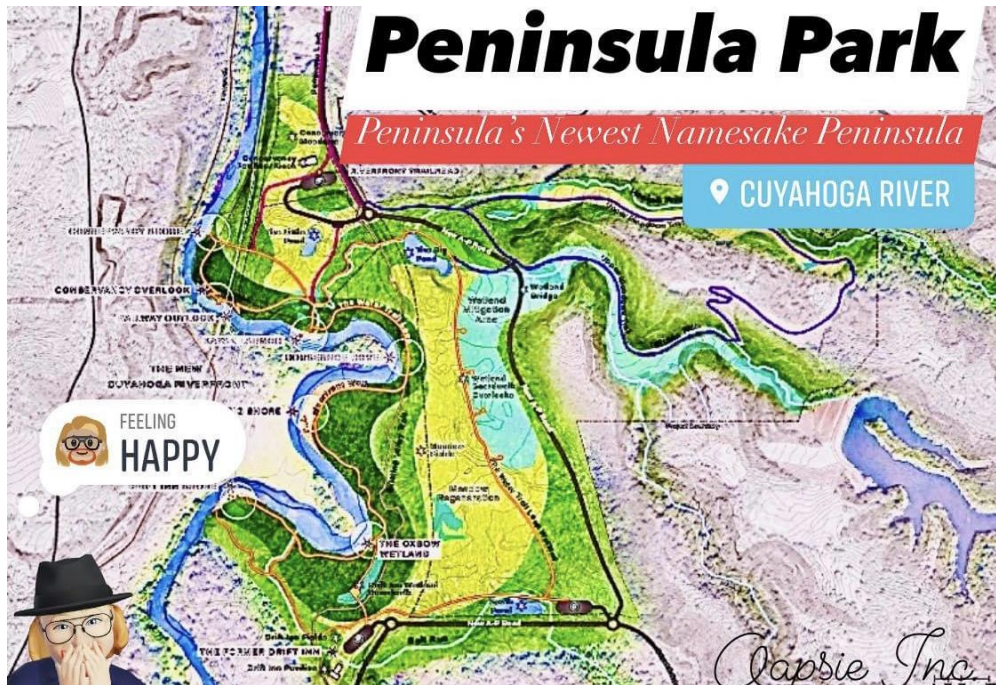


Peninsula Park Abstract & Executive Summary



A New Logo For Peninsula Park in Peninsula, Ohio. This proposed park provides the key to a safe, responsible, and environmentally sound future for The Brandywine Golf Course site.

Editor's Note: *The Conservancy for The Cuyahoga Valley National Park, the non-profit arm of the park, recently ordered a study to look at the various construction options that are in front of us to support the upcoming transfer of the old Brandywine Golf Course to The Cuyahoga Valley National Park itself.*

Local design firms Biohabitats & Studio Zwede, and a local engineering firm, Chagrin Valley Engineering, prepared a report summarizing their initial studies. The Conservancy Board asked for comment to that report by January 7, 2024.

Please consider this to be an official submission pursuant to that request. Further, we ask the Conservancy Board for 15 minutes at the next Board meeting to present the full plan.

Thank you.

Abstract Outline:

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- Editor's Note
- Executive Summary
- Abstract Outline
- A Place For Comment
- Introduction
- Background
- The Scientific Method
- Observations, Questions, & Concerns
- Hypothesis
- Problem Statement & Experiment
- Conclusion & Results
- Environmental Remediation
- Brief Analysis of Current Alternatives
- A Short History of Oapsie Inc.
- Errata

Executive Summary:

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Oapsie Inc. presents "Option 7," a transformative and sustainable redevelopment proposal for Peninsula Park, located at the former Brandywine Golf Course site. This innovative plan prioritizes environmental preservation, particularly of the Ritchie/Haskell Run wetland, by avoiding construction of a new road through the wetland, thus maintaining its ecological integrity. Emphasizing cost-effectiveness, "Option 7" offers significant savings compared to existing proposals, reducing financial burdens on taxpayers.

