

Karen Mitchell

From: Chuck J <cjohnsonior@aol.com>
Sent: Saturday, October 29, 2016 12:25 PM
To: Karen Mitchell
Subject: Harper's Point Support

Dear Members of City Council;

I am in favor of changing from Residential & Commercial to Downtown Residential for the Harper's Pointe Single Family Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living. The impact is positive for growth and development in Downtown Powell.

This is what our city needs!

Signed: Charles R. Johnson
Address: 283 Penny Lane, Powell 43065
Date: 10/29/2016

Karen Mitchell

From: Patricia Young <tishsyoun@yahoo.com>
Sent: Friday, October 28, 2016 6:02 PM
To: Karen Mitchell
Subject: Harper's Pointe

My husband and I are in favor of changing zoning for the Harper's Pointe Single Family Community. The overall impact is positive for the city and schools, and for growth and development in Downtown Powell.

Thank you, Tish Young-Tribul.

Tish Young-Tribul
4663 Houston Pond Drive, Powell OH 43065
614-260-2740
TishSYoung@yahoo.com

Karen Mitchell

From: kevin@search2close.com
Sent: Monday, October 31, 2016 9:07 AM
To: Brian Lorenz
Subject: Harper's Pointe is what our city needs

I am in favor of changing from Residential & Commercial to Downtown Residential for the Harper's Pointe Single Family Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living.

The impact is positive for growth and development in Downtown Powell. This is what our city needs and it's time to tear down the Powder Room.

Thanks for your time and consideration in this matter.

Kevin R. Alexander
President



Karen Mitchell

From: Megan Canavan
Sent: Tuesday, November 01, 2016 10:51 AM
To: Karen Mitchell
Cc: Steve Lutz; David Betz
Subject: FW: New submission from We Want to Hear from You!

From: mcanavan=cityofpowell.us@mg.buckeyedev.com [mailto:mcanavan=cityofpowell.us@mg.buckeyedev.com] **On Behalf Of** mcanavan@cityofpowell.us
Sent: Tuesday, November 01, 2016 10:50 AM
To: Megan Canavan <MCanavan@cityofpowell.us>
Subject: New submission from We Want to Hear from You!

First Name

Michael

Last Name

Craig

Email

osumcraig1@sbcglobal.net

Message

As I was in attendance several weeks back I will not be able to attend this evening.

As a resident in Olentangy Ridge, 161 Beech Ridge Drive, I strongly urge you to approve Ord. 2016-44. My wife and I are highly committed to see the proposed Harper'sPointe Development come to fruition as this will be best use of this land.

Furthermore, we strongly urge you to approve moving forward with approving Resolution 2016-19 to Keep Powell Moving. This will be an incredible renovation for downtown and will tremendously help for the future of our community with business, resources and additional dollars coming to the community. We moved here from Wedgewood a year ago hoping that these projects would move forward as I would like to see our downtown grow and resurrect itself. This is the only reason I did not move to Muirfield to be closer to downtown Dublin and their new project.

Thank you for your support and commitment to our community.

Michael and Christa Craig



Send this form after signing.

Email: kmitchell@cityofpowell.us;
kjschnet@aol.com

Date:10-27-16

Name:Ralph Renninger

Address: 1 N. Liberty St (Kimberly's Diamond Corner)

Email: winevine@aol.com

Zoning Change to Downtown Residential for Harper's Pointe Single Family Home Community.

I am in favor of **changing** from Residential & Commercial to Downtown Residential for the Harper's Pointe Single Family Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living. The impact is positive for growth and development in Downtown Powell. This is what our city needs!

Signature: Ralph Renninger 614-570-4410
Date: 10-26-16

Send this form after signing.

Email: kmitchell@cityofpowell.us, kjschnet@aol.com

Date:

Name:

Address:

Zoning Change to Downtown Residential for Harper's Pointe Cluster Home Community.

I am in favor of **changing** from Commercial to Downtown Residential for the Harper's Pointe Cluster Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living. The impact is positive for growth and development in Downtown Powell. This is what our city needs!

