



**GOSHEN REDEVELOPMENT COMMISSION  
AGENDA FOR THE REGULAR MEETING OF June 11, 2024**

*To access online streaming of the meeting, go to <https://us02web.zoom.us/j/81223011833>*

The Goshen Redevelopment Commission will meet on June 11, 2024 at 3:00 p.m. in the City Court Room/ Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

**1. CALL TO ORDER/ROLL CALL**

**2. CHANGES TO THE AGENDA**

**3. APPROVAL OF MINUTES**

**4. NEW BUSINESS**

- a. Request to Approve and Authorize Change Order No. 4 for the 10<sup>th</sup> Street and Douglas Street Reconstruction
- b. Request to Approve Dedication of Two (2) Drainage/Maintenance/Access Easements on City-Owned Land for the Cherry Creek Development
- c. Request to Approve Recommendation to Select the CORE/BKV/GM Development Team for the New South Fire Station Project using the BOT Construction Method
- d. Request to Approve an Agreement with Walker Consultants for 2024 Downtown Parking Study

**5. APPROVAL OF REGISTER OF CLAIMS**

**6. MONTHLY REDEVELOPMENT STAFF REPORT**

**7. OPEN FORUM**

The open forum is for the general discussion of items that are not otherwise on the agenda. The public will also be given the opportunity at this time to present or comment on items that are not on the agenda.

**8. ANNOUNCEMENTS**

Next Regular Meeting – July 9, 2024 at 3:00 p.m.

# **GOSHEN REDEVELOPMENT COMMISSION**

## **Minutes for the Regular Meeting of May 14, 2024**

The Goshen Redevelopment Commission met in a regular meeting on May 14, 2024 at 3:00 p.m. in the City Court Room/Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

### **CALL TO ORDER/ROLL CALL**

The meeting was called to order by President Brian Garber. On call of the roll, the members of the Goshen Redevelopment Commission were shown to be present or absent as follows:

Present: Brian Garber, Brianne Brenneman, Jonathan Graber, Brett Weddell, Bradd Weddell and Colin Yoder

Absent:

### **APPROVAL OF MINUTES**

A motion was made by Commissioner Weddell and seconded by Commissioner Graber to approve the minutes of the April 9, 2024 regular meeting.

The motion was adopted unanimously.

### **Resolution 09-2024** – Interlocal Agreement between the City of Goshen and County of Elkhart for the Establishment of the Marion Branch Quiet Zone

(1:00) Dustin Sailor, Director of Public Works & Utilities, this agreement allows the city to work in the county for improvements made to the crossing at County Road 42 for the Marion Branch Quiet Zone which is outside of the city limits. This will ensure the entire city is included in the quiet zone.

Discussion and questions between commission members and staff.

A motion was made by Commissioner Weddell and seconded by Commissioner Brenneman to approve Resolution 09-2024.

The motion was adopted unanimously.

### **Request:** Approve an Agreement Amendment with Abonmarche for the Steury Avenue and Lincoln Avenue Reconstruction & Drainage Improvements Project and Authorization for Redevelopment Director to Execute the Agreement Amendment

(3:35) Becky Hutsell, Redevelopment Director, have been working with Abonmarche since 2016 on this project. The initial intent of the project was roadway improvements with new water main and sanitary sewer. Over the last several years working with Abonmarche the scope continued to grow to a creek crossing to improving water pressure in East Goshen, new sanitary sewer along Steury Avenue and drainage issue on Olive Street. The memo in the packet outlining the additional services completed above the original scope. The total of the amendment is \$211,500. The project has been bid and was awarded to Niblock Excavating. If permission is granted, a resolution approving the agreement will be brought before the Commission for final approval.

Questions and discussion between staff and commission members.



Commission President Garber stated that he was recusing himself from voting since the Commission bought his home and property for the project before he was a member of this Commission.

A motion was made by Commissioner Weddell and seconded by Commissioner Yoder to approve the request to approve an Agreement Amendment with Abonmarche for the Steury Avenue & Lincoln Avenue Reconstruction & Drainage Improvements.

The motion passed 4-0 with Commissioner President Garber recusing himself.

***Request - Approve Dedication of Additional Right-of-Way for 65719 SR 15 & 65693 SR 15***

(12:00) Becky Hutsell, Redevelopment Director, prior to the sale of 65719 & 65693 State Road 15, the Commission agreed to dedicate an additional twenty (20) feet of right-of-way along State Road 15. JPR has prepared the legal descriptions and the Legal Department has the necessary deeds of dedication prepared. Next will issue an RFP for 65719 SR 15 which is currently vacant.

A motion was made by Commissioner Weddell and seconded by Commissioner Brenneman to approve the motion

The motion was adopted unanimously.

***Request - Approve Economic Development Agreement with Kosene & Kosene for the undeveloped 13-acres at the Northeast Corner of Plymouth Avenue and Greene Road***

(14:00) Becky Hutsell, Redevelopment Director, stated this is the first step of the process. First is the development agreement, annexation, city zoning, and technical review process with fully designed plans. If bonds are issued, it requires public hearings.

(15:36) Michael Kosene and Chris Chabenne of Kosene & Kosene,

Gave history about the company and a power point of the proposed development. Presented the original site plan with the three stories and 252 units and after hearing feedback from the residents stated they be looking to make adjustments. Will be applying for the READI grant.

**Comments from the public:**

Bob Vogelzang, Goshen, stated is property is next to the pond and is concerned about water runoff, no provisions for a playground and is concerned about what will be there in 10 years.

Brian Krider, Goshen, wrong use of TIF funds as this area does not need revitalized. Three stores, over 200 units and traffic. Not the right fit for this area. Asked for this to be tabled until it can be redrawn.

John Kindig, Goshen, subdivision resident, requests the motion be tabled until Commission members can physically look at the site and he offered to give tours.

Tim Herschberger, Goshen, has lived there for 12 years and likes Goshen and does not want Broad Ripple in his backyard and is three stories really what Goshen is looking for and questioned if can rent for the prices quoted. Build this project in the Park West field next to existing apartments.

Nina Newburn, Goshen, this is a residential area with water issues. Too large for this area, timing of the project, increased traffic, noise and light pollution, impact on property values and the long term effect. Looking at now and not down the road when it sells or whatever may happen.

Richard Essig, stated he was born and raised there and there is a need for housing in Goshen, He feels it will be an asset and this developer will serve those needs. This land has been for sale for 20 years.

Derek Newland, Goshen, his concerns are property values and privacy issues with the three stories and a possible drive access by his property.

Pam Weishaupt, Goshen, stated she lives east of the project and affirms what everyone else has said. Commented on the thin walls and poor quality of Park 33.

Gary Martin, Goshen, stated the back of his property will face the parking lot, traffic congestion and main concern water.

Tim Miller, Goshen, please consider other project going on like Cherry Creek and the apartments at 10<sup>th</sup> Street and Plymouth Avenue.

Tom Essig, talked about the water on Greene Road and the closing of swales. Talked of the history of the water problems in the area and Westoria development.

Ray Essig, Goshen, commented on busing students to Model Elementary and they can walk from there.

Comments and questions from Commission members.

Becky Hutsell, Redevelopment Director, stated the next step is approval from the City Council. The meeting will be held on June 10, 2024 @6:00 p.m.

A motion was made by Commissioner Graber and seconded by Commissioner Brenneman to approve the motion

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Brian Garber, Brianne Brenneman, Jonathan Graber

Nays: Brett Weddell, Colin Yoder

The motion was adopted by a vote of 3 in favor and 2 against.

#### **APPROVAL OF REGISTER OF CLAIMS**

A motion was made by Commissioner Weddell and seconded by Commissioner Brenneman to approve payment of the Register of Claims totaling \$1,304,313.32.

#### **MONTHLY REDEVELOPMENT STAFF REPORT**

Dustin Sailor, Director of Public Work & Utilities, told the Commission that the 10<sup>th</sup> Street Reconstruction project is progressing and working on the Plymouth Avenue water main and sanitary sewer next.

Becky Hutsell, Redevelopment Director, stating the Lincoln Avenue & Steury Avenue project has a June start date. A meeting to review the Fire Department proposals to be held next month.

**OPEN FORUM**

No one from the Commission or the public spoke.

**ANNOUNCEMENTS**

It was announced that the next regular meeting is scheduled for June 11, 2024 at 3:00 p.m.

**ADJOURNMENT**

A motion was made by Commissioner Weddell and seconded by Commissioner Yoder to adjourn the meeting.

The motion was adopted unanimously.

The regular meeting was adjourned at 4:42 p.m.

**APPROVED** on June 11, 2024

**GOSHEN REDEVELOPMENT COMMISSION**

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Brian Garber, President

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Brianne Brenneman, Secretary

# **GOSHEN REDEVELOPMENT COMMISSION**

## **Minutes for the Executive Session of May 14, 2024**

The Goshen Redevelopment Commission met in an executive session on May 14, 2024 at the conclusion of the Commission's regular meeting at 4:45 p.m. pursuant to the notice given. The executive session was held in the City Court Room/Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

### **CALL TO ORDER/ROLL CALL**

The executive session was called to order by President Brian Garber. On call of the roll, the members of the Goshen Redevelopment Commission were shown to be present or absent as follows:

Present: Brian Garber, Brianne Brenneman, Jonathan Graber, Brett Weddell, Bradd Weddell and Colin Yoder

### **PURPOSE OF EXECUTIVE SESSION**

The executive session was held as authorized by Indiana Code § 5-14-1.5-6.1 (b)(2)(D) for discussion of strategy with respect to the purchase or lease of real property by the Goshen Redevelopment Commission up to the time a contract or option to purchase or lease is executed by the parties.

No subject matter was discussed in the executive session other than the subject matter specified in the public notice.

### **ADJOURNMENT**

The executive session was adjourned at 5:15 p.m.

**APPROVED** on June 11, 2024

**GOSHEN REDEVELOPMENT COMMISSION**

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Brian Garber, President

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Brenneman Brenneman, Secretary



**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185  
engineering@goshencity.com • www.goshenindiana.org

## MEMORANDUM

TO: Redevelopment Commission

FROM: Engineering Department

RE: **CHANGE ORDER NO. 4 FOR 10<sup>TH</sup> STREET AND DOUGLAS STREET  
ROAD RECONSTRUCTION (JN: 2022-0037)**

DATE: June 6, 2024

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Attached please find Change Order No. 4 for the 10<sup>th</sup> Street and Douglas Street Reconstruction project.

Change Order No. 4 includes costs related to epoxy coating 4 storm structures, as well as installing a new force main to 2 existing structures.

The original contract amount plus additions from Change Order No. 3 was \$4,295,386.08. Change Order No. 4 increases the total contract by \$33,160.00, for a revised contract amount of \$4,328,546.08, which is an increase of 1.88% over the original contract amount. No days are being added to the project for this work.

**Requested Motion: Approve and authorize the Change Order No. 4 for the 10<sup>th</sup> Street and Douglas Street Reconstruction project in the amount of \$33,160.00, bringing the total Contract to \$4,328,546.08, an increase of 1.88%.**

**CITY OF GOSHEN, INDIANA**  
**OFFICE OF THE CITY ENGINEER**  
*204 E. Jefferson Street, Suite 1*  
*Goshen, IN 46528*

OWNER: City of Goshen  
PROJECT NAME: 10th Street and Douglas Street Road Reconstruction  
PROJECT NUMBER: 2022-0037  
CONTRACTOR: Niblock Excavating, Inc.

**I. DESCRIPTION OF WORK INVOLVED (Use additional sheets if needed)**

Due to a conflict with a structure on the Gleason Industries property, a 2" force main is needed to connect to two existing structures. One is on the Gleason Industries property and the other is in a proposed sanitary structure on 10th Street. Additionally, there are 4 storm structures that need epoxy coated due to sanitary separation distance being within 10'.

CO4.1	Storm Structure Epoxy Coating Note: Replaces Gleason fire suppression alignment	4 EA	@ \$3,200.00	-----	\$12,800.00
CO4.2	2" Force Main	1 LS	@ \$20,360.00	-----	\$20,360.00

Subtotal - \$33,160.00

**II. ADJUSTMENTS IN AMOUNT OF CONTRACT**

1. Amount of original contract		\$4,248,803.95
2. Net (Addition/ <del>Reduction</del> ) due to all Previous Contract Supplements Numbers 0 to <u>3</u>		\$46,582.13
3. Amount of Contract, not including this supplement		\$4,295,386.08
4. Addition/ <del>Reduction</del> to Contract due to this supplement		\$33,160.00
5. Amount of Contract, including this supplemental		\$4,328,546.08
6. Total (Addition/ <del>Reduction</del> ) due to all Change Orders (Line 2 + Line 4)		\$79,742.13
7. Total percent of change in the original contract price Includes Change Order No. 1 to <u>4</u> (Line 6 divided by Line 1)		1.88%

**III. CONTRACT SUPPLEMENT CONDITIONS**

1. The contract completion date established in the original contract or as modified by previous Contract Supplement(s) is hereby extended/~~reduced~~ by 0 calendar days, making the final completion date September 30, 2024.
2. Any additional work to be performed under this Contract supplement will be carried out in compliance with the specifications included in the preceding Description of Work Involved, with the supplemental contract drawing designed as \_\_\_\_\_, and under the provisions of the original contract including compliance with applicable equipment specifications, general specifications and project specifications for the same type of work.
3. This Contract Supplement, unless otherwise provided herein, does not relieve the contractor from strict compliance with the guarantee provisions of the original contract, particularly those pertaining to performance and operation of equipment.
4. The contractor expressly agrees that he will place under coverage of his Performance and Payment Bonds and contractor's insurance, all work covered by this Contract Supplement. The contractor will furnished to the owner evidence of increased coverage of this Performance and Payments bonds for the accrued value of all contract supplements, which exceed the original contract price by twenty (20) percent.

