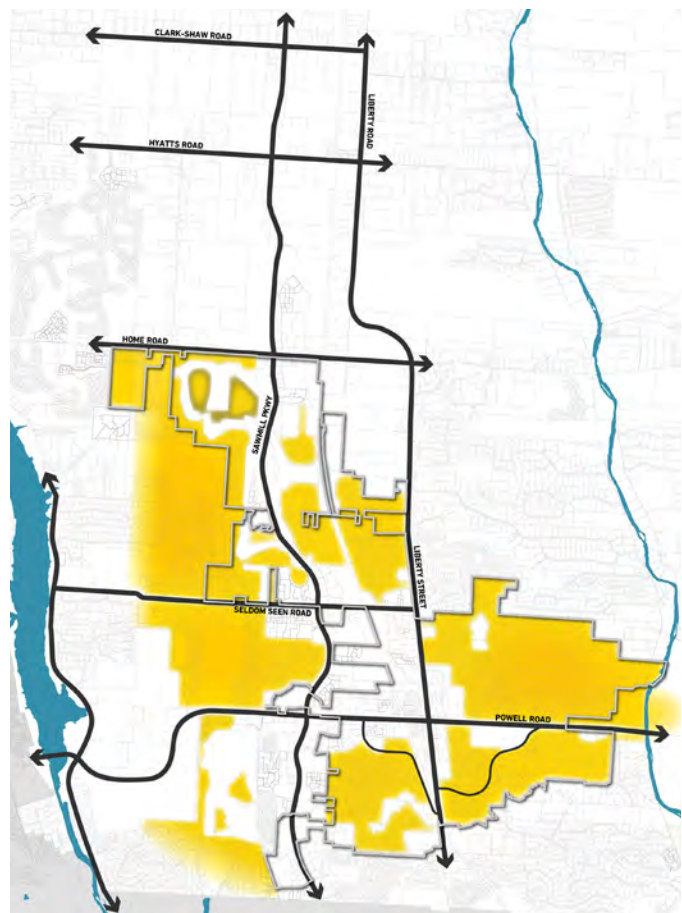
- New Single Family Residential streets should be designed to encourage interconnectivity to and through the neighborhood and to surrounding subdivisions.
- Cul-de-sacs and dead-end streets should be discouraged unless necessary due to topographic or environmental constraints.
- Suburban residential subdivisions are auto-oriented by design. To the extent possible, this approach to residential development should be de-emphasized.
- Sidewalks and/or shared use paths should be provided on all streets, with connections to larger pedestrian and bicycle systems. Sidewalk retrofits in existing subdivisions should be considered after thorough consultation with and support from existing residents.
- Reverse frontage lots should be avoided. Homes should not back onto arterial or collector streets, unless those roadways are designed with substantial green space setbacks.
- Homes should be designed with "four-sided" architecture. Garages doors should not dominate

the front facade; ideally garages should be set back from the front facade and/or side-loaded.

- High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Special attention should be paid to material specifications and installation.

Where is this appropriate?

New suburban single family subdivisions are most appropriate for smaller infill development sites surrounded by existing single family developments.



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Single Family Residential Examples