Type Name Here:

Date:

Karen Mitchell

From: Kate Brown <klf_miami@yahoo.com>
Sent: Wednesday, October 19, 2016 4:23 PM
To: Brian Lorenz
Subject: Powder Room

Hi Brian,

As a resident of Olentangy Ridge, I'm writing in support of the housing development at the Powder Room location.

My family moved to Powell this spring from quite near the Polaris area (and the north side project). While we loved our home, the constant building of chain businesses and apartment buildings really put a huge strain on the infrastructure, no matter the many attempts to adjust for them. Traffic was awful. I know there are complaints about congestion in Powell, but having lived elsewhere, I feel I can drive (and walk! Even better!) with much less frustration here. Further, these types of projects didn't really contribute much to a deeper sense of community. I also think it negatively impacted our property values. Certainly I support business development and access to affordable housing, but the issue is complex and available supports need to be present. With the location in question, houses seems to make the most sense.

I'm hopeful that a project like this, with the requirements written in, will fit in with the overall feel of Powell. Further, it seems that properties this close to the downtown area could support existing and additional small business in that area, something I think both sides of the issue would value.

I fully understand that the intricacies of urban planning are outside of my understanding, but it really feels like it's time to move forward with something in an area that's currently an eyesore.

I truly appreciate your time!

Kate Brown

Karen Mitchell

From: Brian Lorenz
Sent: Wednesday, October 19, 2016 10:02 AM
To: Valerie Hinterschied
Subject: RE: Powder room development

Thanks Val...the hearing is continued to the 11/1 meeting. Thank you for your letter of support; we will add it to the record.

From: Valerie Hinterschied [zabek1@aol.com]
Sent: Tuesday, October 18, 2016 6:51 PM
To: Brian Lorenz
Subject: Powder room development

Hi,
My name is Val Hinterschied and I live in Olentangy Ridge. My husband Eric and I both support the proposed development on the Powder Room property.
Thanks,
Val Hinterschied

Sent from my iPhone

Send this form after signing.

Email: kmitchell@cityofpowell.us, kjschnet@aol.com

Date: 10-24-16

Name: ANTHONY CASTORE

Address: 10711 SOUTHWIND DR
POWELL OH 43065

Zoning Change to Downtown Residential for Harper's Pointe Cluster Home Community.

I am in favor of **changing** from Commercial to Downtown Residential for the Harper's Pointe Cluster Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living. The impact is positive for growth and development in Downtown Powell. This is what our city needs!

Signature: Anthony Castore

Date: 10-24-2016

Karen Mitchell

From: Melissa Holmes <emjayholmes@hotmail.com>
Sent: Friday, October 28, 2016 1:44 PM
To: Karen Mitchell
Subject: Harper's Pointe

Dear City Council,

I still believe that 48 houses on less than 9 acres of land is way too much. The developer and I enjoy almost half an acre of land in our homes in The Chase. That's what I would like to see for this property, nice homes on large lots. Also, I don't think moving a pond is such a great idea.

I do not believe there's a lack of condos or patio homes in Powell. Turnover is short and there are many more being built on Seldom Seen.

Thank you,
Melissa Holmes
789 Weston Park Dr.

Karen Mitchell

From: Office | Generations <office@generationsconcrete.com>
Sent: Friday, October 28, 2016 2:24 PM
To: Karen Mitchell; Brian Lorenz; Jon Bennehoof
Subject: Harper's Pointe Single Family Home Community

I am in favor of changing from Residential & Commercial to Downtown Residential for the Harper's Pointe Single Family Home Community. The overall impact is positive for the city and adds a draw to empty nesters that are looking for this type of living. The impact is positive for growth and development in Downtown Powell. This is what our city needs!

Bill Konves

3804 Shallow Creek Drive

Generations Concrete

614-245-5011

generationsconcrete.com

facebook.com/generationsconcrete

Read our reviews on [Angie's List](#)

Proud members of the [National Association of the Remodeling Industry](#) & [Building Industry Association](#)

Karen Mitchell

From: David Tolley <dr.dltolley@gmail.com>
Sent: Tuesday, November 01, 2016 4:14 PM
To: Brian Lorenz; Jon Bennehoof; Frank Bertone; Tom Counts; Jim Hrivnak; Brendan Newcomb; Daniel Swartwout
Subject: Powder Room Property
Attachments: Powell Pond.JPG

Dear City Council,

This is just one of the many beautiful pictures of the "Powell Pond" that sits directly behind my house. As you vote, please consider the following.