**RECOMMENDED FOR ACCEPTANCE**

 5/31/24  
Dustin K. Sailor, P.E.  
Director of Public Works

**ACCEPTED:** REDEVELOPMENT  
CITY OF GOSHEN, INDIANA

BY: \_\_\_\_\_  
Becky Hutsell, Redevelopment Director

**ACCEPTED:** BOARD OF PUBLIC WORKS AND SAFETY  
CITY OF GOSHEN, INDIANA

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

**ACCEPTED:** CONTRACTOR

\_\_\_\_\_  
Niblock Excavating, Inc.

BY: \_\_\_\_\_  
Signature of authorized representative

\_\_\_\_\_  
Printed

\_\_\_\_\_  
Title





**Department of Community Development  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185  
communitydevelopment@goshencity.com • www.goshenindiana.org

# Memorandum

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TO: Redevelopment Commission

FROM: Becky Hutsell, Redevelopment Director

RE: Request to Approve Dedication of Two (2) Drainage/Maintenance/Access Easements on City-Owned Land for the Cherry Creek Development

DATE: June 11, 2024

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As part of the approved Economic Development Agreement with Cherry Creek, LLC, the City agreed to permit the construction of a series of retention ponds on city-owned land adjacent to the Cherry Creek project. Per the agreement, Cherry Creek will construct and maintain the retention ponds. In order to do so, we have worked with their team to identify the two (2) areas where ponds will be and are requesting approval of dedication of the easements which will allow them to access the land, complete the construction, and maintain these areas.

The documents attached are currently marked as “draft” until parcel numbers are confirmed by Abonmarche. A final copy will be provided at Tuesday’s meeting.

**Suggested Motion: To approve dedication of two (2) drainage/maintenance/access easements on city-owned land for the Cherry Creek Development**

## **EASEMENT**

**City of Goshen, Indiana, Department of Redevelopment**, a municipal corporation and political subdivision of the State of Indiana (“City”), whose mailing address is 202 South Fifth Street, Goshen, Indiana 46528, grants to **Cherry Creek, LLC**, an Indiana limited liability company (“Grantee”), whose mailing address is 1630 Timberline Drive, Goshen, Indiana 46526, for One Dollar (\$1.00) and other good and valuable consideration, an easement over, across, and through real property situated in Elkhart County, State of Indiana, described in Exhibits A-1 and A-2 attached hereto and made a part hereof, and depicted on the Easement Sketches attached hereto and made a part hereof as Exhibits B-1 and B-2 (hereinafter referred to as “Easement”).

The Easement is part of Parcel Numbers 20-11-27-426-027.000-015 and 20-11-27-426-040.000-015. Grantor obtained title to the real property on which the Easement is located by Warranty Deed for Parcel Number 20-11-27-426-027.000-015 dated August 7, 2023 and recorded September 13, 2023, in the Office of the Recorder of Elkhart County, Indiana as Instrument No. 2023-15274; and by Warranty Deed for Parcel Number 20-11-27-426-040.000-015 dated November 1, 2023 and recorded November 1, 2023, in the Office of the Recorder of Elkhart County, Indiana as Instrument No. 2023-18351, and re-recorded on December 1, 2023, in the Office of the Recorder of Elkhart County, Indiana as Instrument No. 2023-20130.

The Easement is granted and conveyed to Grantee for drainage and storm water utility purposes. City grants Grantee access to the Easement for the purposes of accessing, installing, operating, and maintaining drainage and storm water utility facilities, including any appurtenances as may be required. Grantee shall construct a transport ditch or swale within the Easement. Grantee shall be maintain this transport ditch or swale, such maintenance to include all landscaping, mowing and maintenance of vegetation as well as removal of vegetation, trash or other obstacles that would impede the flow of stormwater. Repair required by changes of upstream flow or any future alteration of the transport ditch or swale to accommodate increased flow of stormwater shall be the Grantee’s responsibility, and the Grantee shall have access to the Easement for the purpose of performing those functions that are the Grantee’s responsibility.

City may use, occupy, and possess the Easement in a manner that is consistent with and does not interfere with Grantee’s rights contained in this Easement.

Portions of the Easement contain or will contain a public trail or greenway, for bicycle and pedestrian use by the public. City grants Grantee access to the Easement for the purposes of constructing, installing, and maintaining the railway surface and for installing, operating, and maintaining directional signals and markings on the railway surface and adjacent to the railway.

Grantee is responsible for maintaining all improvements made by Grantee to the Easement, specifically to any and all stormwater drainage facilities, railway surface, fencing, gates, and landscaping. Grantee shall promptly pay for or otherwise rectify any damage caused by Grantee to the Easement or to City's adjoining real property caused by Grantee's entry upon the Easement or adjoining real property.

Grantee agrees to indemnify and hold harmless Grantor from and against any and all claims, liabilities, losses, damages, penalties, fines, costs, and expenses, including reasonable attorney's fees, of whatsoever kind or nature arising out of or in any way connected with Grantee's use, maintenance, or repair of the Easement, or Grantee's violation of any of the terms of this Easement document. Grantee further agrees to maintain, at its sole cost and expense, general liability insurance naming City as an additional insured, with minimum limits of liability of \$1,000,000 per occurrence and \$2,000,000 in the aggregate. Grantee shall provide City with a certificate of insurance evidencing such coverage prior to the commencement of any use of the Easement and thereafter upon renewal.

The terms of this Easement shall run with the land and be binding upon and inure to the benefit of the heirs, assigns, and successors in interest of the parties. The undersigned represents and certifies that such person is a duly authorized representative of City and has been fully empowered to execute this Easement on behalf of City; that the City has full capacity to grant the Easement described; and that all necessary action for granting this Easement has been taken.

IN WITNESS WHEREOF, the undersigned has executed this Easement on June 11, 2024.

CITY OF GOSHEN, INDIANA  
DEPARTMENT OF REDEVELOPMENT

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Brian Garber, President  
Goshen Redevelopment Commission

STATE OF INDIANA            )  
  ) SS:  
COUNTY OF ELKHART        )

Before me the undersigned, a Notary Public in and for said County and State, personally appeared Brian Garber, as President of the Goshen Redevelopment Commission, and on behalf of the City of Goshen, Indiana, Department of Redevelopment, this June 11, 2024, acknowledged that in said capacity he executed the foregoing instrument for and on behalf of the City of Goshen, Indiana, Department of Redevelopment, for the uses and purposes therein mentioned and that he was authorized to do so.

WITNESS my hand and notarial seal.

---

Notary Public

DRAFT

**ACCEPTANCE**

Cherry Creek, LLC, the Grantee under the above Easement, hereby acknowledges receipt of this Easement from the City of Goshen, Indiana, Department of Redevelopment, agrees to be bound by the terms thereof, and otherwise accepts the Easement on this \_\_\_\_\_, 2024.

The undersigned represents and warrants that she is a duly elected officer of the Grantee; that the Grantee is a limited liability company validly existing in the State of its origin and, where required, in the State where the Easement is situated; that the Grantee has full corporate capacity to accept the Easement herein described and agree to be bound by the terms thereof; and that she has full authority to accept this Easement and otherwise bind Grantee to the terms and conditions of this Easement.

CHERRY CREEK, LLC

By: \_\_\_\_\_  
Tonya Detweiler, Member

STATE OF INDIANA            )  
  ) SS:  
COUNTY OF ELKHART        )

Before me the undersigned, a Notary Public in and for said County and State, personally appeared Tonya Detweiler, Member for Cherry Creek, LLC, the Grantee in the above Easement, and acknowledged the execution of the foregoing instrument as the person's voluntary act for the uses and purposes therein mentioned and that she was authorized to do so.

WITNESS my hand and notarial seal.

\_\_\_\_\_  
Notary Public

This instrument was prepared by Donald R. Shuler, Attorney No. 26587-71, City of Goshen Legal Department, 204 East Jefferson Street, Suite 2, Goshen, Indiana 46528, (574) 537-3820.

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law (Donald R. Shuler).

Exhibits A-1 and A-2 – Legal Descriptions

DRAFT

# EXHIBIT A

A PART OF SECTION 27, TOWNSHIP 36 NORTH,  
RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP,  
ELKHART COUNTY, INDIANA

KERCHER ROAD/C.R. 38

N89°39'36"W

1700.87'

P.O.C.

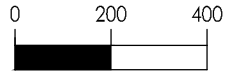
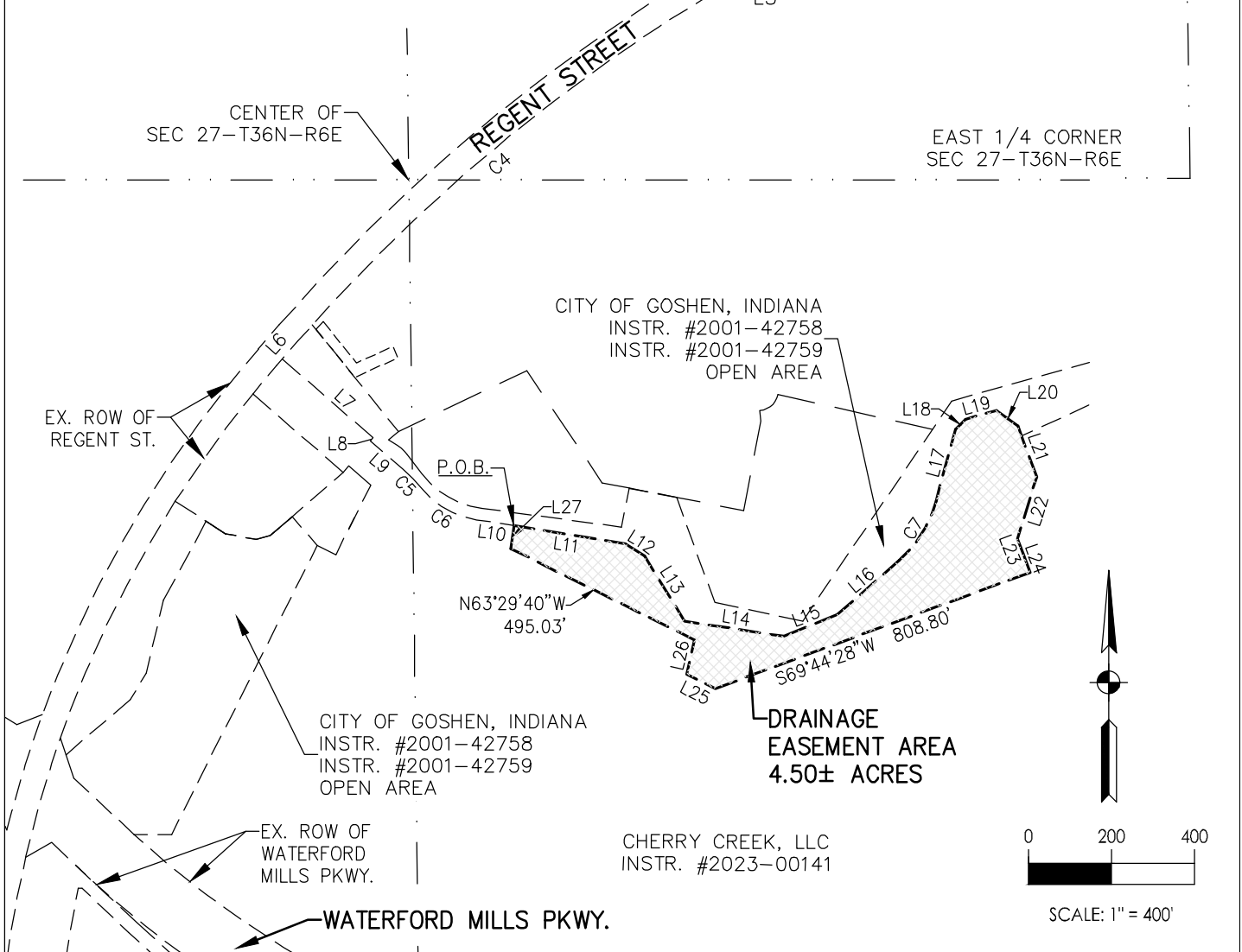
NE COR.; NE 1/4  
SEC. 27-T36N-R6E

Line Table		
Line #	Bearing	Length
L1	S0°06'15"W	211.71'
L2	S14°35'44"W	319.31'
L3	S30°43'25"E	128.90'
L4	S59°07'27"W	330.06'
L5	S31°09'50"E	30.00'
L6	S41°01'13"W	57.00'
L7	S49°05'32"E	289.62'
L8	S40°54'28"W	10.00'
L9	S49°05'32"E	103.84'
L10	S81°28'45"E	90.76'
L11	N80°40'26"W	272.40'
L12	S57°07'46"E	54.51'
L13	S31°38'53"E	184.87'

Line Table		
Line #	Bearing	Length
L14	S81°25'06"E	242.15'
L15	N67°59'36"E	138.26'
L16	N48°46'27"E	198.62'
L17	N14°58'35"E	179.15'
L18	N44°39'27"E	34.75'
L19	N74°20'19"E	78.15'
L20	S53°42'40"E	63.29'
L21	S20°15'33"E	131.23'
L22	S17°17'44"W	156.23'
L23	S20°52'49"E	37.41'
L24	S20°15'26"E	49.21'
L25	N63°15'12"W	76.55'
L26	N12°49'47"E	84.58'
L27	N7°32'46"E	56.04'

WEYMOUTH BLVD.