Front Porch

Connect with Sidewalks

Stapleton, CO



Garages and Off-Street Parking to the Side or Rear

Sidewalks and/or Shared Use Paths

Powell, OH



High Quality Building Materials and Architectural Details

Ashburn, VA

Civic and Institutional

Intent

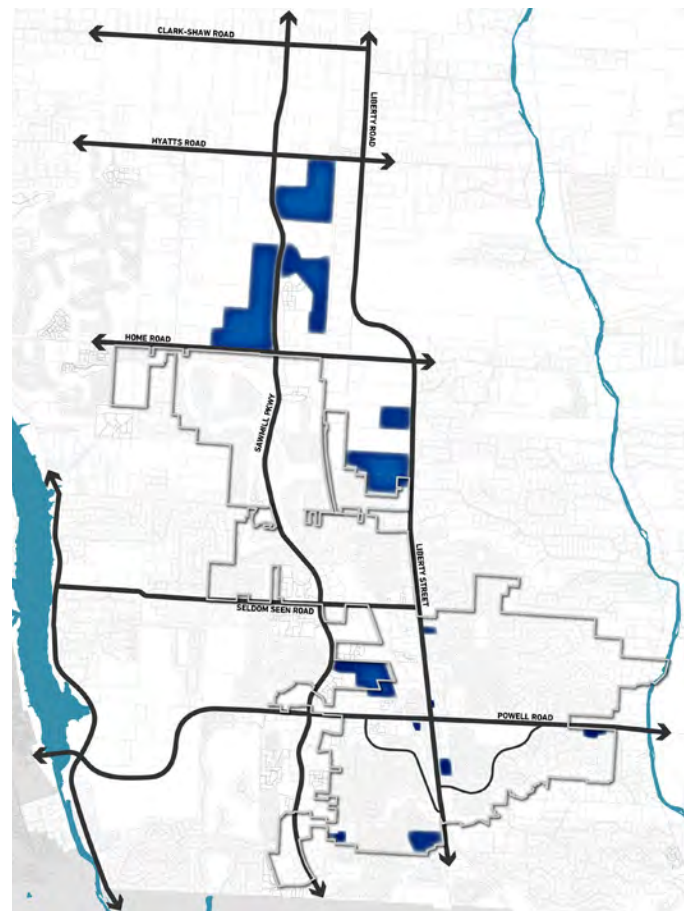
Civic and Institutional uses include government, educational and religious facilities and other types of public and private facilities intended for public assembly and gathering. These types of civic uses fill an important role in community life and identity.

Development Guidelines

- Civic uses should have a strong architectural presence along public streets to reinforce their connection to the public realm.
- The scale, form, and character of civic and institutional buildings should respond to the surrounding development context. However, civic buildings should be recognizable as serving a special function in the community. This may be achieved through monumental architectural elements, such as towers, cupolas, spires or grand entrances.
- Main entrances should be connected to the sidewalk, but buildings typically will have landscape setback between the street and building face.
- Civic facilities often serve as destinations for meetings and events that require automobile travel. However, streets providing access to institutions should balance auto access with other modes.
- Neighborhood-oriented institutions, particularly schools, should be accessible by foot and bicycle.
- Shared parking with other nearby uses should be encouraged to minimize large expanses of pavement. This is particularly important for religious institutions, which often require large amounts of parking, but which is only used once or twice a week.

Where is this appropriate?

Existing schools, religious facilities and government buildings are shown on the Future Land Use Plan. Most of the Olentangy Local Schools facilities are located immediately adjacent to Powell, but outside of the corporate limits. These could be incorporated into the City in the future. As with parks/open space, the land use plan is not intended to illustrate all individual locations for future institutional facilities. Various types of civic uses may be incorporated into any of the other land use types, if designed and operated to fit within the surrounding development context.



Note: Locations of land use types depicted on this map are intended to be general in nature and do not necessarily depict specific parcel lines or boundary limits. Recommended future land use designations do not change current zoning for individual properties. Changes to zoning, if appropriate, will occur with future public review processes.

Civic and Institutional Examples



Strong Architectural Presence

Connect with Sidewalks

Village Green Municipal Building, Powell, OH



Front Entrances Highly Visible

Accessible by Foot and Bike

Columbus Public Library New Albany, OH



Strong Architectural Presence

High Quality Building Materials for Reuse

Seaside Chapel, Seaside, FL

Parks & Recreation

Intent

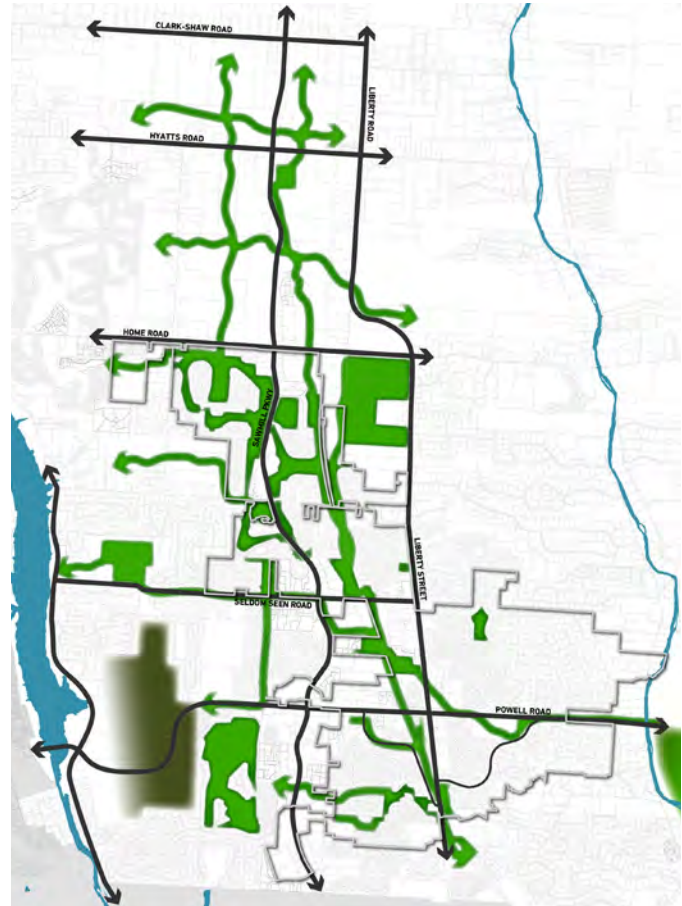
Great communities have great open spaces and public gathering places with pathways connecting them. This land use type represents the many public parks and open spaces already existing in Powell, as well as a wide variety of new open space types that should be created with future development. Parks and Recreation may include everything from small streetside plazas and pocket parks, to large public squares, neighborhood and community-scale parks, and natural greenways. Private recreational facilities such as golf courses are also included in this category.