1. The proposed development is an issue that our City of Powell already voted AGAINST last year.
2. The proposed development WILL NOT be a natural extension of our Olentangy Ridge neighborhood (with 2 to 3 times more the number of structures per lot size).
3. The proposed development would DESTROY and ELIMINATE an ecosystem of hundreds of animals that have lived there for decades - an ecosystem that with the right development plan could keep some of this natural beauty in downtown historic Powell. A "Powell Pond" where families could walk from the downtown restaurants and enjoy some of the original natural beauty of Powell, and at the same time preserving some of its history of where the original Powell High School once stood.
4. As I stated at the council meeting, I am not against the product, or the developer of the product.

I am AGAINST THE AMOUNT of product squeezed into such a small amount of land that eliminates a beautiful pond; dumps all of its traffic onto our two lane already overly congested Powell Road; and is an issue that our City already voted AGAINST (for probably a wide variety of reasons).

Please don't give up!

There must be an unexplored middle ground that could satisfy the MAJORITY of our community, and still generate profit for a developer, extra tax monies for the city, and provide a beautifully designed Powell downtown for generations to come.

God Bless and thank you for your service,

Dr. David L. Tolley



October 5, 2016

The Honorable Brian Lorenz
Mayor of Powell
47 Hall Street
Powell, Ohio 43065

Dear Mayor Lorenz:


I have been a resident of Powell for most of my life. For as long as I can remember, this place has been my home. The area around Sawmill Parkway has changed considerably over the years. As of now, it is a hub for many restaurants, stores, and services. Though a sidewalk exists on the east side of Sawmill Parkway, specifically, the portion between SR 750 and Attucks Drive, the west side is lacking.

As a resident whose main method of transportation is to walk, it can be quite inconvenient having to cross the road to the east side to use the sidewalk. A sidewalk parallel to it on the other side means the large complex of buildings west of Sawmill Parkway will be connected to the concentration of restaurants and businesses on the east side. This also means that crossing the road multiple times from the residential areas on the east to get to a destination will not be needed. Adding another sidewalk means less people sharing the sidewalk. Having only one sidewalk means traffic is constricted to just one path. With a city as nice as Powell, this inconvenience does not make sense.

Powell's size has grown considerably, and what much of what used to be empty land has been filled in with buildings. Having a sidewalk on only one side of the road seems unfitting for a city growing as fast as Powell. Luxuries such as that are testaments to how far the city has come and would make for a more picturesque area that many residents and visitors alike could appreciate.

Thank you for your consideration of my ideas. I look forward to hearing your views on this matter.

Sincerely,


Andrew Nguyen
10407 Forest Glen Pl.
Powell, OH 43065

October 14, 2016

Powell City Council
Powell City Hall
47 Hall Street
Powell, OH 43065

Dear Members of the Powell City Council:

Recently, as the city of Powell has grown, traffic has begun to be a problem. The four-corners intersection in old Powell presents the one of the biggest traffic problems due to cars cars trying to take a left turn from Powell Road to Liberty Road. Waiting for cars to make left turns at that intersection slows traffic and makes driving through old Powell a nightmare. Even though left turns are banned at certain times of the day, many people do not obey this rule. Still, when cars make legal left turns, the intersection is still too congested.

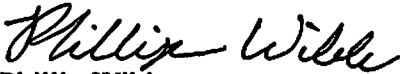
As the traffic problem at the four-corners intersection has grown, many people have suggested a remedy for the problem. Some remedies include restrictions on what time of day left turns should be banned. Other ideas include the installation of cameras to crack down on illegal turns at the intersection. My suggestion is that turns should be banned at the Powell Rd. - Liberty Rd. intersection at all times. There are plenty of alternatives to turning left at the intersection that let people get to where the need to be. These alternatives include using Bennett Parkway, the new Murphy Parkway addition, and Grace Drive. A ban on left turns would lift the congestion at the intersection and allow for smooth traffic flow through old Powell.