E. LINE, NE 1/4 SEC. 27-T36N-R6E



SCALE: 1" = 400'



303 River Race Drive, Unit 206  
Goshen, IN 46526  
T 574.533.9913  
F 574.533.9911  
abonmarche.com

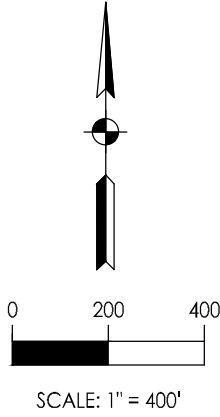
Benton Harbor  
Ft. Wayne  
Goshen  
Grand Haven  
Hobart  
Lafayette  
Portage  
South Bend  
Valparaiso  
South Haven

PREPARED FOR:	SCALE: 1" = 400'
CITY OF GOSHEN	JOB #: 22-1784
COPYRIGHT 2024 - ABONMARCHE CONSULTANTS, INC.	SHEET 1 OF 2

# EXHIBIT A

A PART OF SECTION 27, TOWNSHIP 36 NORTH,  
RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP,  
ELKHART COUNTY, INDIANA

Line Table		
Line #	Bearing	Length
L1	S0°06'15"W	211.71'
L2	S14°35'44"W	319.31'
L3	S30°43'25"E	128.90'
L4	S59°07'27"W	330.06'
L5	S31°09'50"E	30.00'
L6	S41°01'13"W	76.94'
L7	S49°05'32"E	288.35'
L8	S49°01'29"W	69.70'
L9	S73°45'19"W	35.60'
L10	N57°15'13"W	75.49'
L11	N79°06'50"W	55.24'
L12	S28°22'08"W	216.36'
L13	S13°15'32"W	180.08'
L14	S31°19'24"W	76.06'
L15	S49°23'15"W	203.33'
L16	S18°59'49"E	59.32'
L17	S46°39'04"E	198.55'
L18	N89°47'39"E	90.82'
L19	N40°58'31"W	92.11'



KERCHER ROAD/C.R. 38

N89°39'36"W

1700.87'

P.O.C.

NE COR.; NE 1/4  
SEC. 27-T36N-R6E

WEYMOUTH BLVD.

E. LINE, NE 1/4 SEC. 27-T36N-R6E

REGENT STREET

EAST 1/4 CORNER  
SEC 27-T36N-R6E

CENTER OF  
SEC 27-T36N-R6E

CITY OF GOSHEN, INDIANA  
INSTR. #2001-42758  
INSTR. #2001-42759  
OPEN AREA

EX. ROW OF  
REGENT ST.

P.O.B.

DRAINAGE  
EASEMENT AREA  
4.63± ACRES

CITY OF GOSHEN, INDIANA  
INSTR. #2001-42758  
INSTR. #2001-42759  
OPEN AREA

EX. ROW OF  
WATERFORD  
MILLS PKWY.

CHERRY CREEK, LLC  
INSTR. #2023-00141

WATERFORD MILLS PKWY.



303 River Race Drive, Unit 206  
Goshen, IN 46526  
T 574.533.9913  
F 574.533.9911  
abonmarche.com

Benton Harbor  
Ft. Wayne  
Goshen  
Grand Haven  
Hobart

Lafayette  
Portage  
South Bend  
Valparaiso  
South Haven

PREPARED FOR:

CITY OF GOSHEN

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SCALE: 1" = 400'

JOB #: 22-1784

SHEET 1 OF 2



Exhibits B-1 and B-2 – Easement Sketches

DRAFT

# EXHIBIT B

A PART OF SECTION 27, TOWNSHIP 36 NORTH,  
RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP,  
ELKHART COUNTY, INDIANA

## DRAINAGE EASEMENT DESCRIPTION

A PART OF SECTION 27, TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 27; THENCE NORTH 89°39'36" WEST, 1700.87 FEET ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00°06'15" WEST 211.71 FEET ALONG THE CENTERLINE OF WEYMOUTH BOULEVARD TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 770.0 FEET AND A DELTA ANGLE OF 14°29'29"; THENCE SOUTHWARDLY AND SOUTHWESTWARDLY, 194.75 FEET, ALONG SAID CURVE AND CENTERLINE, TO THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 14°35'44" WEST, 319.31 FEET ALONG SAID CENTERLINE TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 1546.92 FEET AND A DELTA ANGLE OF 45°19'10"; THENCE SOUTHWESTWARDLY, SOUTHWARDLY, AND SOUTHEASTWARDLY, 1223.57 FEET, ALONG SAID CURVE AND CENTERLINE, TO THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 30°43'25" EAST, 128.90 FEET, ALONG SAID CENTERLINE, TO THE POINT OF INTERSECTION OF THE CENTERLINE OF WEYMOUTH BOULEVARD WITH THE CENTERLINE OF REGENT STREET; THENCE SOUTH 59°07'27" WEST, 330.06 FEET, ALONG THE CENTERLINE OF REGENT STREET, TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 4218.54 FEET; THENCE SOUTHWESTWARDLY, 21.20 FEET, ALONG SAID CURVE AND CENTERLINE; THENCE SOUTH 31°09'50" EAST, 30 FEET, ALONG A LINE RADIAL TO SAID CURVE, TO A REBAR ON THE SOUTHEASTERLY RIGHT-OF-WAY OF REGENT STREET, MARKING THE NORTHERNMOST CORNER OF WATERFORD CROSSING; THENCE SOUTHWESTWARDLY, 1302.72 FEET, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 4188.54 FEET AND A DELTA ANGLE OF 17°49'12" TO A REBAR MARKING THE WESTERNMOST CORNER OF WATERFORD CROSSING AND THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 41°01'13" WEST, 57.00 FEET, ALONG SAID SOUTH RIGHT OF WAY LINE OF REGENT STREET; THENCE SOUTH 49°05'32" EAST, 289.62 FEET; THENCE SOUTH 40°54'28" WEST, 10 FEET; THENCE SOUTH 49°05'32" EAST, 103.84 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 395.00 FEET AND A DELTA ANGLE OF 09°43'32"; THENCE SOUTHEASTERLY ALONG SAID CURVE, 67.05 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 210.00 FEET AND A DELTA ANGLE OF 42°06'45"; THENCE SOUTHEASTERLY ALONG SAID CURVE, 154.35 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 81°28'45" EAST, 90.76 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 80°40'26" EAST, 272.40 FEET; THENCE SOUTH 57°07'46" EAST, 54.51 FEET; THENCE SOUTH 31°38'53" EAST, 184.87 FEET; THENCE SOUTH 81°25'06" EAST, 242.15 FEET; THENCE NORTH 67°59'36" EAST, 138.26 FEET; THENCE NORTH 48°46'27" EAST, 198.62 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 290.00 FEET AND A DELTA ANGLE OF 33°47'53"; THENCE NORTHEASTERLY ALONG SAID CURVE, 171.07 FEET; THENCE NORTH 14°58'35" EAST, 179.15 FEET; THENCE NORTH 44°39'27" EAST, 34.75 FEET; THENCE NORTH 74°20'19" EAST, 78.15 FEET; THENCE SOUTH 53°42'40" WEST, 63.29 FEET; THENCE SOUTH 20°15'33" EAST, 131.23 FEET; THENCE SOUTH 17°17'44" WEST, 156.23 FEET; THENCE SOUTH 20°52'49" EAST, 37.41 FEET; THENCE SOUTH 20°15'26" EAST 49.21 FEET; THENCE SOUTH 69°44'28" WEST, 808.80 FEET; THENCE NORTH 63°15'12" WEST, 76.55 FEET; THENCE NORTH 12°49'47" EAST, 84.58 FEET; THENCE NORTH 63°29'40" WEST, 495.03 FEET; THENCE NORTH 07°32'46" EAST, 56.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.50 ACRES, MORE OR LESS.

Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	194.75'	770.00'	14°29'29"	N7°14'44"E	194.23'
C2	1223.57'	1546.92'	45°19'10"	S8°03'51"E	1191.92'
C3	21.20'	4218.54'	0°17'17"	S58°58'49"W	21.20'
C4	1302.72'	4188.54'	17°49'12"	S49°55'49"W	1297.47'
C5	67.05'	395.00'	9°43'32"	N44°13'46"W	66.97'
C6	154.35'	210.00'	42°06'45"	S60°25'23"E	150.90'
C7	171.07'	290.00'	33°47'53"	N31°52'31"E	168.60'



303 River Race Drive, Unit 206  
Goshen, IN 46526  
T 574.533.9913  
F 574.533.9911  
abonmarche.com

Benton Harbor  
Ft. Wayne  
Goshen  
Grand Haven  
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Lafayette  
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South Haven

PREPARED FOR:

CITY OF GOSHEN

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SCALE:

JOB #: 22-1784

SHEET 2 OF 2

# EXHIBIT B

A PART OF SECTION 27, TOWNSHIP 36 NORTH,  
RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP,  
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## DRAINAGE EASEMENT DESCRIPTION

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CONTAINING 4.63 ACRES, MORE OR LESS.

Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	194.75'	770.00'	14°29'29"	S7°14'44"W	194.23'
C2	1223.57'	1546.92'	45°19'10"	S8°03'51"E	1191.92'
C3	21.20'	4218.54'	0°17'17"	S58°58'49"W	21.20'
C4	1302.72'	4188.54'	17°49'12"	S49°55'49"W	1297.47'
C5	90.58'	2759.89'	1°52'50"	S40°04'49"W	90.57'



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PREPARED FOR:

CITY OF GOSHEN

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SCALE:

JOB #: 22-1784

SHEET 2 OF 2



**Department of Community Development  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185  
communitydevelopment@goshencity.com • www.goshenindiana.org

# Memorandum

---

TO: Redevelopment Commission

FROM: Becky Hutsell, Redevelopment Director

RE: Request to Approve Recommendation to Select the CORE/BKV/GM Development Team for the New South Fire Station Project using the BOT Construction Method

DATE: June 11, 2024

---

In response to the Commission RFPQ for the New South Fire Station Project, proposals were received from the following four (4) teams:

1. CORE/BKV/GM Development Team;
2. Envoy/StudioAxis Team;
3. R.Yoder/TW Consulting/RQAW Team; and
4. Ancon Construction/BKV Team.

Our selection committee reviewed all proposals and conducted interviews with all four (4) teams. The committee is recommending that the Commission move forward with the CORE/BKV/GM Development team.

A copy of the proposal from the CORE/BKV/GM Development team is attached.

**Suggested Motion: To approve recommendation to negotiate an agreement with the CORE/BKV/GM Development Team for the New South Fire Station Project using the BOT Construction Method**

Municipal is what we do.