The plan also addresses public safety concerns by maintaining efficient emergency service response times without compromising environmental goals. Oapsie Inc.'s proposal is grounded in a comprehensive approach that balances environmental responsibility, community safety, and economic feasibility. By leveraging their extensive experience in various industries, Oapsie Inc. aims to deliver a project that harmonizes with the community's needs and environmental conservation efforts, ensuring Peninsula Park's successful integration into the Cuyahoga Valley National Park. This proposal represents a forward-thinking solution that aligns with the long-term interests of the Peninsula, Ohio community.

A Place For Comment


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We are always available for comment. Especially about this document.

 Email: jim@oapsie.com

 LinkedIn: <https://linkedin.com/in/jimoflanagan>

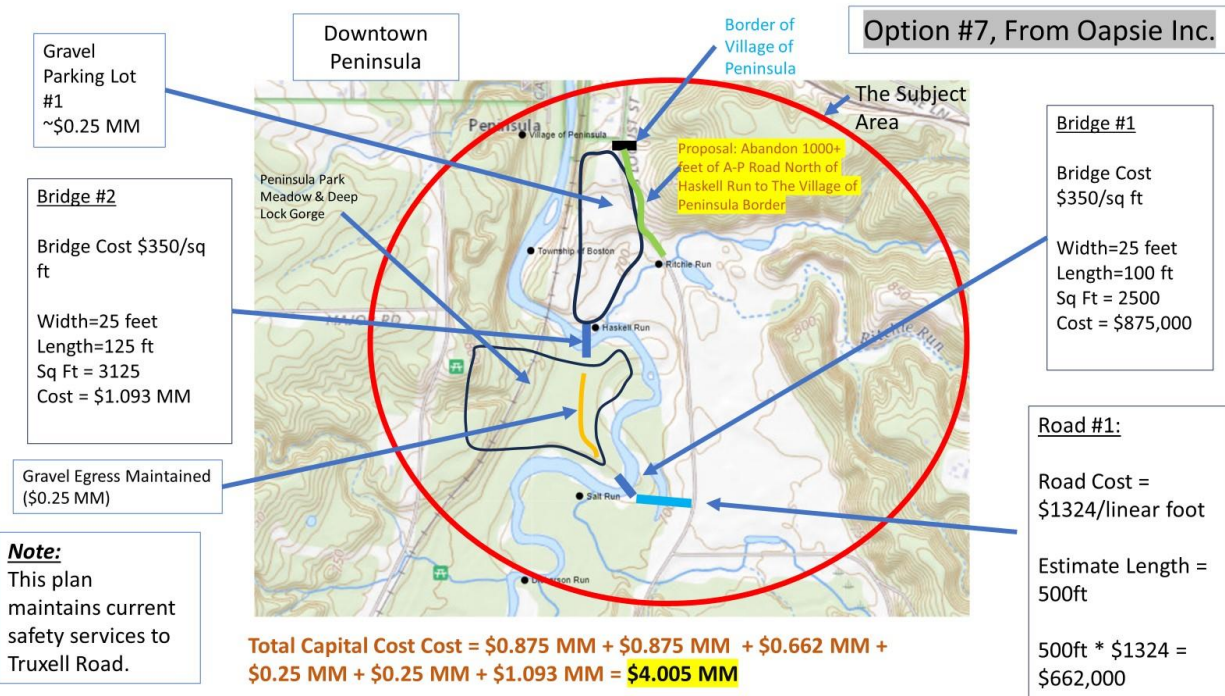
 Text Only: (330) 256-1687

Other Ways To Contact Us:

- By Direct Messaging Jim on his Facebook profile:
<https://www.facebook.com/profile.php?id=1201763254&mibextid=2JQ9oc>
- By reading Deck 36 Newsletter on LinkedIn: <https://lnkd.in/g4R6dNi4>
- By DM'ing Jim on his LinkedIn profile: <https://www.linkedin.com/in/jimoflanagan/>
- By DM'in Oapsie Inc. staff on their Facebook profile:
<https://www.facebook.com/profile.php?id=100068561126374>
- Emailing Jim at jim@oapsie.com
- Drop a message with Edi Oapsie via LiveChat at [OAPSIE.com](https://www.oapsie.com)

Introduction

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The above graphic is Option Seven, Oapsie Inc.'s proposal for the construction of new facilities in the old Brandywine Golf Course Area. And there is no construction thru the Haskell Run / Ritchie Run wetland!