A ban of all left turns may not be very popular, however, because businesses based in Powell may claim the ban will reduce the visibility of their business and reduce customer traffic. This concern should be short-lived, however, as drivers become accustomed to using the alternative routes around the intersection, such as Grace Drive, and the new Murphy Parkway extention.

Finally, not building turn lanes or investing in cameras to catch law-breaking drivers would save the charm of Powell. Old Powell is a pedestrian-friendly area with quite a bit of character. Building turn lanes or expanding the intersection would negatively impact local venues, such as the Local Roots live music patio, and the outdoor seating area for Jeni's. Expanding the intersection will actually increase traffic making Powell less pedestrian friendly, making crossing the road at that intersection much more difficult.

In conclusion, banning left turns at the four-corners intersection is the best option, the ban would reduce traffic, and save the charm of old Powell.

Sincerely,


Phillip Wible
226 Beech Trail Ct.
Powell, OH 43065

Karen Mitchell

From: Brian Creek <creekbrp@yahoo.com>
Sent: Sunday, October 30, 2016 7:54 PM
To: Brian Lorenz; Jon Bennehoof; Frank Bertone; Brendan Newcomb; Tom Counts; Jim Hrivnak; swartout@cityofpowell.us
Subject: Keep Powell Moving

Members of the Powell City Council,

I attended the Planning and Zoning Meeting on 10/26, and wanted to personally write to each of you to make sure you are aware of what was discussed in that meeting.

The "Downtown Powell Street System & Circulation Plan" was discussed with substantial focus on the "Primary Improvements" (also referred to as "Phase 1"). Several citizens were there and spoke about their displeasure with the plan. General concerns by citizens and the Planning and Zoning committee members were as follows:

1. A study conducted by the consultants indicated traffic increases on 750 are projected to be minimal on 750 (~30% over the next 20 years), which suggests that additional infrastructure may not be needed at this time, and might not justify an expenditure of \$8.8M immediately.
2. The loss of old growth trees and the widening of 750 will result in lost on-street parking and will reduce the historic charm of downtown Powell.
3. There are no issues that will be resolved by the plan that are not already addressed by the currently infrastructure. Specifically, with Bennett and Murphy Parkways, Powell already has a full functioning "outer belt" along the south side of 750, and a secondary bypass will not alleviate any congestion issues that currently exist.

In addition to the above general concerns, my neighbors and I shared the following more personal concerns regarding the Grace Drive extension (more recently referred to as "Martin Perry Drive"):

- A. The extension will infringe on my property lines and those of my neighbors.
- B. The extension will eliminate the buffer that currently exists between our properties and the road.
- C. The extension will cause a safety issue for my children by putting the path of oncoming traffic directly into my yard.
- D. The extension will substantially increased noise and light pollution for several of us on Kelly Court. For me personally, the extension would result in car headlights shining directly into my backyard, and living room.
- E. The extension will require the removal of many old growth trees which my neighbors or I own.

The extension would have a devastating impact on my property value, and for the above reasons I do not anticipate that I would be willing to sell any portion of my property to the city of Powell in order to facilitate the extension of Grace Drive.

The Planning and Zoning Commission approved the current plan to go to City Council in November. However, for the reasons mentioned above, one member of the Commission voted against the plan, and ALL other members voted that the Grace Drive extension be reviewed in order to assess alternative approaches to addressing concerns about traffic in the South East quadrant which would not require the city to take land that belongs to its citizens.

I understand that Powell City Council has in the past agreed that it will not entertain the ugly practice of taking property by eminent domain. I would hope that precedent would be upheld in order to preserve the current sterling reputation of Powell as a great place to raise a family with young children.