Development Guidelines

- All residential neighborhoods should include publicly accessible parks and open spaces. New development should be required to dedicate useable public space with paths and amenities - this should not be unusable, "leftover" space.
- Neighborhood parks should be accessible by sidewalk, and located within a 5-minute walk for nearby residents. Ideally, all residents of the community should be able to walk or bike a short distance to a public park.
- Most parks and open spaces should have some amount of public street frontage. This provides physical and visual access and contributes to community character.
- Large mixed use developments should be designed with high quality public gathering spaces as a focal point. Parks in higher density and more urban development areas will typically have a more formalized design.
- Larger community-scale parks and greenways should include naturalized landscapes.
- Public greenway corridors should be preserved wherever possible, aligned with streams and tree lines, and with enough space to construct multi-use trails.
- Where greenway connections are not practical, the public street network should be enhanced with bicycle facilities to interconnect all major parks into a comprehensive system.

Where is this appropriate?

Park and recreation uses should be located throughout the community, varying by type, size, and function depending on their specific location and the context of surrounding land uses.



Note: Locations of land use types depicted on this map are intended to be general in nature and do not necessarily depict specific parcel lines or boundary limits. Recommended future land use designations do not change current zoning for individual properties. Changes to zoning, if appropriate, will occur with future public review processes.

Parks & Recreation Examples



High Quality Public Gathering Space

Usable Space with a Variety of Programming

Publicly Accessible

Village Green Park, Powell, OH



Adjacent to Residential

Active Recreational Space

Norton Commons Park, Louisville, KY



Close to Residents

Multi-Use Trails

Provides Access to Natural Features

Bike Paths, Powell, OH

Policy Recommendations

The Future Land Use Plan provides an overall vision for development patterns and character across Powell and nearby potential growth areas over the next twenty years, consistent with the Vision Statement and Guiding Principles outlined at the beginning of this document. In order to achieve this vision, the following series of policy recommendations provides a framework for implementing the land use plan.

1. Use the Future Land Use Map as a guide in making development decisions

This plan should be consulted for all zoning and development decisions within the City to determine if development proposals are consistent with the community's vision. However, it should also be recognized that the plan is a flexible and living document; development opportunities that are not anticipated by this plan, but which are nevertheless consistent with its spirit and intent, and which clearly advance the well-being of the community, should be considered on their merits.

2. Update zoning and development regulations to advance the goals of this plan

Following adoption of the plan, the City should undertake a comprehensive review of its zoning, subdivision and development requirements to identify potential barriers to implementation and opportunities to encourage and incentivize preferred development policies. Where necessary, regulations should be revised for consistency with the land use policies outlined in the plan.

3. Balance land use, community character, infrastructure, transportation and fiscal sustainability goals

Most developments bring a mixture of benefits and external impacts to the communities in which they are located. In particular, the potential traffic impacts of development are of utmost concern to the citizens of Powell. Each development proposal should be considered for its potential impact on the transportation system, and should be required to contribute to transportation system improvements to accommodate those impacts, either through infrastructure upgrades or fees in lieu of construction. At the same time, it should be recognized that different land uses and development types may

bring various benefits to the community, such as revenue generation, jobs-housing balance, neighborhood services, or housing diversity. The traffic impacts and other types of potential effects of an individual development may be outweighed by these or other considerations. For this reason, development impacts, whether traffic-related or otherwise, should be considered on a holistic basis.