Hello, my name is James O'Flanagan, President of Oapsie Inc. We are professional project managers and engineers, and we have a proposal for the site development at the old Brandywine Golf Course that we believe is the best possible option.

We respectfully request the Conservancy Board to consider this proposal as a sound alternative to current proposals.

A Diagram depicting the area in question, centered on the old Brandywine Golf Course site, is shown in the graphic.

Some questions we are all considering:

- What to do with a river that won't quit eroding?
- And a road that we all use, sometimes daily?
- And a wetland that is in desperate need or preservation?
- What to do about the local swimming industry?

We shall talk about all of those things in this document, and hopefully acquaint ourselves with a few possible answers.

The details will come in an enormous impact study we have already prepared. We plan to present this plan to the Conservancy Board at the next open house they made mention of in their latest press release. This abstract gives the broad outline of that impact study, introduces the topic, and directs parks users and valley residents to a place for comments.

Which we plan to take, address, and hopefully answer.

But let's start with this abstract first.

Thank you very much for your time in reading this proposal.

Background

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This is an old promotion badge I found on the internet for Brandywine Golf Course. I'll always remember the back 9.

The road structure surrounding the old Brandywine Golf Course is no longer financially justifiable, supportable, safe, or environmentally friendly.

Further, any road is a polluting machine. Just the mere presence of the asphalt, limestone, and other construction detritus is environmentally threatening, because those materials continually leach into the river, and the local water tables.

It is always a good idea to have less roads, from an environmental point of view.

And from another important one.

The length of the proposed new road put forth by the Studio Zwede Consortium will be anywhere from 4000 to 6000 feet long, depending on the direct-ness of the route.

That will cost taxpayers \$7 million dollars!

What if I told you that it was not needed? Sure, it's always nice to have a new road, but not if the downsides are so big, that it doesn't make sense in the first place.

And there are other reasons this road is not a wise idea.

Environmental reasons, to start.

The road proposed in the current plan put forth by The Studio Zwede Consortium represents a proposal to run a continually renewing source of toxic waste right thru the middle of a wetland we are trying to protect.

That ain't gonna work out for the wetland.

No matter the cost, the road is not worth doing, due to this reason alone.

But now go ahead and add in the financial dollar COST of the road, and it becomes a very obvious indeed, in our most humble engineering opinion.

We can't do the road.

How about if we can have our cake and eat it too?

We think we can.

As always, we conduct every engineering analysis using the scientific method. Let's review that first for a few minutes.

The Scientific Method

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The graphics depicts The Scientific Method

Thru-out my engineering career, the scientific method has been a constant companion. It is the foundational approach to every scientific endeavor. This construction project is no different. So we shall formulate this construction project, and its costs, thru the lens of the scientist.

In this document, you will see Observations, Questions.

Hypothesis, Experiments;

Conclusions, Results.

Just like in Mr. Greenleaf's earth science class. Or Mr. Weaver's.

Observations, Questions, & Concerns

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- Can we protect the wetland? (The wetland in question is the Ritchie/Haskell Run wetland that the current proposal runs a road thru.)

That's a big first question.

Roads are equivalent to toxic waste. We need to keep them out of the wetland at all costs, so we can keep toxic waste out of the wetland.

I know this from my experience at Goodyear.

Where does the rubber from the tires on your car go?

Only one place to go. Into Haskell Run. And into the Cuyahoga.

