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MEETING: Site Review
SUBJECT: Skatepark
ADDRESS: 704 McCord
PRELIMINARY SITE REVIEW

DATE: January 19, 2023
LOCATION: Zoom

IN ATTENDANCE:

Beth Shrader, Planning Director
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Jessica Gage, Associate Planner
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Vicki Thrasher, Building Commissioner
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Mike Jessen, City Administrator
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PRESENTERS:

Kevin Nuppnau, Asst. Director
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James Klinedinst
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The following is a summary of the discussion at this meeting.

OPENING: The Site Review Committee met to discuss the proposed skatepark to be located at 704 McCord. Shrader stated that site review is not an approval. Rather, it is a preliminary discussion of the requirements and issue to be considered by the developer or owner. It is possible it will need to come back before site review or to seek other approvals.

EXPLANATION OF PROJECT: Klinedinst showed pictures of the proposed skatepark along with the legal description of the land and the notes. Fluegge stated they had a lot of public meetings and got a lot of feedback from citizens to help make an all-inclusive park that is accessible to everyone and not just designed for the elite. The actual design is based off the original Flounders Skatepark which was a memorial for Ray Wampler. The flounder was the fish symbol that kicked off the original branding. It is the heart and center of the park itself. It is a full spiral that goes out from there. There are a lot of low step ups throughout the park so you can access one place to the next without having to go up more than 24". This makes it easy for those that need assistance or are just starting out. There are a lot of places to learn. There are advanced features as the kids learn. Fluegge said this is one of the most creative and unique parks he has ever designed. There is a notch out for future growth. Several locations were considered for the skatepark and the Fairgrounds Park ended up being the best spot. One reason was the Park owned the land so there was no land acquisition cost. It is close to an existing parking lot that can be expanded. There are restroom facilities so water and sewer are available. The placement on the old soccer fields made a lot of sense. There are already high elevation lights. The high elevation lights help eliminate shadows in the park and will help the skaters see where elements are changing either vertically or horizontally. The park itself is a detention pond. Putting the skatepark inside the detention park presented design challenges. One of the reasons this site was picked is because it is in the northwest corner and in a higher area. During the 2008 floods when the park filled with water, it was one area that dried immediately. The contour elevations slope everything from north to south. The entire park drains through a drain system from the southeast corner of the site. There is a ditch and underground piping along the east side that pick up the underdrains of the park itself. There are storm drains just north of the northwest fields that drain the rear yards and the soccer