4. Maintain the Character of the Community in its Historic Village District

Recognizing that the City of Powell built its reputation on the quaint small town nature of its downtown area, it is critical that its unique character and identity be preserved and enhanced. Downtown Powell's special characteristics include narrow streets with lower speed limits, pedestrian-friendly streetscapes, and smaller scale residential and commercial buildings with an emphasis on late 19th and early 20th century Midwest vernacular architecture. Together, these elements create a village scale that is typically found in a small town.

Today, the village core is impacted by regional traffic flowing through the Four Corners intersection, and faces significant decisions regarding the appropriate types of new residential development that could occur in the area. As the City considers new roadway improvements and development proposals, decisions that could effect change in Downtown Powell should be made with a careful consideration of urban design details, building materials, and architectural style to ensure that the historic character of the village district is respected and maintained. Refer to pages 30-33 and 67-75 for more detailed recommendations about land use, development and infrastructure improvements in Downtown Powell.

5. Advance Implementation of the Downtown Powell Revitalization Plan

A strategic urban design plan should be undertaken for Downtown Powell as a means to advance the implementation of the Downtown Revitalization Plan and to integrate the land use, urban design, and transportation objectives discussed throughout this Comprehensive Plan. A detailed urban design plan will provide a clear expectation and implementation strategy for both private development and public improvements in Downtown Powell. Refer to Transportation Policy 8 (page 82) for related information on this recommendation



Maintaining the quaint, small town character of Downtown Powell is critical to preserving community identity and sense of place.

as it relates to physical improvements to the Four Corners intersection and creation of a more robust downtown street network.

Since its adoption in 2004, some of the Revitalization Plan's recommendations for downtown development have been implemented, such as the successful 50 South Liberty Street development. As a more detailed street network alignment and circulation plan is developed, it will be necessary to ensure that future development coordinates with and helps to implement the needed infrastructure improvements.

It will also be necessary to monitor the legal status of the Charter Amendment limitation on downtown housing types as discussed in the Land Use Plan (refer to page 32). Currently, the Downtown Revitalization Plan recommends a variety of housing types, some of which are in conflict with the Charter Amendment. Once the legal status of the Amendment is resolved, the City should reassess appropriate downtown housing types, and amend both this Comprehensive Plan and the Revitalization Plan accordingly.

6. Encourage mixed use development in appropriate locations, as designated in the plan

This plan emphasizes the benefits of more compact, walkable, mixed use development patterns, and designates specific target areas for implementation of mixed use centers. However, even in targeted areas, it is neither practical nor appropriate to require every individual development proposal to include a mixture of uses. Market forces may bring certain uses before others. For instance, a requisite amount of residential development is typically needed before the market can support neighborhood retail uses. Where mixed use development is recommended by this plan, locations should be targeted for a balance of well-integrated commercial and residential development that will occur in phases over time. In particular, large residential development sites with arterial roadway frontage should preserve that frontage for commercial uses that will both generate revenue for the City, while also providing jobs and services within walking distance of nearby homes. Phased developments and adjacent sites should be designed in a manner that will create a seamless, well-integrated development pattern at build-out. This will require the creation and enforcement of subdivision and development requirements that prevent the creation of isolated and disconnected developments.

7. Promote sensitive infill development and redevelopment

One of the most efficient means of development, from both a fiscal and environmental perspective, is through the development of parcels that are already adequately served by public infrastructure. In many cases, this will mean redevelopment of aging and obsolete structures that have outlived their useful life, or development of small sites that were left undeveloped in the first wave of construction. Redevelopment offers a significant opportunity to replace development that may have little community character, such as aging, auto-centric shopping centers, with more attractive architecture and pedestrian-friendly site designs. However, infill and redevelopment also poses challenges due to the typically close proximity of other development, particularly when that development is an established residential neighborhood. The scale, intensity, character and design of these new developments must take into consideration their compatibility with and potential impacts on pre-existing development. At the same time, the establishment of a nearby pre-existing development pattern should not be used as a sole means of prohibiting a new form of development if it advances the larger goals of the community. This is a delicate balance that must often be struck on a case by case basis, although detailed focus plans (see policy 11) can help to anticipate and resolve these issues in a proactive manner.



Over time, auto-oriented strip centers will provide opportunities for more walkable, mixed-use redevelopment.