PROPOSAL AND STATEMENT OF QUALIFICATIONS  
TO DESIGN, BUILD, OPERATE, AND TRANSFER

# Goshen New South Fire Station

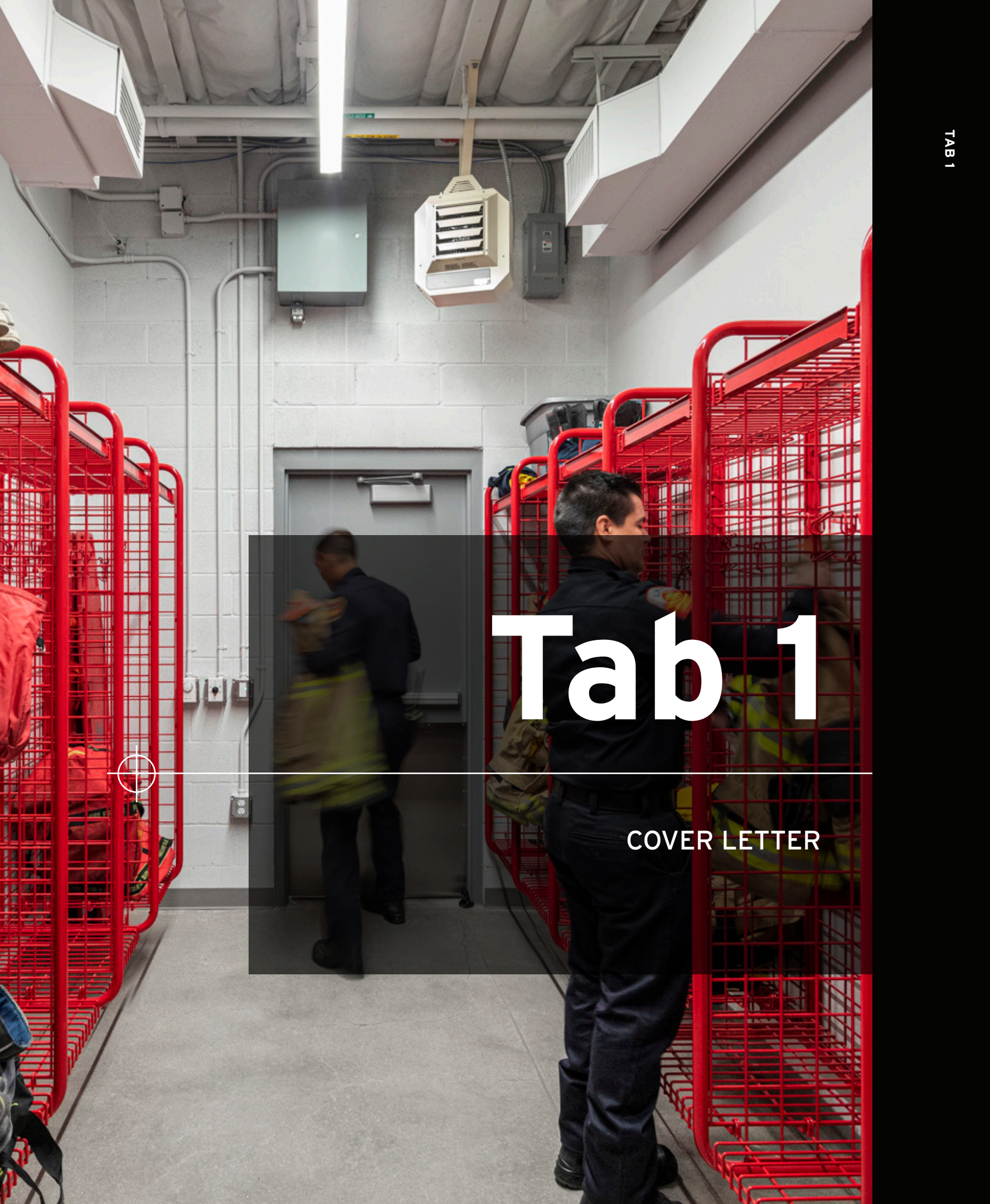
CITY OF GOSHEN, INDIANA



833 West Lincoln Hwy., #120W  
Scherville, IN 46375  
T: 219-961-4325

DUE: 04-25-24 | 3:45 PM





# Tab 1

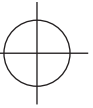
COVER LETTER





SECTION 2.3.1:

# Cover Letter



April 25, 2024

Ms. Becky Hutsell  
Redevelopment Director  
City of Goshen  
111 East Jefferson Street  
Goshen, IN 46528

**RE: Request for Proposals and Qualifications: Goshen New South Fire Station**

Dear Ms. Hutsell and Members of the Selection Committee:

CORE Construction (CORE), BKV Group, and GM Development are pleased to submit our qualifications to the City of Goshen (the City) to provide Build-Operate-Transfer (BOT) services for the New South Fire Station project. Our team possesses extensive experience and knowledge of how to deliver exceptional Public Safety project, and has the passion and commitment to successfully meet your objectives.

**INDUSTRY LEADERS** | CORE and BKV Group have carefully selected a team of recognized industry leaders to serve the City of Goshen. Our team of multi-disciplined professionals offers diverse skillsets and track records of successful performance on programs of similar size and scope. Our team's strength is attributed to extensive experience and a record of successful past performance and complete Client satisfaction.

**FIRE STATION EXPERTS** | CORE and BKV Group have extensive experience in designing and constructing fire stations. This experience has allowed our team to develop a firm understanding of how crucial it is that fire stations are designed, built, and/or renovated to not only be effective and functional, but also embody the safest, most carcinogen-free environment possible. Firefighter health and safety are our top priorities, and CORE will approach every stage of the construction process with these in mind.

**CLEANPSB PROGRAM** | CORE and BKV Group are committed to improving the lives of first responders. In 2017, CORE launched an initiative called Clean Public Safety Building (CleanPSB), with the goal to help fight against the occupational hazards that First Responders face. As Public Safety builders, we believe it is our responsibility to construct facilities that are not only highly functional and efficient, but also as clean and safe as possible. Our CleanPSB initiative has established industry-wide best practices in fire station design and construction, which we will utilize for your project.

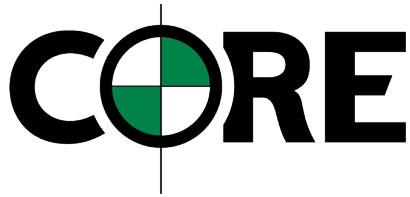
**FAMILIARITY WITH BOT** | Our team brings significant experience in working within public-private partnerships such as BOT to deliver high quality construction projects. CORE has delivered over 20 projects as Public-Private Partnerships, ranging in value from \$1 million to over \$80 million. We are committed to working collaboratively through the scoping process to provide professional services that will determine the final scope, design, and budget.

Thank you for your consideration of our proposal and qualifications. Gise VanBaren, Director of Operations, will serve as your point of contact. Please call him at 219-895-2136 or email him at gisevanbaren@coreconstruction.com should you require any additional information or clarifications.

Respectfully submitted,

Tim Erickson, President  
CORE Construction

**Office In Charge:**  
9001 Wesleyan Road  
Indianapolis, IN 46268



**OUR HISTORY**

Sponsored by a neighbor from Germany, our founder, Otto Baum, immigrated to Morton, IL in 1925 with the hopes of building a life for himself and his family. Indentured for his sponsorship, he spent two years working on the sponsor's farm in Morton to pay back the debt. After which, Otto returned to his roots as a mason and began to perform work for area farmers. He quickly established a reputation for being an honest and hard-working man.

It was this reputation that sparked the beginning of the company we are today. When Otto applied for a loan to purchase equipment for his masonry company in 1937, he had nothing to use as collateral except for his proven character and exemplary reputation. When the bank manager asked the loan officer why they should consider Otto's request, the officer simply replied, **"I trust him."** This event sparked the beginning of our company that continues today with a strong culture built on the same trust and values that Otto started the company with in 1937.

Today, CORE provides construction services to Clients across the country. With 20+ offices in nine states, CORE enjoys the immense resources of a national company while still being a locally-based contractor for our Clients in Indiana.

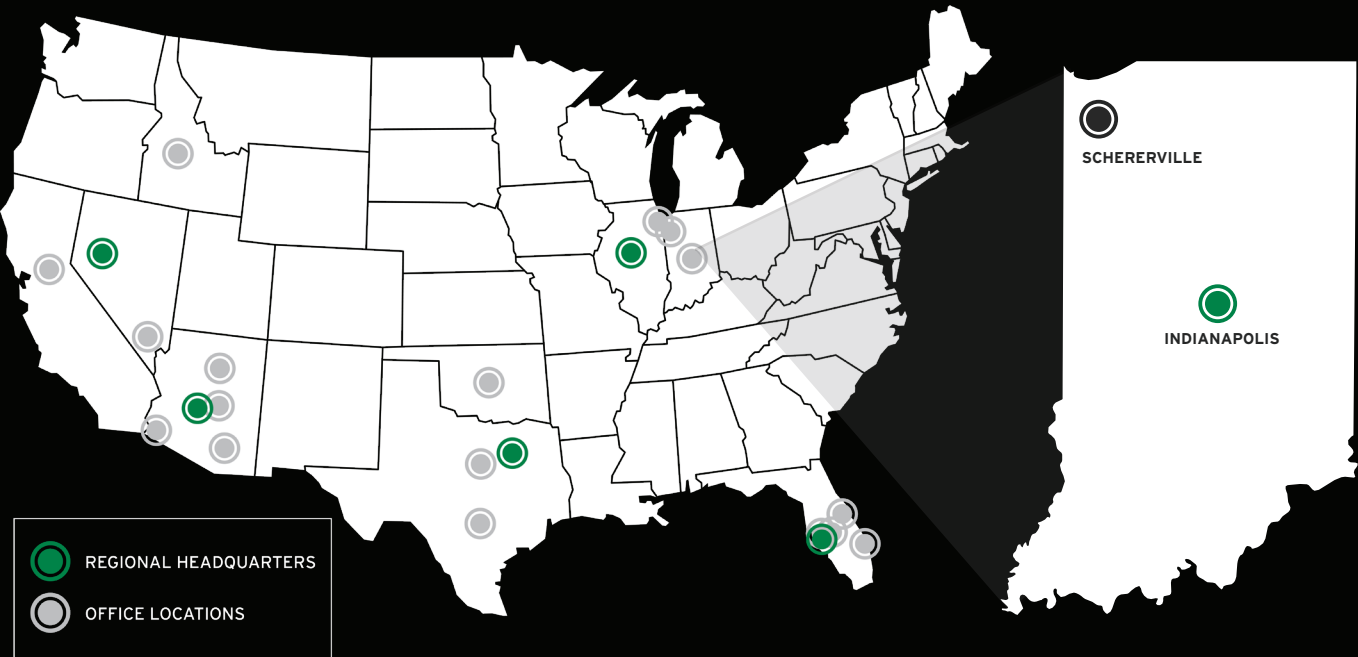
**87+**  
Years in  
Business

**#5**  
Public Safety  
Builder in the U.S.

**9**  
States with  
Regional Offices

**20+**  
Offices across  
the U.S.

**LOCAL RELATIONSHIPS WITH NATIONAL RESOURCES**





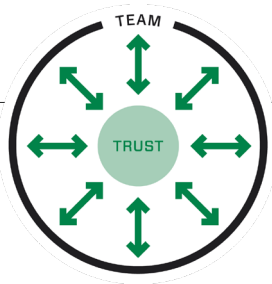
**OUR MISSION**

Our mission is to earn the trust of our Employees, Building Partners and Clients. Achieving this mission begins by building teams with members who have unwavering, comprehensive trust in one another. Each team member understands the CORE Values we stand for: Integrity, Fairness, Continuous Improvement and Results. These CORE Values represent foundational elements of Trust itself.

**OUR CULTURE**

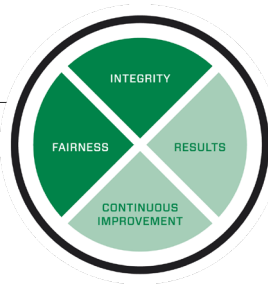
Our overall Culture is described in three equally important parts: Team and Trust, CORE Values, and The Client Decides. Every person at CORE shares a common commitment to our culture. This shared commitment to trust ensures that our teams function at a high level of efficiency. We speak openly with each other, share information, and maintain real communication and collaboration as we see each project through to conclusion.

**CORE CULTURE**



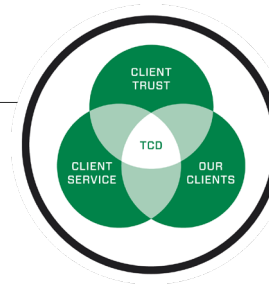
**TEAM + TRUST**

Each team member has unwavering, comprehensive trust in one another and the team itself. Team and Trust, enables team members to demonstrate their best talents and function cohesively as a unit to achieve common goals.



**CORE VALUES**

Integrity, Fairness, Continuous Improvement, and Results are not just our CORE Values; they are the foundational elements of trust itself. We strive to achieve all four of these values every day.



**THE CLIENT DECIDES**

Here at CORE, The Client Decides. We know that Clients drive our economic engine. We work hard to provide the highest level of client service possible as we strive to earn the trust of our Clients.



# EXPERTS IN PUBLIC SAFETY BUILDING

We are dedicated to identifying occupational hazards, exposures, and the associated health risks First Responders face in an effort to develop design and construction best practices for Public Safety facilities.



Firefighters and other First Responders are exposed to cancerous diseases, carcinogens, and physical danger on a day-to-day basis. First Responders are more likely to suffer from clinical depression and post traumatic stress disorder, and officer suicide rates have consistently increased since 1999.

