



MEMORANDUM
Office of the Administrator

To: Mayor and Council

From: Marsha Hall

Copy: Jeff Green, Steve Farst, Kyle Lund, Tom Byrne

Date: November 9, 2015

Re: Paving of Lower Parking Lot at Groveport Park

Council requested that cost estimates be obtained to pave the lower gravel lot at Groveport Park to determine whether to include in the 2016 Appropriations.

The original Park Master Plan included paving the lower parking lot as part of the plan's recommendations at an estimated cost of \$665,075. Included in the plan was also a paved path along the west edge of the parking lot joining two other paths. I have included a drawing of this from the Master Park Plan (Exhibit #1).

Below are three alternates, with associated cost estimates:

Alternate #1: This alternate uses the footprint from the Master Park Plan, and includes the adjoining pedestrian path and lighting. The construction cost estimate for this layout is \$365,530, and total cost estimate is \$467,878. The total amount includes the cost of the pedestrian path (\$11,520), 10% contingency, 8% design, and 10% inspection amounts. Soil issues require some subgrade stabilization. There are 108 total parking spaces in this layout. The drawing of this layout is shown in Exhibit #2.

Alternate #2: This alternate reconditions the current aggregate area, converts it to pavement, and adds an additional area for a driving lane to allow for additional parking spaces (Alternate #3) totaling 86 parking spaces (See Exhibit #3). The adjoining pedestrian path takes a slight reconfigured route, with cost slightly higher than Estimate #1 (\$12,328). The total cost estimate for this option is \$313,706.

Alternate #3: This alternate just overlays the current gravel area, and provides for 70 parking spaces. There is no curbing, drainage system or pedestrian path included in this alternate. The total cost estimate for this option is \$129,283.

Recommendation: Staff recommends Alternate #1, which follows the Master Park Plan. This provides the maximum parking spaces, allows for no interruption of future uses of nearby park space shown in the plan, and includes curbing. We believe curbing is essential to assure cars remain on the lot surface.



Financially, we believe the best course of action would be to delay the construction until 2017 and include the cost with the other facility improvements we plan to make in 2017 (new building at old water treatment plant site, paving of the area around the new building, and construction of a new golf maintenance building). We can then issue bonds for all projects. We would rather not spend an additional \$470,000 out of our General Fund balance.





Existing Trail
(Compacted gravel)

Historic Canal Lock 22

EXISTING RAILROAD

BLACKLICK
PARK

Tennis facility

Public Works
Facility

Nature trails

Future parking

Playground
& shelter

Future parking

Restroom/concession
/storage

Playground,
basketball,
sand volleyball
& shelter

MAIN STREET

GROVEPORT ROAD

RICHARDSON ROAD

Future trail connection to the
new Metro Park location

Exhibit #1



Exhibit #2



Exhibit #3