8. Create an interconnected open space system throughout the entire community

Powell is home to numerous, high-quality public parks, but lacks an interconnected greenway system that connects these parks together in a seamless manner. The City should prioritize multi-use path improvements to link parks and open spaces into a holistic system. Opportunities for safe bicycle and pedestrian connections to parks within Liberty Township and to Highbanks Metro Park should also be prioritized. Where appropriate, new developments should be designed to include public open space that connects to the larger greenway network. New development should be required to preserve significant natural features as part of a publicly accessible open space system. Open space should be integral to development design, rather than an afterthought of the development process.



Clearly defined and accessible paths are an important part of a community-wide open space system.

9. Ensure development quality meets Powell's standards for aesthetic and community character

New development should contribute to the aesthetic character of Powell with high quality materials and well-planned site design. Minimum standards should be developed to ensure both residential and commercial development creates a positive image for Powell and will be durable and sustainable.



Attention to detail, including building materials, architectural elements and signage, is critical to ensuring quality development.

10. Explore options for the creation of a community recreation center

Public input generated as part of the planning process suggested a community desire for a public recreation center. The City should undertake a feasibility study to determine the potential size, location, programming and financing of a community recreation center. If determined to be feasible, options for co-location of other public facilities and/or potential public-private partnerships should be explored.

11. Undertake more detailed plans and studies for specific focus areas and development corridors.

This plan provides a general framework for development decisions and expectations throughout the City. As with Downtown Powell, there are a variety of other development areas and roadway corridors that would benefit from more detailed analyses, policy recommendations, and

physical planning to address unique issues and establish clear expectations for future development and public improvements. The City should identify priority areas for which more detail is desired and undertake focus area plans or corridor studies to advance the plan. Market studies should be included as a part of these focus plans to ensure that anticipated development types are supported by market conditions. Ideally, such plans should be adopted by reference as future amendments to the Comprehensive Plan.

12. Preserve rural character by requiring conservation development patterns in growth areas north of Home Road.

New residential development within Liberty Township should preserve large amounts of open space, consistent with the Conservation Development land use type described in this plan. Typical suburban development patterns that have consumed land over the past forty years should be avoided in favor of development that is concentrated in smaller areas with at least fifty percent or more of gross site acreage dedicated to publicly accessible open space. This may result in higher net densities in smaller portions of a site, but lower gross densities across larger areas. The resulting open space should be linked together in a comprehensive system, consistent with the recommendations of Policy 8.

13. Ensure adequate development and use of utility infrastructure to support land use and development goals.

Adequate provision of utilities, particularly sanitary sewer service, is a critical limiting factor for new development, in terms of both location and intensity. The City should work with developers and with the Delaware County Regional Sewer District to ensure that sewer infrastructure improvements will accommodate expected and desired growth patterns. In some cases, overlapping sewer service areas may offer an opportunity to maximize capacity in adjacent service areas.

14. Develop an annexation strategy to guide decisions about Powell's physical expansion.

Powell has experienced significant growth over the past twenty years, largely through annexation. Today, the City has an irregular boundary that creates awkward service

areas and sometimes confusion for residents who may not understand if they actually live within the municipality or the township. Service area gaps and “township islands” should be considered for long term annexation, generally at the request of those property owners (while there are numerous mechanisms under Ohio law to govern the annexation process, the most common method is through voluntary petition and consent of property owners who own land adjacent to a municipality). In recent years, the City has used development agreements and incentives to encourage commercial annexation, such as in the Sawmill Parkway corridor. This approach should be continued as an economic development strategy.

15. Coordinate with surrounding communities and jurisdictions

The City of Powell and Liberty Township currently maintain a Cooperative Economic Development Agreement (CEDA), which among other provisions, places limitations on Powell’s geographic expansion north of Home Road until the year 2017. With this provision nearing its end, the City should engage the Township to establish clear expectations for future development and potential

annexation with an updated agreement that is mutually beneficial to both jurisdictions. The City should also pursue joint planning initiatives with the Township and other surrounding jurisdictions to establish a shared vision and commitment to land use and development policies that will be implemented regardless of whether additional land is annexed into Powell. Specifically, a shared vision should be established for a Mixed Use Center at Hyatts Road and Sawmill Road and for conservation development patterns across much of the area north of Home Road. This effort would identify the precise locations of preferred development and preservation areas, new roadways and access points from Sawmill Parkway, and site designs that address the constraints of the multiple high tension electric transmission lines that traverse this area.



Development north of Home Road will be facilitated by the extension of Sawmill Parkway. New development should be planned carefully to minimize sprawl by clustering uses in more compact, walkable patterns and preserving large amounts of open space.