In 2017, CORE launched an initiative designed to help the fight against occupational cancer and other illnesses that our First Responders face due to the high-risk conditions in which they selflessly work. This initiative, CleanPSB, is now a company standard, nationwide.

At CORE, we believe that Best Value can only be achieved through continuous improvement, and as Public Safety builders, feel it is our responsibility to construct facilities that are not only highly functional and efficient, but also as clean and safe as possible. The CleanPSB framework consists of three components: The Clean Public Safety Building Coalition, annual In-House Training Program, and Best Practices Checklist.

1

## CleanPSB Coalition

To keep up with the Nation's growing trends and technology in Public Safety, CleanPSB incorporates continual growth and refinement through a Coalition of industry experts who meet quarterly to discuss new discoveries in the prevention of cancer and other occupational illnesses, related to the design and construction of Public Safety facilities.

2

## In-House Training

CORE project team members are required to attend annual, in-house training certification classes that focus on occupational illness prevention, understanding the harmful effects of contaminants, identifying industry hazards, and current best practices in design and construction that help reduce health and safety risks to Public Safety personnel.

3

## Best Practices Checklist

A comprehensive Best Practices Checklist is available on every Public Safety project jobsite to ensure all health and safety protections are put in place.

Together, these three components work in harmony to ensure the health and safety of our First Responders is a priority throughout each stage of the construction process. CleanPSB utilizes partnerships with industry leaders and establishes a continuous search for design and construction best practices to ensure that we are doing our part to help protect those who protect us.



## BY THE NUMBERS

45

YEARS IN OPERATION

185+

EMPLOYEES

15+

LICENSED ENGINEERS

60+

LEED ACCREDITED

5

FOCUSED MARKETS

4

LOCATIONS

50+

LICENSED ARCHITECTS

200+

AWARDS

## BKV GROUP

The Health and Safety of the Firefighters is the number one driver of decisions in all of our Fire Station projects. Firefighters risk their lives to protect people and property, and we have made it our mission to help design the facilities and equipment that allow those men and women to be safe and functional.

We program and design our stations to be functional, aesthetically responsive to their neighborhood, straightforward to build, sustainable, resilient, durable, easily maintainable, and adaptable to whatever the future brings.

### FIRM INTRODUCTION

BKV Group, a national, multi-disciplinary firm, provides architectural, interior design, landscape architecture, engineering and construction administration services. With offices in Chicago, Dallas, Minneapolis, and Washington, DC, we have provided our clients with quality services for 45 years. We provide needs assessment and feasibility studies, facility and site evaluations, masterplanning, additions, renovations and adaptive reuse, accessibility services and new building design. Our experienced team has expertise in assessing current and future building needs and assisting in the development of a wide range of solutions for space and maintenance.

Since 1978 our practice has centered on serving the needs of municipalities. In particular, fire stations represent a service with requires special planning. The services and functions they provide are unique, varied, and often hazardous in nature. Proper programming in respect to size, location and configuration of fire station functions is essential as a planning tool for an efficient and effective fire station facility. The foundation of a successful project is a keen understanding of the user needs and relationship required to conduct the activities of the fire department. The interaction of firefighters and the facility is the focus of planning from the inside out. The design process of fire station buildings is one of the most specialized within the design profession.

#### FIRM NAME

BKV Group

#### YEAR ESTABLISHED

1978

#### FIRM EMPLOYEES

185+

#### PRACTICE AREAS

Fire Stations, Public Safety Centers, Police Stations, EMS Stations, Dispatch/E911, Emergency Operations Centers, City Halls, and Public Works

#### OFFICE

209 South LaSalle Street, Suite 920  
Chicago, IL 60604  
[www.bkvgroup.com](http://www.bkvgroup.com)

#### CONTACT

Craig Carter AIA, LEED AP BD+C  
Public Safety Practice Leader, Partner  
C: 217.390.3006  
[ccarter@bkvgroup.com](mailto:ccarter@bkvgroup.com)





## GM Development Company

### ABOUT GM DEVELOPMENT

GM Development's sole focus is to develop municipal projects. Over the past 10 years, we have developed over 150 municipal projects throughout Indiana. Our projects have included some of the most unique, complex, and challenging types of public projects, including projects that have required 24-month permitting processes from all levels of government (including the Federal Government), simultaneous projects requiring precise schedule sequencing, and fully guaranteed budgets with a myriad of unknown risks. Despite these challenges, every municipal project has been completed within budget. Nearly 50% of our municipal projects are public safety projects.

### FINANCIAL CAPACITY

We have developed over \$400 million of similar projects over the past 10 years, including over 150 projects under the IC 5-23 BOT Statute. We have ample capability to develop the proposed project.

Statistical Overview of Municipal Development Experience:

**10**

Years Operating in Indiana

**\$4,273,631**

Average Project Value

**100%**

Projects Located in Indiana

**\$200K - \$65M**

Range of Project Value

**100%**

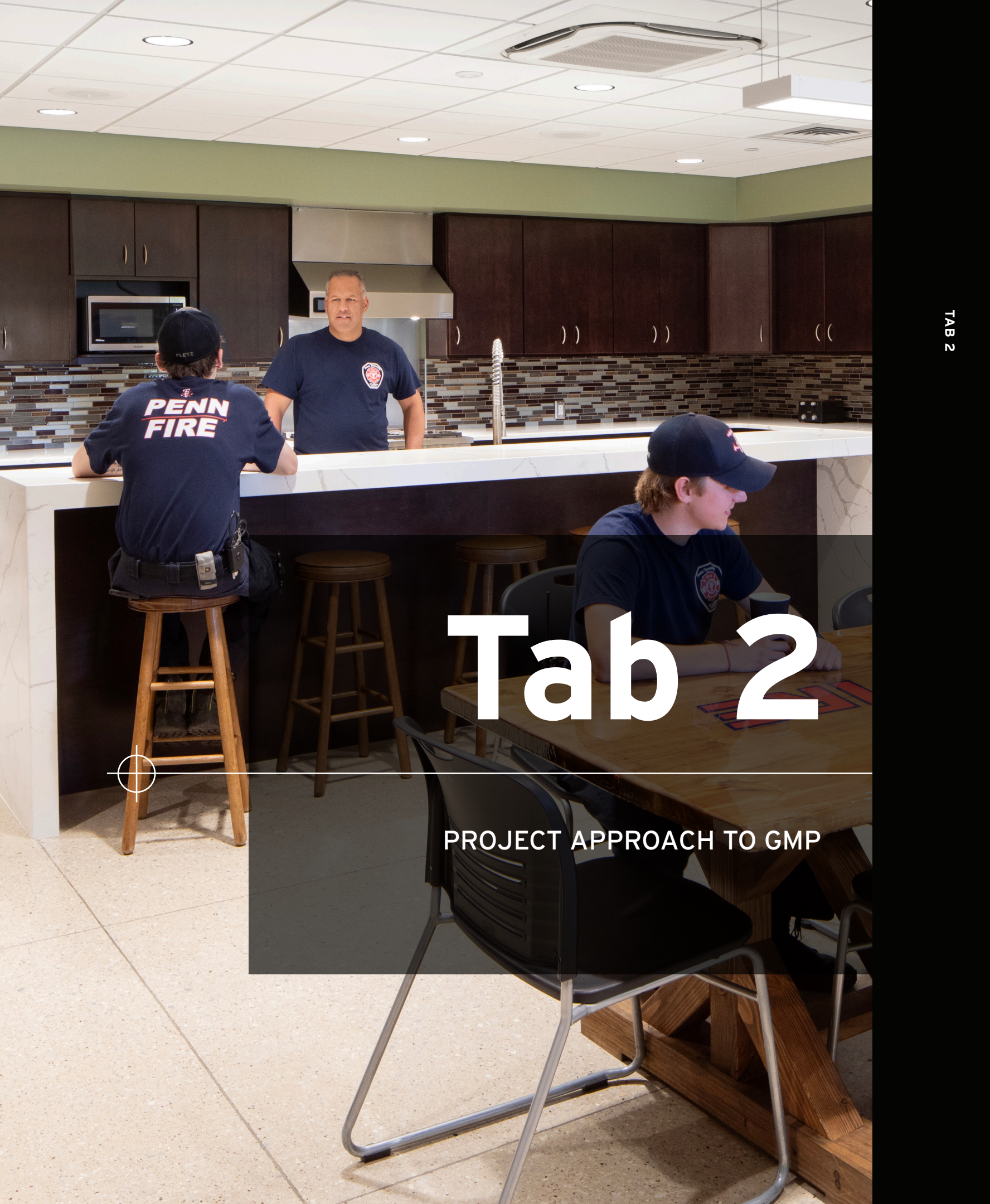
Projects Completed in Budget

**0**

Projects Over Budget







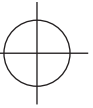
# Tab 2

PROJECT APPROACH TO GMP





# Project Approach to GMP



## Design Approach

The process of planning fire stations is one of the most specialized in the architecture profession, and it takes experience to do it correctly. Your designer needs to balance many competing priorities. How do you strike a balance between segregating harmful contaminants from the clean parts of the building and putting every space as close to the apparatus as possible? How do you strike a balance between the need to provide gender-neutral and private facilities and the need to promote camaraderie and help staff decompress together after a challenging call? How do you balance between the need to create a secure, resilient structure that can stand through adverse conditions with the need to create a civic presence that is welcoming to the public? BKV Group has spent decades becoming experts on the subject of designing fire stations, and we are excited by the opportunity to team with CORE to provide this knowledge and expertise to the Goshen Fire Department.

To ensure a collaborative process that leads to a design that meets the needs of the Goshen Fire Department, the Design Phase will be conducted through a series of workshops through each phase including:

SCHEMATIC DESIGN	DESIGN DEVELOPMENT	CONSTRUCTION DOCUMENTS
<ol style="list-style-type: none"> <li>1. Kick-off/Programming</li> <li>2. Floor Plan Options</li> <li>3. Revised Site/Floor Plans</li> <li>4. Exterior Concepts</li> <li>5. Exterior Concept Revisions</li> <li>6. Review Cost Estimate</li> </ol>	<ol style="list-style-type: none"> <li>7. Deep Dive into the Site</li> <li>8. Deep Dive into the Dirty Side</li> <li>9. Deep Dive into the Clean Side</li> <li>10. Cost Control</li> </ol>	<ol style="list-style-type: none"> <li>11. Mid Construction Documents 1</li> <li>12. Mid Construction Documents 2</li> </ol>

### SCHEMATIC DESIGN PHASE

#### Workshop 1 | Kick-off/ Programming

The first step in any successful project is establishing an effective team. The CORE/ BKV Group Team will do this during the project Kick-off Meeting by:

- Introducing all key team members and their roles/responsibilities.
- Client’s explanation of the project, including project history and department background.
- Establishing the schedule, including all major tasks, workshops, presentations, and deliverables.
- Defining communications protocols between the Design/Build Team and the City.
- Identifying all stakeholders (will there be firefighter involvement, like a committee? citizen involvement?) and the ways they will be engaged throughout the process.

- Facilitating the creation of shared goals, objectives, expectations, and vision. The goals and objectives always include “on-time” and “on-budget,” but also include things like “include up-to-date cancer prevention strategies” “a building that is truly resilient,” or “enthusiastic buy-in from the staff.” Each member of the CORE/ BKV Group team will consciously adopt and internalize these goals, objectives, expectations, and visions so that every decision we make aligns with our Client’s best interests.

At the end of this discussion, we will walk through your existing stations as a full team so that all parties can refer back to existing conditions and speak the same language. We would also like to tour some recently constructed stations in the vicinity to gather ideas and continue to build our shared points of reference.

We will reconvene the next day to review the program BKV Group created during the study to brief new stakeholders on the rationale behind the decisions, discuss the ever-evolving “State-of-the-Art” of the fire service industry, and incorporate any changes needed. Finally, we will discuss general construction types and how that impacts budget and long-term durability.

**Workshop 2 | Floor Plan Options**

Because there may be changes to the program and there will definitely be new stakeholders at the table, BKV Group will tweak or completely revise the site plan and floor plan concepts as necessary. At the very least, we need to review the concept drawings and challenge/confirm the decisions made previously to make sure they reflect the latest policies and thinking of the Fire Department.

If major changes are warranted, BKV Group will present multiple site/floor plan options to the team, pointing out the strengths and weaknesses of each with regards to aesthetics, due diligence issues, functionality, constructability, sustainability, and financial feasibility. Each will be analysed for internal response times, acoustic separations concerns, ease of distribution for MEP systems, optimal solar orientation, etc.

Unless directed otherwise, BKV Group will repeat the exterior concept design process to include feedback from the new stakeholders. To narrow the exterior design options, the second portion of Workshop 2 will be a visioning exercise where we show photos of fire stations from around the country as a way to solicit information about what the Client team likes and dislikes from a stylistic perspective. In this way, we build a consensus design language that can serve as a starting point. We can then translate the visioning images into proposed concepts for the City to review.