Not the way we want to go with things, after all the progress that's been made over the past decades.

- Can we keep people safe and alive?

Probably the most important one.

To our engineers it was obvious why the road was added.

Safety services. We have to maintain response times from the Village of Peninsula Police Department on Locust Street and the Valley Fire District on Streetsboro Road (State Route 303).

There are lives at stake.

Like, seriously.

One thing the in-depth report needs to address is the exact response times to a host of locations on Truxell Road. We need to then work with local safety services to test those response times.

There are several attractions on Truxell/Virginia-Kendall Road that are affected by this change.

They are:

- Camp Manatoc/Butler
- The Octagon
- Kendall Lake
- Virginia Kendall
- Appalachian Outfitters (Possibly)

The only alternative is to route these exact same safety services around, the long way.

"The long way" involves heading out of Downtown Peninsula eastbound on 303, going south on Akron-Cleveland Road, then west again on Truxell/Virginia-Kendall Road.

It is possible, but the response times to the locations on Virginia Kendall Road will most certainly be higher.

And that will cost lives.

And we can't have that.

What did our friends at Studio Zwede and Chagrin Valley Engineering do? They added a road, thru a wetland. Because they had no other choice.

Lives are at stake.

(Such are the imperfect tradeoffs in the engineering profession!)

And when lives are at stake, the monetary cost doesn't matter much, either.

Nice job, Chagrin Valley Engineering, Biohabitats, and Studio Zwede for doing the work on this. The decision-making process by the engineering folks was, and is, very sound. I understand the thought process, and why things were done they were done.

But I believe one option was missed. One that is cheaper, safer, AND more environmentally friendly.

That sounds nice, doesn't it?

We think we can do it.

Hypothesis

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Graphic depicting the cost savings trade-off

There is an option for the Brandywine Road development project that can combine both significant cost savings,

-AND-

Maintain current safety force response time of The Valley Fire Department and Peninsula Village Police to The Virginia-Kendall Road attractions.

-AND-

Maintain the highest possible environmental friendliness.

-AND-

Conserve taxpayer resources in the best way possible.

Problem Statement & Methods

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Problem Statement General Graphic

The Problem Statement: How do we come up with a long term solution to a thorny road problem, protect the environment, and safeguard the public's resources at the same time?

Methods: The experiment is the engineering cost analysis performed in this document, and the comparison of the two values.

I have performed an analysis of The Consortium's proposal using Microsoft Excel, a customer Python program, and 1 sleep-less night.

I have done my own research with the US Geological survey. I have walked slipper run from upstream of the Peninsula Quarry down to the Cuyahoga confluence.

I have hiked both Boston Run and Haskell run in the past 12 months to conduct surveys of the area, and to prepare this report. Additionally, I have sent drone flights over the affected areas to take measurements of the various pertinent distances in this document.

Conclusions & Results

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	Oapsie's Option 7	Consortium Option 6
Total Capital Cost	\$ 4,005,000	\$ 6,990,000

Cost Comparison of OAPSIE's Option 7 and the most probable option from the Zwede/CVE/Biohabitats Consortium

Conclusion: Option 7 has cheaper capital costs than ALL other options.

- It costs only about 60% of the capital to build compared to the options from The Chagrin Valley Engineering Consortium.
- Additionally, we get to forgo 2 roundabouts, potentially.
- Additionally, we get to abandon about 1000 feet of A-P Road.

The Consortium's option 6 costs about 75% more than OAPSIE's Option 7. That's almost double.

(Whew, that's a lot of taxpayer resources!)

Option 6 runs a sludge-spewing road thru a wetland. OAPSIE's Option 7 does not.

Option 6 maintains safety services at current levels. So does OAPSIE's Option 7.

Overall advantage: OAPSIE's Option 7.

By a long shot, in our humble, expert opinion.