Your Neighbors,
Brian Creek and Family (Robin, Griffin, and Piper)
126 Kellys Court

Karen Mitchell

From: Steve Lutz
Sent: Friday, October 21, 2016 9:53 AM
To: Karen Mitchell
Subject: FW: "Chickens" in Powell: For distribution to Council

Steve Lutz
City Manager

City of Powell
47 Hall St.
Powell, OH. 43065
(614) 396-3366
(614) 885-5339 (fax)
slutz@cityofpowell.us

From: Don DePalma [mailto:DJ@buckeyewealth.com]
Sent: Friday, October 21, 2016 9:41 AM
To: kmitchell@cityoowell.us
Cc: Steve Lutz <SLutz@cityofpowell.us>; 'editorial@thisweeknews.com' <editorial@thisweeknews.com>
Subject: "Chickens" in Powell: For distribution to Council

Dear Members of Powell City Council:

Upon reading the *Olentangy News* article this week concerning the Powell Planning & Zoning recommendation in favor of allowing lot owners to raise up to 9 chickens, my response was "*are you serious?*" As a former member of the Powell P & Z, and having served for 3 years as President of our HOA in Grandshire, and being a Board member there for several more, I have been sensitized to many of the concerns of our citizens, and the keeping of animals on lots, other than "pets", has been one of the major concerns for several reasons.

As an example, we had one owner install an apiary on his patio, much to the chagrin of his neighbors, one of whom was hyper-allergic to bee stings. Grandshire's restrictive covenants, Art. I (G), specifically prohibits any "*animals, birds, insects, livestock or poultry of any kind*" from being "*raised, bred or kept on any Lot*", which covenant closely mirrors that of Powell's city code restrictions, and the beehives were removed as a result, although it took a visit from Powell Code Enforcement to get the owner to comply.

Our covenants also prohibit "temporary structures", Art. I (F), "*including, without limitation, any storage shed or barn*".

Either of these restrictions would preclude a Lot owner in Grandshire from harboring a bevy of hens, but there may be other subdivisions in Powell not so fortunate as to have such prohibitions, which areas would be susceptible to the following problems should Council allow chickens to be raised in those neighborhoods:

Chicken Coops

We've all seen them, and witnessed how deplorable and unsightly they can become over time. Is Council going to hire a special chicken-inspector to monitor the condition of all such structures, or would there be a standardized and uniform coop design so that there is not a hodgepodge of styles to further interrupt the visual impact of the subdivision? But even a standardized version, although uniform in design and appearance, would still be an eyesore to such a progressive community as Powell, which has successfully shed its rural reputation, as evidenced by the revised City Seal.

Smell

We have all been around chicken coops, and they stink. There is no way to contain the smell of chicken-guano produced by even 9 birds, or to legislate this problem away. So now you would be fostering upon those neighbors opposed to chickens a constant reminder of how Council disregarded their enjoyment of a clean and healthy environment.

Rodents & Flies

These are *part & parcel* with chicken coops, and bring a host of additional concerns to the Lots containing chickens, and to their neighbors, which problems should be so obvious that I do not need to elaborate on them here.

Coyotes

Now here is an issue on which I can elaborate. Considering the instances of coyotes in the area the past few years, and the danger they present to small pets and children, it would be unconscionable for Council members to promote a situation where these nasty creatures would be drawn to Powell, which would inevitably cause them to attack whatever other pet, or perhaps small child, that might be on the premises where chickens are housed, or to the lots of those innocent neighbors harboring no poultry, or to any other home in Powell as these wild animals make their way through the city on the way to a chicken dinner.

Lowering of property values

As prospective buyers scan the availability of homes in Powell, they may gravitate toward areas free of chicken coops, resulting in the depression of the value of homes in chicken-zones, for all the reasons named above.

Council members would certainly *not* be acting in the best interests, or safety, of the citizens of Powell in approving such an amendment to the City Code.

Respectfully yours,

Donald J. DePalma
365 Shelby Ave W
Powell, OH 43065

Donald J DePalma

Buckeye Wealth Mgt LLC
Registered Investment Advisor
155 Commerce Park Drive, Ste. 2
Westerville, OH 43082
Ph: 614.839.2090 x12
Web: www.BuckeyeWealth.com

PROCEDURAL NOTICE: Advisor will not accept trading orders from clients by email; personal voice contact is required.