**Workshop 3 | Revised Site/Floor Plans**

We will make additional refinements to the new plans to meet Owner requests, and start exploring the building in three dimensions in accordance with the design language established by our visioning exercise. At this stage, we will show early versions of multiple exterior concepts, without detailed materials and windows.

**Workshop 4 | Exterior Concepts and Systems**

We will present updates to the site and floor plan options reviewed previously, and we will present exterior design concepts. As always, the City will be presented with multiple options and BKV will help to organize the discussion by pointing out the impacts to maintainability, constructability, sustainability, and financial feasibility.

We will use the second portion of this workshop to present initial options for each of the building systems. These options will include landscaping, mechanical systems, structural systems, electrical transformer and generator placement, etc. Each will be discussed with the full team, highlighting aesthetic, sustainability, functionality and economic implications. The options will, where appropriate, be presented in a good/ better/ best spectrum allowing the team to consider a range of costs and levels of quality.

**Workshop 5 | Exterior Concept Revisions**

BKV Group will update the exterior concepts as requested to arrive at a final scheme, then discuss exterior finish samples with the team. We will also begin looking at interior design inspiration by going through another visioning process.

**Workshop 6 | Review Cost Estimate**

Towards end the phase, BKV Group will use our BIM model to export quantity data for CORE to use in their cost estimating. While pricing is occurring, BKV Group will produce a Schematic Design package for formal review and approval. This workshop will review the Cost Estimate and discuss any changes necessary to stay within the budget. We would conclude the phase with presentations to the City Board of Public Works and Safety, the City Redevelopment Commission, and the City Common Council.

**DESIGN DEVELOPMENT PHASE**

During the Design Development phase, the CORE/ BKV Group Team will continue utilizing the workshop format to engage the City and Fire Department in a detailed review of project systems and features. We can organize the workshops in many different ways depending on City Staff availability, but our preference is to look at each of the spaces in a holistic manner with all design disciplines in the room at once. We will utilize a combination of 3D views and two dimensional drawing sheets to communicate how everything in the space is working together.

**Workshop 7 | Deep Dive into the Site**

This workshop will go in depth on the exterior of the building, including grading, stormwater management, utilities, paving, fencing, landscaping, patios, flagpoles, bollards, monument signage, trash enclosures, site furnishings, etc. We will include any upgrades to the existing barn building into this workshop. By the end of this workshop, we will have reviewed in detail all the decisions needed to move forward with preparing documents for the site portion of the work, which might be an early bid package and certainly needs to start the permitting process as soon as possible.

**Workshop 8 | Deep Dive into the Dirty Side**

This workshop will focus on the equipment, appliances, doors, finishes, HVAC systems, plumbing fixtures, lighting, and technology of the Apparatus Bays and Apparatus Support Spaces. Going room-by-room, we will talk through topics like the ways in which the exhaust systems are controlled, and where we might locate a pressure washer and its soap tanks.

**Workshop 9 | Deep Dive into the Clean Site**

This workshop will focus on the equipment, appliances, casework, doors and hardware, material finishes, HVAC systems, plumbing fixtures, lighting, and technology of the offices, common spaces, bunks, showers, physical conditioning spaces, etc. We will talk through details as specific as the locations of the electrical outlets and the operation of the window shades.

**Workshop 10 | Cost Control**

BKV Group's in-house Quality Assurance team will review the deliverables just prior to the end of the phase to catch any discrepancies and ensure a well-coordinated set. Our dedicated Construction Administration staff will review the plans for constructability issues. We will submit a set for cost estimating and client review. This workshop will be used to discuss the cost estimate and any adjustments necessary to stay within budget. We would conclude the phase with presentations to the City Board of Public Works and Safety, the City Redevelopment Commission, and the City Common Council.

**CONSTRUCTION DOCUMENTS PHASE**

The technical implementation of a client's design vision requires comprehensive construction documents that illustrate fully coordinated building systems and provide details that define expectations for construction quality.

Documents for each BKV Group project are subject to a rigorous quality assurance review prior to being issued for construction. This process is led by our Construction Administration team and offers an objective review for clarity, completeness, and coordination of the construction process.

**Workshop 11**

This first mid-CDs workshop will provide an update on progress and cover any miscellaneous outstanding issues.

**Workshop 12**

This second mid-CDs workshop will provide an update on progress and help the team plan the bidding phase.

**BIDDING AND CONSTRUCTION ADMINISTRATION**

BKV Group will assist CORE during the bid processes by participating a Pre-Bid meeting, answering subcontractor questions, reviewing substitution requests, preparing addenda, and helping review the bids. BKV Group will compile documents into a For Construction Set.

During construction, BKV Group will conduct regular site observations and provide guidance on any issues that arise. Our engineers will be on site to observe the underground and in-block piping and conduit for conformance with manufacturer's recommendations and the Contract Set. The full Design Team will be available for ongoing communications and will participate in the review of submittals, substitution requests, and RFI's in a timely manner. Above-ceiling MEP punch lists, substantial completion, and final completion reviews will be conducted by key team members from each discipline. BKV Group's engineers will participate in the commissioning of the mechanical, plumbing, electrical, low-voltage, and the building envelope systems.





## Preconstruction Approach

Our team is committed to do what it takes to deliver the Best Value for Goshen's New South Fire Station project to ensure the project meets your desired scope within the budget. We believe the primary task of our effort is to guide the City of Goshen towards a design and method of construction that represents the best way to spend the available funds. Ultimately, CORE will strive to earn your trust as we have the opportunity to help steward the City's resources directed to this project.

During the scoping process, CORE's project team will work to provide a collaborative environment with the City, the Fire Department, the developer, and BKV Group to assess the City's needs for the New South Fire Station and provide solutions regarding the construction the facility. Together, we will develop a deep understanding of the City of Goshen's vision and the Goshen Fire Department's needs.

With this information, our pre-construction team will work closely with the project stakeholders to apply their combined experience and qualifications to provide detailed solutions including methods to protect fire personnel, improve constructability, lower operational/life-cycle costs and add greater value to the project. It is this collaborative approach that allows the scoping process to produce the needed site analysis, design, financing terms, and guaranteed budget for the City to make a determination to proceed.

### COMMUNICATION

Communication is key to a great team and a great project. CORE's approach to managing communications include these characteristics:

**CURRENT** - Regular connection as team is important. We engage and maintain constant communication with the project stakeholders to facilitate a free exchange of ideas and information.

**COLLABORATIVE** - We like to work in "real-time" whenever possible. We lean on technology tools like Bluebeam Revu to ensure that each team member has access to the latest set of design documents with a way for the whole team to review and comment simultaneously.

**CORRECT** - It is critical that your Construction Manager is providing you with accurate information during the process. Correct estimates, sound recommendations, smart schedules; these are a few of the areas where CORE excels in providing trust-worthy, correct communication.

**CONSISTENT** - Each time you see an estimate or report from CORE, it will look and feel the same. This promotes continuity, accountability, and mutual understanding among the team.

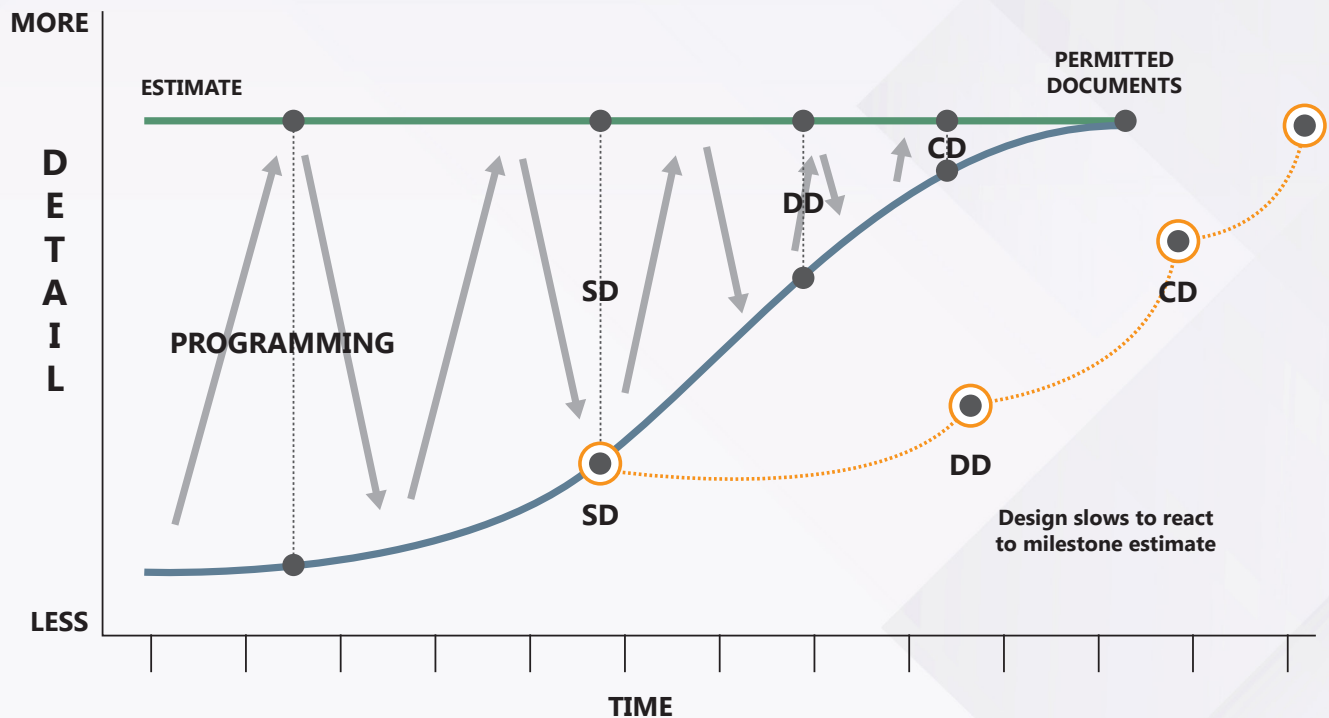
**CREATIVE** - Our focus during the scoping process is to communicate information back to the team (estimates, options studies, constructability reviews). We strive to package and communicate this information in a creative and compelling manner.

**EARLY, ACCURATE ESTIMATING**

With CORE's extensive experience in building similar projects, we are able to quickly provide an early project budget utilizing our proprietary database of historical, similar project costs. This tool allows the team to quickly identify potential issues within the budget that may require further analysis. Working at an early design level with limited detail and broad scope narratives, the CORE team will draw upon our extensive experience with similar projects and strong relationships with Trade Partners (defined as subcontractors, suppliers, and vendors) to provide early, accurate cost estimates. As the scope of the project is better defined and details are beginning to develop, CORE's estimating process changes from a more conceptual nature to one driven by document detail. CORE utilizes technologies such as ConstructConnect and virtual construction to identify scopes of work and provide detailed quantity takeoffs.

CORE will work with BKV Group in continuous collaboration. Together, we can integrate every tool, resource, and expertise we collectively possess to achieve Best Value for the project. We do not want to fall into the comfortable pattern that looks like the orange line illustrated below in which the Design Team designs to a milestone, prints documents, then the contractor prices the documents. In this traditional model, after receiving the estimate information, the Design Team must then react to the estimate, which often requires timely redesign, while the contractor waits for new documents. At CORE, we embrace what we call a **Living Estimate**, which results in a smooth and efficient design progress as illustrated below. Our PreConstruction Team will apply their experience while working with BKV Group to provide a high level of cost detail throughout the entire preconstruction process. This process allows the estimate and the design to inform each other's progress in real-time along the way as the design continues to increase in detail. The Living Estimate helps us avoid cost surprises and major adjustments to the design.

**CORE'S LIVING ESTIMATE VS. COMPETITOR'S ESTIMATE**



## VIRTUAL CONSTRUCTION

CORE relies on virtual construction (VC) to simulate the construction and operation of a building. Using VC allows CORE, the City, the Fire Department, and BKV Group to work together to anticipate, identify and plan for potential pitfalls leading up to construction.

VC is an essential tool to provide early detection of risks from complicated portions of construction, logistics, scheduling and phasing. With the ability to model entire buildings or specific areas, CORE is able to view, study and analyze the project during the planning stages to greatly reduce risk and environmental impact once construction begins.

### Common Uses for VC

- BIM Coordination
- Virtual Tours
- MEP Clash Detection
- 3D Site Logistics Plans
- Virtual Mock-Ups
- Laser Scanning
- Augmented Reality
- Assemble Virtual Estimating
- 4D Visual Schedules

## SITE ASSESSMENT AND INVESTIGATIONS

Site assessments and investigations are beneficial to minimize potential unknown existing conditions that can impact cost and schedule if not discovered until construction activities begin. Through the use of drone technology CORE's team will investigate the site to eliminate the unknowns. Droning goes beyond aerial photography and videos. Droning the site gives us the ability to quickly analyze and develop a rough order of magnitude of what it will take to balance the site.