Other Results:

- We envision a new park authority to both collect fees, operate the park, and maintain the thru-way for emergency services.
- After all, the Park Operator, whomever that may be, would have a vested interest in doing so. They need to keep their park visitors safe. So I do not see a risk of that situation changing in the future, at all.
- The traditional configuration of Akron-Peninsula Road is not sustainable due to severe erosion near Haskell Run confluence with the Cuyahoga River.
- The park rangers are in Jaite. The Village of Peninsula Police are in downtown Peninsula on Locust Street. They both need to pass thru this area presently to respond to calls on Truxell Road.
- So road access must be maintained.

Environmental Remediation



Common Types of Remediation

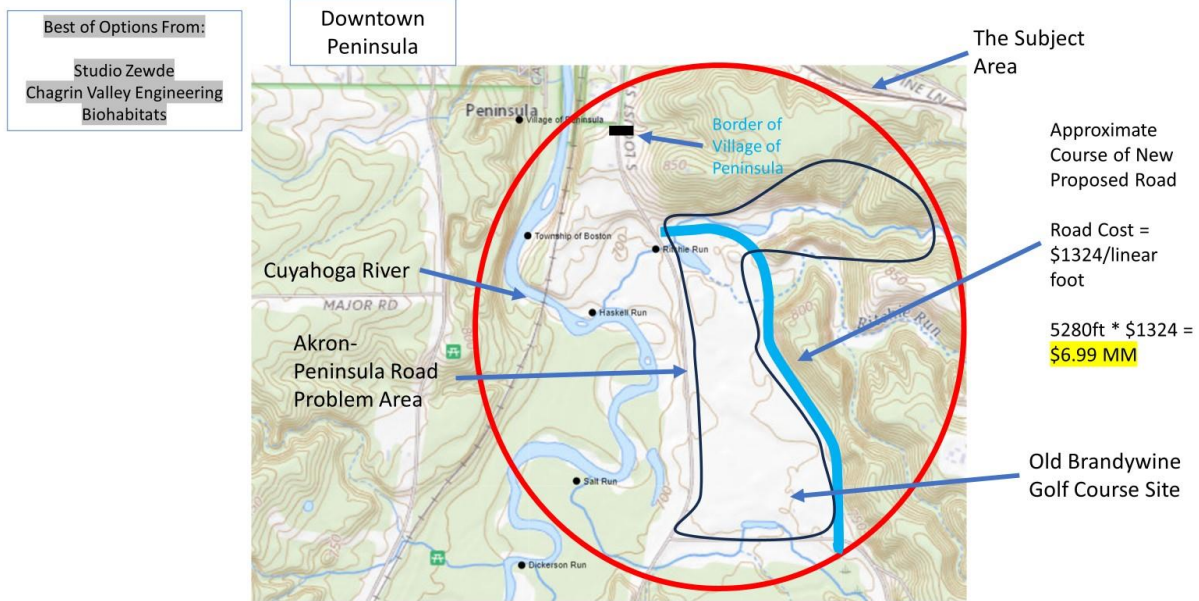
Remediation on that site is proceeding as we speak. Thank you very much, Conservancy Board, for taking on this responsibility. Your influence certainly makes dealing with a brownfield site a lot easier.

Because that's what the golf course is, to my understanding. And the remediation of this brownfield is one of the main purposes of the Conservancy's efforts here.

Mother Nature is unable to stop the eastward March of the Cuyahoga River in this area. This problem has always been there. Oapsie Option 7 attempts to address this problem long-term. But the problem will never go away because the water drained by Haskell Run has to go SOMEWHERE.

That has been happening since the last ice age, so we can't really do anything about that.

Brief Analysis of Consortium Plans:



Analysis of the plan submitted by Studio Zewde, Chagrin Valley Engineering, and Biohabitats at a cost of \$6.99 million

The most practical option on the table provided by The Consortium is going to cost more than \$7 million.

...And rumor has it that the folks at The Consortium plans to also construct roundabouts at the new intersection of A-P Road and Truxell Road, and again at the old intersection a few hundred yards to the west.