CONFIDENTIALITY NOTICE: The information in this message, and any files transmitted with it, is confidential, may be legally privileged, and intended only for the use of the individual(s) named above. Be aware that the use of any confidential or personal information may be restricted by state and federal privacy laws. If you are not the intended recipient, do not further disseminate this message. If this message was received in error, please notify the sender and delete it.

Karen Mitchell

From: Les Wibberley <leswibberley@gmail.com>
Sent: Monday, October 31, 2016 7:50 PM
To: Karen Mitchell; Brian Lorenz; Jon Bennehoof; Frank Bertone; Tom Counts; Jim Hrivnak; Brendan Newcomb; Daniel Swartwout
Cc: Les Wibberley; Arthur Siegesmund; Boo Krucky; Midge Klingensmith
Subject: Comments on Downtown Powell Street System & Circulation Plan
Attachments: 2016.10.31_Comments_PowellStreetPlan.docx

Dear Powell City Council,

Members of the OPAL Trails committee have reviewed the document "Downtown Powell Street System & Circulation Plan - DRAFT | OCTOBER 28, 2016", and would like to submit some comments and suggestions for consideration. These comments are contained in a Word document attached to this email. Please provide these comments to members of the Powell City Council and any other appropriate parties to review prior to Tuesday night's meeting.

Thanks for considering these suggestions.

Les Wibberley
5005 Bayhill Drive
Powell Ohio 43065
740-816-6306

Comments on Downtown Powell Street System & Circulation Plan

10/31/2016

Members of the OPAL Trails committee have reviewed the document "Downtown Powell Street System & Circulation Plan - DRAFT | OCTOBER 28, 2016", and would like to submit some comments and suggestions for consideration.

The focus of these comments is to ensure that the plan safely and effectively accommodates and integrates multi-modal transportation, including car traffic, pedestrian traffic, and bicycle traffic. The current plan seems to focus primarily on car traffic and pedestrian traffic, but is less clear on how bicyclists will safely navigate through downtown Powell. We do want to say that we think the plans look good overall, but could be further improved from the aspect of bicycle traffic.

Bicycle traffic through Powell takes many forms. At one end of the range are families with younger children who would like to safely bike from their homes along paths to schools, libraries, parks, and pools. At the other end of the range, many serious bicyclists pass through Powell on their way from the Olentangy Trail in Worthington, up Liberty Street to Rutherford Road, up Steitz Road, across Home Road and the Scioto River to regions northwest of Powell. These serious bicyclists prefer to ride on the road, but will ride multi-use trails instead of congested roads when that is the safer option. With the newly completed multi-use trail along Powell Road to the zoo (and on to Dublin), more bicyclists will try to bike east-west through Powell to access that trail. So accommodating bicycle traffic in downtown Powell needs to address a range of riders and their safety.

Currently, riding a bicycle through downtown Powell means either sharing the road with cars (heavy traffic) or sharing the sidewalk/pathway with pedestrians. Many of the pedestrians are browsing for antique shops or restaurants, and are not expecting to share their space with bicyclists. Motorists are frustrated with traffic delays and not happy to share their space with bicyclists. This puts bicyclists in a dangerous situation, which should be addressed by the new Downtown Powell Street System & Circulation Plan. Safely accommodating bicyclists can reduce vehicular traffic, and bring new business to downtown Powell. This was also expressed as a priority in Powell's citizen surveys and workshops.

We agree with the plan to construct asphalt multi-use paths leading into downtown Powell from the east and west (Powell Road) and the north and south (Liberty Road). These paths should be at least 8 feet wide, but preferably 10 foot wide, to safely accommodate both pedestrians and bicyclists.

The problem occurs as we get to the "Village Core" sections of these streets, where the pedestrian traffic becomes denser, the car traffic becomes denser, and the multi-use paths essentially become sidewalks. Where do bicyclists go here? Either they have to mix it up with pedestrians on the walkways, or mix it up with the cars on the roads, which will have even narrower lanes than previously.