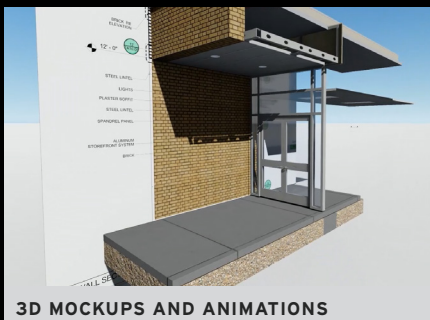
## CONSTRUCTABILITY REVIEW

As designs are developed, we look at the details from a builder's perspective to provide the Design Team with feedback from experienced construction professionals. CORE takes constructability reviews of the documents a step further than most contractors. CORE has developed a constructability and biddability review that incorporates hundreds of items and is constantly being enhanced with lessons learned from previous Public Safety projects. Our continuously evolving checklist allows CORE to review the design documents for major issues that would have cost and schedule impact to the project.

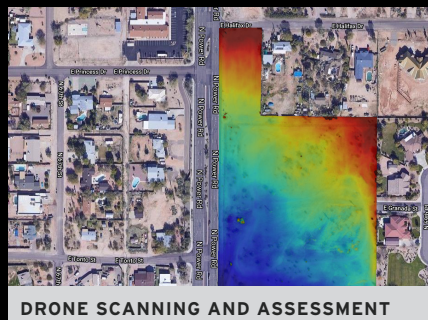
## TOOLS FOR COLLABORATIVE DESIGN REVIEW



COLLABORATIVE DOCUMENT REVIEW



3D MOCKUPS AND ANIMATIONS



DRONE SCANNING AND ASSESSMENT



MEP CLASH DETECTION



**LOGISTICS**

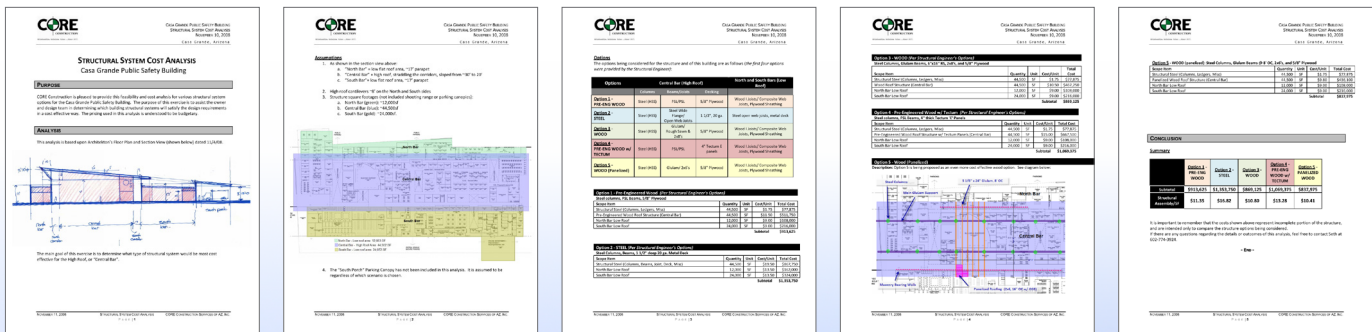
CORE begins to consider site logistics during the Preconstruction Phase. This is done to understand the project site's resources and necessary provisions to complete the construction scope of work safely and with minimal impact. With key Trade Partner and team input, the durations and sequencing of activities for the project will be determined to assist in establishing the Master Schedule.

**MATERIAL LEAD TIMES**

When building projects with unique features such as a fire station, material lead times can have a significant impact on the project's budget and schedule. CORE uses national cost indexes as well as Indiana market update information from our local Trade Partners to keep a continuous pulse on market conditions. Our team will present the City with material options that weigh real-time cost against lead time and installation time, so that you are able to make the most informed decisions for your project. Once selections have been made and long lead items (such as electrical gear, steel joists/deck, and roof materials) have been identified, CORE will communicate with the applicable manufacturers during the scoping process to ensure that all materials are delivered on-site on or before their scheduled date.

**OPTION STUDIES**

CORE's goal is always to let The Client Decide. We will constantly seek ways to help guide design decisions by providing various options on building structures, envelopes, and systems that will best fit this unique project. We do the hard work of analyzing these options in order to fully explore materials, products and systems based on up-front costs, long term costs, maintenance, durability, aesthetic and constructability. These items ultimately dictate the quality of the project and many important decisions can be worked out before construction begins. CORE communicates these analyses in professional deliverables called Options Studies.



PUBLIC SAFETY STRUCTURAL OPTIONS STUDIES



## GMP Approach

We work hard to establish trust from the very beginning by always giving you a high level of detailed, accurate information which we continue to refine throughout design and preconstruction until we ultimately arrive at a Guaranteed Maximum Price (GMP) that meets your budget. Here's how we think about a GMP at CORE:

- **Our Guaranteed Maximum Price is our word.** We have never failed to deliver on a GMP.
- **The GMP should not be a surprise,** it should simply be the official representation that we have arrived at your intended budget. It should be an expectation met, a foregone conclusion which wraps up a thorough preconstruction effort.
- **The GMP is open book.** You have a right to see into the books throughout the process. During construction, we will show you how the money is being spent while at the same time giving you assurance that the GMP will not be exceeded.
- **100% of savings** accrued during the construction of the project will be returned to you in the form of a deductive change order.

### DELIVERING THE GMP

The GMP will have accurate quantities and pricing to check the Trade Partner bids against. The final list of alternates will also be established that will give the City of Goshen flexibility on the exact scope that will fit within the budget. We will review all bids and scopes of the Trade Partners with the City and BKV Group in a meeting approximately one week after receiving the bids and recommend Trade Partners for award. The City of Goshen will then receive a copy of all of the Trade Partner bids, and the spreadsheets we used to analyze the bids, known as 'scope sheets'.

### TIMING OF THE GMP

Our approach to the timing of a GMP varies from project to project, depending on the specific needs and schedule constraints of the Client. In our experience, the best pricing with the lowest necessary contingencies are achieved when we are able to collect bids from the Trade Partners after the design has been completed. We recommend that the City of Goshen weigh the risk of higher contingencies with the advantage of bid risk transfer, but also suggest that the design has reached at least 75% completion before establishing a GMP.





## Financing Approach

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If you need us to provide a financing solution, then we will work with your legal counsel and financial advisor to provide appropriate options. In short, our financing strategy will be to do whatever your legal counsel and financial advisor directs us to do upon receiving our guaranteed budget at the conclusion of the scoping period. If existing cash or bond proceeds are not able to fully fund the project budget, we are able and willing to finance any capital shortfalls if directed by you and your legal counsel, whether on a short-term or permanent basis. Our proposed financing would be provided by adding financing terms to our proposed Build-Operate-Transfer Agreement pursuant to IC 5-23. The financing would not encumber the constructed improvements or underlying land in any way, so the improvements can be conveyed to the Town (or its assigned operator) at any time after construction completion no matter which financing solution is used.

We are able to meet all requirements listed in the RFPQ and state statute, and we are very flexible in regard to the timing and terms. Here are some examples of how we can approach the financing for the project:

1. The BOT Agreement can be structured with no financing terms at all, but still achieve the primary goal of construction delivery for a guaranteed price. Under this scenario, the Town would simply make monthly payments via certified pay applications (presumably from existing cash or bond funds).
2. The BOT Agreement can include temporary or short-term financing through the construction period, and the Town can pay the BOT Agreement in one lump sum upon the completion of construction (either by using bond or cash proceeds).
3. We can utilize the BOT Agreement as temporary financing for any funding shortfall that extends past the construction period. In this scenario, we could hold the financing for up to 3 years, and the Town would only need to make interest payments. This method can be helpful if the Town anticipates issuing a bond in the next few years, as the BOT Agreement can be absorbed into that future bond. If this is the case, we can help bridge the gap until the timing is right for the Town to issue the bond.
4. We can utilize the BOT Agreement as the permanent financing for any funding gaps. Under this scenario, we can provide amortization up to 20 years.

### FINANCIAL APPROACH

For any of these scenarios listed above, we will work with your legal counsel and financial advisor so they can determine the most advantageous approach and repayment source. We will work with an underwriter to solicit banks if directed by your advisory team to do so. We can provide templates for your legal team to review for any of these methods, as we have completed dozens of similar projects for each of the development models listed above. No matter which model is selected, our standard documents will allow the Town to independently negotiate the scope and timing of (1) the financing period, (2) the construction period, (3) the operating period, and (4) the transfer date.



## Construction Management Approach

A project becomes successful through consistent, active communication among the Client, Design Team, Trade Partners, and the members of our team. CORE engages all stakeholders in a positive and proactive dialogue throughout every phase of all projects.

We believe that efficient and transparent communication during all phases of our projects must include all team members. The characteristics of being a flexible builder stems from a commitment to creative, positive, and proactive thinking. It is the cornerstone of successful projects. Our Clients will attest that we serve them in a spirit of excellence and advocacy for the greater good of the project team.

At CORE, Operational Excellence is the standard to which every project is held on a daily basis, and it is the key to our success in managing every project. Operational Excellence is leadership and teamwork focused on the goals of the project and the processes required to achieve those goals. We believe the tracking of these processes can be assessed and managed under six main factors and their respective goals. By meeting each goal, CORE achieves Operational Excellence, enabling us to provide Best Value for our Clients.

### SAFETY

Recognizing that the construction profession is one of substantial risk, we take all aspects of the business, from safety to contract compliance, very seriously. CORE's 2024 EMR rate is .60 and we have an average rate of .61 for the years 2022-2024. CORE Superintendents use Predictive Solutions safety software which allows our team to identify potential hazards on-site, and ultimately prevent workplace injuries. Predictive Solutions is installed on Superintendents' electronic devices to evaluate and report on safety conditions throughout the day. Additionally, Daily Activity Hazard Analysis (DAHA) reports are done by every Trade Partner, every day. These reports encourage daily safety planning by all on-site personnel.

### QUALITY CONTROL

The New South Fire Station project will be built to the plans and specifications and to a quality that exceeds expectations, ensuring no re-work will be required. CORE has adopted a three-phase construction Quality Control/Quality Assurance Plan, modeled after the U.S. Army Corps of Engineers' program, as our quality management process. Before construction takes place, our project team will prepare Quality Control Manuals specific to each element within the project's scope. These manuals contain Trade Partner contracts, specifications sections, and submittals which will be reviewed by all parties. This ensures that each individual has a thorough understanding of the scope and job to be performed.

Our team will carefully review submitted shop drawings and product data information received from Trade Partners prior to submitting for design review and approval. This will ensure proper materials make it to the jobsite. Before Trade Partners begin installation at the site, they will have a thorough understanding of the true scope of work to be performed, materials to be installed and the expectations of our team to build to the highest in quality standards. CORE will submit our Quality Control Plan to City of Goshen for approval and acceptance prior to beginning any work on the Design Documents.

During construction, the practiced eyes of our construction management team will inspect each installation while it is happening, and numerous inspections will be conducted. These inspections are set in place to ensure safety, fulfillment of schedule, code compliance, and quality assurance and control. Additionally, we will develop a Project Specific Quality Plan (PSQP) for the Goshen New South Fire Station project. The PSQP will clearly establish CORE and the City's quality expectations. This custom document monitors accountable deliverables on-site to drive a higher level of quality and ultimately, higher Client satisfaction.

### **SCHEDULE CONTROL**

CORE utilizes a Last Planner System (LPS) to coordinate with the on-site Trade Partners daily. The term "Last Planner" refers to the people on the team responsible for making the final assignment of work to specific performers and ensuring they have the materials, equipment, and information available to complete their assignments. These are the field Foremen and Superintendents who are responsible for implementing their scope of work. This daily coordination empowers these stakeholders to identify the "what, where and how" of all construction activities collaboratively as a team. The result is that conflicts in the field are minimized, and the work is executed as efficiently as possible. Incorporating this input and gaining buy-in from these stakeholders empowers the team to implement a pull planning methodology on the project. Pull planning is a "future to present" vision of the project where activities are planned and sequenced strategically to meet a future defined project milestone. This methodology contrasts with push planning which is the traditional predecessor of project scheduling. Where the traditional push planning approach arbitrarily assigns an activity duration to a crew without gaining input or commitment, pull planning identifies the objective the team is working toward and details the steps the team must take as a group to achieve that objective.

### **COST CONTROL**

Our method of cost control is congruent with that of the Preconstruction Phase - open book and completely transparent. To the team, CORE will communicate all cost challenges that we encounter during construction as well as what we will do to control these costs. This often means utilizing options studies and value engineering; processes also used during the Preconstruction Phase. All subcontracts and subcontract change orders will be thoroughly discussed so that the entire team is aware of each Trade Partners' scope and budget. If an issue arises, our team will determine its validity and take the necessary steps to control its cost.