We don't think we need those at all, either. Those are about another \$10 million dollars apiece. Our plan doesn't have any of those.

In its place we just have a new green space for people to use.

And no fouling of wetlands to boot.

Opsie's Option 7 is as safe as the current road setup.

And it is a lot, lot cheaper than current options being considered.

About 40% cheaper, not counting the roundabouts.

Did I mention that Option 7 also opens up new sources of revenues for all involved?

We will have details of that advantage in the full report, along with a full financial analysis of all options.

The options currently on the table from Chagrin Valley Engineering are either cheap, or safe.

But not both.

We believe another option, which we are calling "Option 7" does allow us to have all of these things.

And we are confident you will be happy when you consider it.

A History of Oapsie Inc.

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Jim & Family at Forrest Gump bench in Savannah, Georgia in 2017

Oapsie Inc. is a full-services engineering firm that offers contract engineering, technology development, and construction services in a variety of industries.

Construction and Fabrication Experience includes managing capital projects in the following industries: Naval Nuclear, Marine Propulsion, Military, Automotive, Tires, Oil & Gas, Biotech, Medical Devices, and Consumer Products.

We have worked with international partners, and domestic & international governments, along with local ones, to build things like Peninsula Park.

In short, we are capable of accomplishing everything promised in this report, and we have the work experience to back that promise up.

You can find out a full history of our at our website, [OAPSIE.com](https://www.oapsie.com), or Jim's LinkedIn account: <https://linkedin.com/in/jimoflanagan>

You all know me, and you know Becca.

We are lifelong residents of the community, and we wish this to succeed for all the same reasons you do. To conserve and protect the community that is presently ours and pass it to the next generation in the most responsible way possible.

Errata

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General Errata Graphic

Fun Fact: My wife Becca and I were married at the Jaite House on Hines Hill Road, which is the HQ for the Conservancy for The CVNP. It was during the pandemic in 2020, and there was a pop-up wedding service there. We really appreciated that, and the wedding was beautiful.

This abstract was prepared at substantial expense by Oapsie Inc. and is being provided to the Conservancy Board gratis.

Likewise, the full impact report, titled “Peninsula’s Newest Namesake Peninsula: A Vision For Historic Peninsula 2034” has been prepared at substantial expense by Oapsie Inc. and is being provided free of charge to the Conservancy. We hope they may use all of part of this plan at their discretion.

Our motivation for doing so is both philanthropic, and commercial.

We expect to win construction and engineering business on this project, if this OAPSIE’s Option 7 is successfully presented to the board.

Second, we expect to donate a significant portion of our engineering design hours as our way of giving back to this project.

We expect to give back to the community we grew up in, very simply.

And because of that fact, we can be expected to do it responsibly, ethically, kindly, and to the highest quality possible.

That ethic is found in The Kindness Rules. It is the Oapsie way.

Third, we expect to promote our own conservation effort’s adjacently, and online, so we foresee a substantial ongoing benefit provided to Peninsula Park by Oapsie Inc. thru promotion via electronic media.

We have a more detailed engineering analysis available to the Conservancy Board. We would also like the opportunity to present it at the next board meeting.

This abstract is being submitted and/or posted to the following areas:

- Jim's Facebook: <https://www.facebook.com/profile.php?id=1201763254&mibextid=2JQ9oc>
- Deck 36 Newsletter on LinkedIn: <https://lnkd.in/g4R6dNi4>
- By DM'ing Jim on his LinkedIn profile: <https://www.linkedin.com/in/jimoflanagan/>
- By DM'ing Oapsie Inc. staff on their Facebook profile: <https://www.facebook.com/profile.php?id=100068561126374>
- OAPSIE.com/peninsula-park
- The Conservancy, at the following emails:
- Email to Stacey Rusher, Program Director, Conservancy for the CVNP (srusher@forcvnp.org)
- Submit to form here: <https://www.conservancyforcvnp.org/news/current-projects/former-brandywine-golf-course-project/>

Have a great day everyone, and Easy Does It!