fields. The two drains at the north section will be extended and run due north to the area where the existing fields have underdrains. This gives the skatepark the ability to tap in to these with surface drains. There are 30-40 surface drains in the skatepark itself. All of the grading of the skatepark shifts the water to the low areas and gives them a positive location to discharge the 6" PVC lines. The City does want to put in an additional parking lot to the east of the proposed skatepark. This will give immediate parking to the skatepark and provide overflow parking. There are storm drains that will be extended up through here. The existing parking lot completely surface drains everything from north to south, and then it is drained by some subsurface drains along the perimeter of the existing softball fields. They did not want to try to surface drain that parking lot further to the north so part of the storm design includes expanding the underground through the new parking lot. There is some connectivity. Currently, the way the park is setup, most of the use of the park is south of the parking lot. There was no trail and sidewalk connectivity from north to south. There will be a trail that comes in to the softball fields, runs north along the west side of the existing parking lot, follows a couple of nodes, and then connects to the new parking lot. There will be ADA parking facilities and sidewalks along the new parking lot. That continues north and ties into the perimeter trail that goes around the entire Fairgrounds Park. There have been other issues with the design to try to incorporate connectivity, safety, and parking, as well as the overall need of the skatepark itself. They tried to make sure the skatepark ties in with the existing grades and that there will not be drainage issues in the future. Nupnau indicated that they got cost estimates based off the entire footprint. This was backed into with what their public funding capabilities are, as well as what their private funding will be. It was necessary to make some decisions on bidding packages. There will be a base bid and some alternates depending on how the bid numbers come in. There will be three different areas to focus on. First is the base bid which is Phase One Limits which is the primary skatepark. The estimate is that it will cost approximately \$1.2 Million Dollars. There are capabilities of going up to \$1.7 Million Dollars with additional fund-raising capabilities. That will include adding Add Alt 1 and Add Alt 2 areas. Until the final bids come in, it is not known if these can be added. They are about \$300,000 short of the \$1.7 Million Dollar goal. However, there is some interest and energy to cover this gap. It will be bid more conservatively to make sure that at least the Phase One Limits is completed in the first phase. Once site review is completed they will spend the next week working with Grindline and Abonmarche, as well as Project Management to create and advertise the first bid package on January 27th. On February 3rd there will be a prebid meeting. February 10th will be the second bid advertisement. February 17th the bids will be due and opened. February 28th the bid will be awarded. Construction will begin sometime after that depending on weather and contractor availability. This will all be outlined in the bid documents. It will list when Parks would hope the contractor will start, as well as when Parks would like them to close out the project. The skatepark piece of this project is specialty work, and Parks will be reaching out to national skatepark builders to bid on the project. There will be opportunities for local contractors to work with the national skatepark builders. Project Management will coordinate these efforts. There will be three separate bid packages. The first will be storm water infrastructure and getting everything underground to the skatepark completed so, when the skatepark people come in it will be available to tap into. This will be managed by the City of Valparaiso. The excavation and skatepark build will be Package 2. This bid will be from a national skatepark builders. Package 3 is everything else lights, landscape, parking lot, signage, etc. and this will be managed by the City of Valparaiso. Package 2 which is the skatepark build/mass excavation will follow the schedule outlined earlier. Renderings were shared and showed a lot of different uses, i.e., BMX biking, in-line skating, and scootering. The typical Park archway is shown which includes the names of donors and sponsors. There are a lot of traditional and non-traditional street features. There is a lot of seating area around the perimeter. Artificial turf is being used to cut down on maintenance. The skatepark is 99% concrete that will be low maintenance. Kaiser stated that phasing will be the key to ensure that they are not driving over or destroying things built earlier.

STAFF COMMENTS:

ZUBRIGGEN: Zurbruggen indicated that they have met and will be meeting again next week to vet out some more details. He would like to see more specific details on how the inner drainage of the park gets to the proposed inlets to the south to drain. Zurbruggen is aware this will be slab on grade. This part of the park does tend to get wet sometimes. Engineering knows that Fairgrounds Park is a detention basin and it will flood

at some point. Zurbriggen asked how the volume of the detention portion of Fairgrounds Park is affected with this. Is the design made to accommodate for storm water flooding into the park itself? Klinedinst stated that the detention pond was taken into consideration from the beginning. They will need to take existing volume counts versus proposed volume counts to see how much is lost by bringing up some of the grades. They do not feel it will be significant but there will be a decrease in volume that can go to the detention basin. Zurbriggen feels that at some point the skating portion will flood and feels this has been taken into consideration but wanted the minutes to reflect his concern. Fairgrounds Park does not flood all the time; however, it was designed to flood. Zurbriggen mentioned that at one point on-street parking for McCord was discussed. There is an entrance shown coming off of McCord and he asked if parking is being planned on McCord for the first phase as far as bidding is concerned. Nuppnau confirmed the on-street parking and stated they are still working through details. Abonmarche is proposing some perpendicular options. Nuppnau has asked for parallel options as well, to understand what it will look like out front on the McCord side street. If improvements are done it would be in lieu of a street project at this point. Nuppnau said they do need and intend for the McCord parking to be a location for access into the main park itself. One thing of importance, whether it is at this meeting or a follow-up meeting with City staff, is understanding the fence around the entire perimeter of this park and what the appetite is to keep that, remove it completely, or remove it and replace it with something different. Nuppnau indicated they want one or two (at the most) access points off of McCord into the park itself so they can prevent people from mass-entering over the walking trails. They want to funnel people into certain areas. Right now, there is one small gate from McCord into the park. This could be sufficient; however, Parks would like to have a bigger entrance from McCord and possibly a second entrance as well from the north side into the park. Zurbriggen said the plans show quite a few inlets around the park. The plans also show rim elevations. For future submittals, Zurbriggen would like to see how the inner workings are connected.