As a specific example of where this is a problem in the proposed plan, reference Pages 30-32, which recommends Option 3 for Powell Road (Olentangy Street) west of downtown. Option 3 does not leave adequate room for bicycle traffic either on the road or on the walkway, especially with the planter strip.

A recommended alternative design to Option 3 would be to add a bike lane on both sides of the roadway. For example, this Option 4 would consist of (from north to south) a 7' walk, then a 3' planter, then a 4' westbound bike lane, 11' Westbound travel, 10' Center Turn Lane, 11' Eastbound travel, 4' eastbound bike lane, 3' planter, and 7' walk. This separates out the three modes of traffic into a safer configuration, with no interference between them. It also retains the same total 60' of Right of Way proposed for Option 3, by splitting the walkway and planter space with the bike lane. Note that the AASHTO Guide for the Development of Bicycle Facilities states that the minimum width for a bike lane is 4 feet.

Option	walk	Planter/ lawn	Bike lane	West lane	Center lane	East lane	Bike lane	Planter/ lawn	walk
3	8	6	0	11	10	11	0	6	8
4	7	3	4	11	10	11	4	3	7

This same design could also extend east from downtown along Powell Road. As Powell Road progresses away from the "Village Core" sections, where pedestrian traffic is lighter, the bike lanes could merge into the 10'-wide multi-use path extending east and west. Note: the specific dimensions of the segments of this proposal could be adjusted; those suggested were selected to illustrate how the configuration could work. However, the AASHTO Guide for the Development of Bicycle Facilities states that the minimum width for a bike lane is 4 feet, with 5 feet the preferred width.

If bike lanes cannot be added to Olentangy Street, then the "walkways" along Olentangy/Powell should be "multi-use paths" 10 feet wide to accommodate both pedestrian and bicycle traffic. Many sections of the existing path along Olentangy should be rebuilt and widened to make them safer. Sidewalks are not multi-use paths. These multi-use paths should be extended west to Sawmill, where the new Powell Road path begins; and east to meet up with existing paths along Powell.

The same problem occurs in the plan for Liberty Road going north and south from downtown Powell. There has always been bicycle traffic going north and south along Liberty, since it is the main corridor linking the area northwest of Powell with the area southeast of Worthington Hills, especially providing access to the Olentangy Trail extending to downtown Columbus and beyond.

Currently, there is a path extending from the Powell Library north through downtown Powell and north of Adventure Park. It is our understanding that Powell and Liberty Township are working together to complete this multi-use trail all the way to the Powell/Liberty YMCA. However, this trail is narrow and in poor condition in several areas, consists of a narrow sidewalk in other sections. And in downtown Powell, the path becomes the pedestrian sidewalk.

The plan for Liberty Street on P. 43 of the document shows adding more parking spaces along Liberty. A suggested alternative would be to add a bike lane on each side of Liberty going north out of Powell, rather than parking spaces. Admittedly, this would require establishing more parking spaces off the

street, but again would result in clean separated space for cars, pedestrians, and bicycles with no conflicts between them, thus optimizing flow of all three modes of transportation.

If bike lanes cannot be added to Liberty Street, then the "walkways" along Liberty should be "multi-use paths" 10 feet wide to accommodate both pedestrian and bicycle traffic. Many sections of the existing path along Liberty should be rebuilt and widened to make them safer.

In summary, separating car traffic, pedestrian traffic, and bicycle traffic in the "core" downtown section of Powell would make travel safer for all three modes of transportation, encourage more walking/biking, and help traffic flow more efficiently overall. Powell has done a very thorough job of analyzing the traffic and parking issues and identifying good solutions. If the bicycle traffic issues are also addressed as part of this plan, we will have a comprehensive solution to implement. If not, a later effort may need to re-engineer some of this work, at a greater cumulative cost.

These suggestions and proposed changes to the draft "Downtown Powell Street System & Circulation Plan" are submitted in the spirit of making our community a safer and better place to live. Thank you for considering these ideas.

Members of the OPAL Trails Committee

Art Siegesmund, Chairman
Les Wibberley
Midge Klingensmith
Boo Krucky