LAIRD: A Site Permit will be required at the time of Building Permit submittal. The Site Permit will be reviewed and approved by the Engineering Department.

STITES: Stites is assuming the flounder is to mimic an empty swimming pool. Klinedinst said this assumption is correct. Stites asked about the depth. Klinedinst conveyed that it is 7-1/2 ft. deep. Stites advised that the access appears to be good for emergency vehicles. It looks like the Fire Department can get pretty much everywhere with an ambulance cot. Stites asked if there is a drain in the flounder. Klinedinst confirmed that there is a drain and indicated that the shallow end is only 4ft. deep and much more accessible.

FAHEL: Fahel presented no comments on this project.

THRASHER: A Building Permit is required. Thrasher asked if they will be pulling all the permits at once or in phases. Klinedinst stated that permits will be pulled in phases. There will be different contractors working on the project. Thrasher conveyed that all contractors working on the project must be registered with the City. Thrasher believes the restrooms are only open when there is a game being played. Will they be open all the time now? Nuppnau stated they will open more than they are now but it is still a seasonal building so they will be closed in the winter. Thrasher asked if the skatepark will be open in the winter, weather permitting. Nuppnau stated the skatepark will be open, weather permitting. Thrasher is aware there is a port-a-potty now and asked if this will remain. Nuppnau said it will remain and the exact location is still being determined. It will be necessary to make sure the size is adequate. It may be necessary to have more than one. Thrasher asked if the main entrance into this park will be off the walking path. Nuppnau confirmed. Parks is taking precautions to make sure they don't have skate boarders/skatepark users flying in there. There will be rumble strips and other slowing mechanisms prior to entering the park to minimize any conflict with walkers and skatepark users. There is a secondary entrance from the lower parking lot. The ideal spot to enter the park and start exploring is north part of the skatepark. That is why the second entrance was added. Thrasher asked if the pathway will be widened through this area. A lot of people use that to walk. Klinedinst there is a call-out for 16. There will be a rumble strip on either side. Thrasher said she is talking about from the entrance to the park area. Thrasher does not want conflicts between the skateboarders and the walkers. Should this area be widened? Thrasher wants to make sure that accommodations are made for the handicapped as well as the skateboarders. Nuppnau said for now it will be left the way it is. There have been discussions regarding

options in that area.

SHRADER: Shrader asked if the new parking lot and the sidewalk connection into the walking path are part of the base bid. Nuppnau stated this is a separate base bid that will follow from the purview of the Park Department out of a different budget. Shrader asked if it is expected to be built simultaneously or soon after the skatepark. As the skatepark is being finished, the parking lot will be done. Shrader mentioned that the exit drive appears to go right into the side of a parking space. More stripping needs to be done in that area. The intent is that cars do not go from the parking lot south up through here to exit. Improvements can be made. Shrader asked if they had any expectations as to what percentage of people will be coming in by skateboard, or scooter versus driving. Klinedinst stated that data from facilities like Creekside show that 90% of people drive. There is close access to the park from Thomas Jefferson School and the Boys & Girls Club. They feel the additional parking is necessary because of the highly used walking track. There are baseball games going on all week in spring, summer, and fall. The question will be how much can they get on McCord if that is possible? Shrader asked if a lot of the people using the walking track typically drive to the park. Nuppnau said a lot of people do drive to get there. Shrader said the crossings at Glendale and Calumet could use some help. There are no other crossings until Glendale. Shrader would like to see something other than chain link fence. Nuppnau indicated that they have gotten an estimate on vinyl split rail for the entire park and pricing breaking it down section by section. The chain link was originally installed to lock down the entire park to prevent people from swimming in the detention area. There are other things to consider with the amount of traffic. This is a whole large conversation within the park itself. If the park needs to remain fenced, Parks will consider a more decorative piece on the north side and a better access point off McCord but still tied into the entire fence system. Shrader asked if there are bike racks. Bike racks were not included but there are a lot of places for them. This may be up to Parks.

ISSUES TO BE RESOLVED:

- Provide Specific Details on the Inner Drainage
- Site Permit
- McCord Street Parking
- Building Permit
- Provide List of Contractors
- All Contractors Must be Registered with the City