### **PROCORE PROJECT MANAGEMENT**

CORE utilizes Procore project management software. Procore has helped us drastically increase project efficiency and accountability by streamlining and mobilizing project communications and documentation. This real time data and accessibility minimizes costly risks and delays—ultimately boosting efficiency and productivity. This one piece of software houses all of our project documentation in one place, including everything from financial information to tracking our safety and quality goals.

### **CONSTRUCTION SITE PHOTO DOCUMENTATION**

In conjunction with Procore, CORE utilizes DroneDeploy Ground software to communicate seamlessly amongst the entire project team throughout the life of a project. During preconstruction, CORE uses the BIM overlay feature on the DroneDeploy Ground app to identify and resolve any clash points in an existing space before construction begins. Throughout construction, real-time conditions are instantly and effectively conveyed to all team members by capturing, organizing, archiving, and allowing instant access to variety of visual media types including 360-degree images. With DroneDeploy Ground's timeline feature, users can look back to various points during the construction process and obtain a clear understanding of how materials were installed in a specific space. This is an invaluable tool as we reach the finishing stages of construction and need to confirm systems that have previously been installed and covered by the next phases of construction. This photo documentation also serves as an as-built feature that is turned over to our Clients at the end of construction.



### CLOSE OUT AND WARRANTY

At CORE, we measure our success on Client satisfaction. We achieve success by maintaining complete trust, working collaboratively with you as a team, delivering professional services, and standing behind our work.

As a project draws to a close, CORE's commitment to Client satisfaction is just beginning. We want to ensure each Client is completely satisfied in their new environment. As each phase of construction is completed, CORE's team will perform a Preliminary Punch List as part of our Quality Assurance Program to ensure all work is completed to CORE's standards. Once the Preliminary Punch Lists are completed and approved, CORE will work with each of projects' stakeholders to create a final punch list that will be used to ensure the project is completed not only to CORE's standards, but the standards of the end users.

### PRELIMINARY PUNCH LIST INSPECTION

Prior to requesting Substantial Completion for any portion of the projects, CORE will perform a preliminary inspection of all areas and will create and complete a Preliminary Punch List. Trade Partners will be notified of any omissions or corrections requiring attention and will be required to complete their work.

### FINAL PUNCH LIST INSPECTION

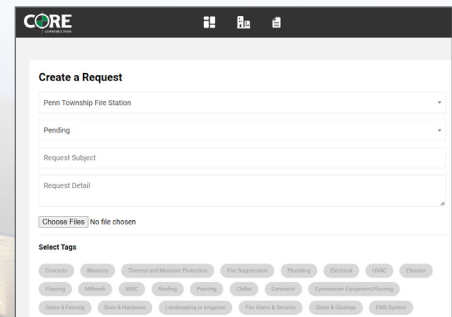
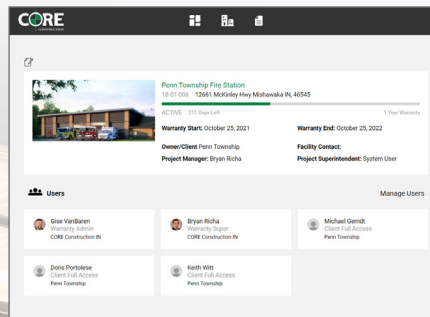
Following the completion of the Preliminary Punch List inspection and corrections, all stakeholders will formally review the New South Fire Station Project and develop a Final Punch List. Trade Partners will be notified of any deficiencies and will be required to provide CORE with written notice once the correction has been completed. All work related to Final Punch Lists must be completed within 14 days of notification. Following the completion of all deficiencies documented by the Final Punch List, the entire project team will be notified that the work is ready for final inspection.

### SYSTEMS DEMONSTRATIONS

In addition to providing comprehensive Operation and Maintenance manuals, CORE will conduct fundamental training and demonstration sessions for all required systems. We will conduct training sessions on all features of the New South Fire Station project to educate the end users on operations as well as maintenance concerns.

### WARRANTY WEBSITE

CORE has created an industry-leading web-based warranty process to simplify the submission process. The warranty website is available for Owners to submit and track any warranty issues that may arise as they settle into their new facility. Owners can submit requests, track resolutions, make comments, post pictures and gain access to CORE's warranty team 24 hours a day, seven days a week. This keeps our team accountable to our Clients and enhances communication between all the project's stakeholders.





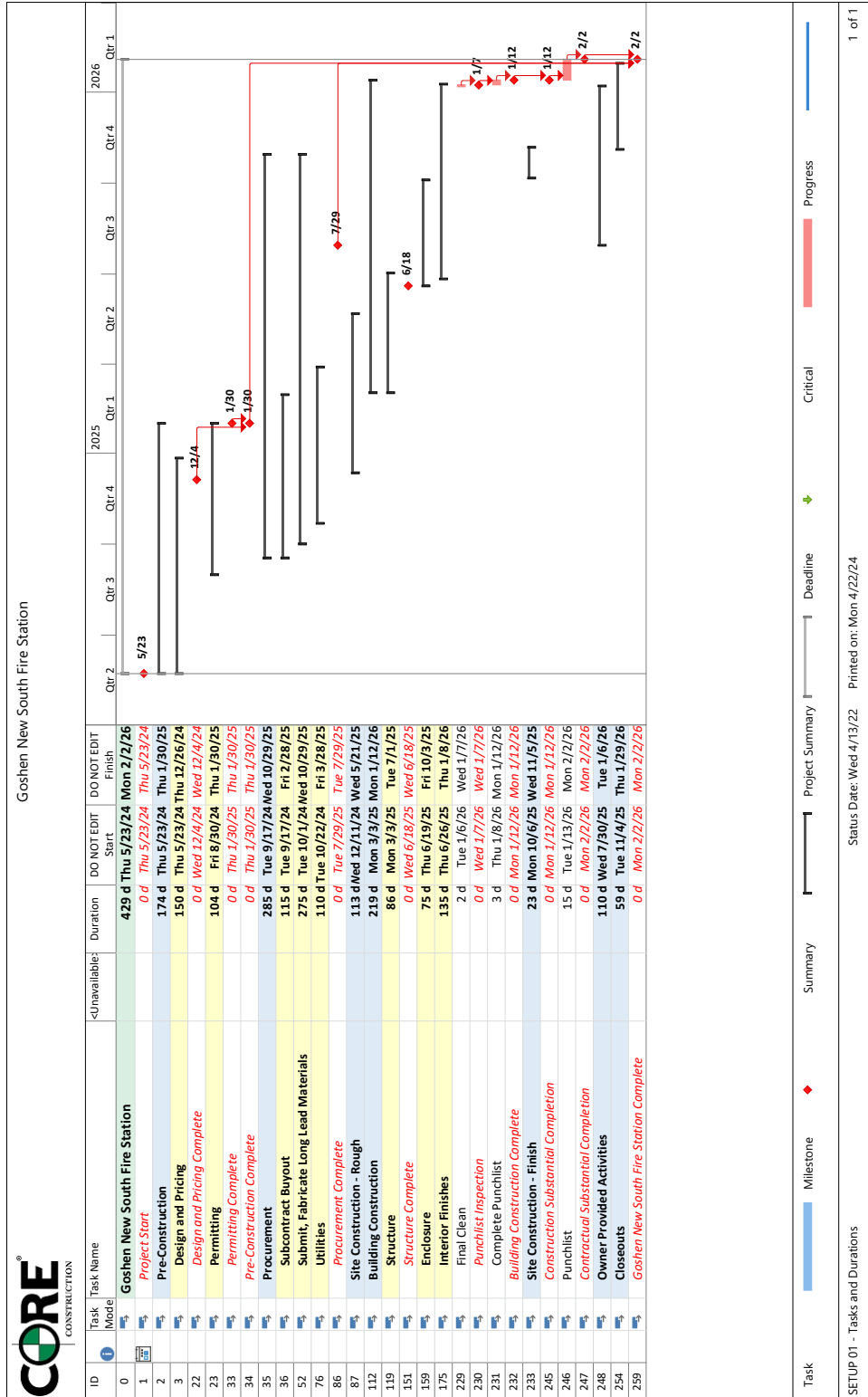


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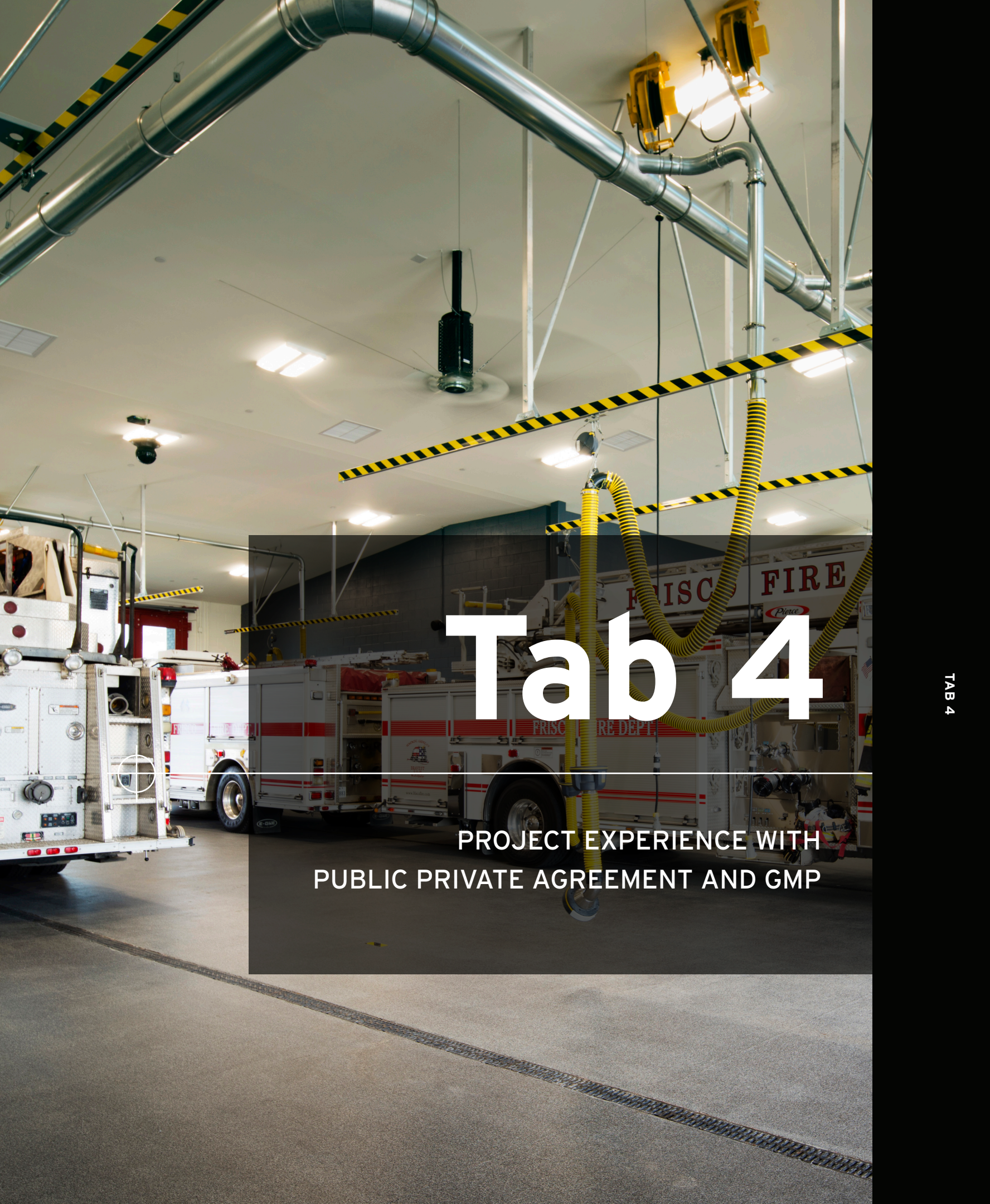
PROJECT SCHEDULE

SECTION 2.3.3:

# Project Schedule







# Tab 4

PROJECT EXPERIENCE WITH  
PUBLIC PRIVATE AGREEMENT AND GMP



SECTION 2.3.4:

# Project Experience with Public Private Agreement and GMP



Nationally, CORE has successfully completed over 1,200 projects for municipal partners of various sizes and complexities. Over 250 of these projects are Fire Station projects. BKV Group also brings significant experience in fire station design, completing over 200 Fire Stations projects. Together, our experience working with municipalities and fire departments across the country has equipped us with the knowledge, mentality, and perspective necessary to execute your project safely, bringing your vision to the residents of Goshen.



**TOP 5**  
FIRE STATION BUILDER IN THE U.S.

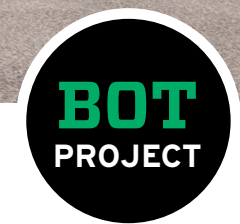
**250+**  
FIRE STATION PROJECTS COMPLETED



**200+**  
FIRE STATION PROJECTS COMPLETED







# Cedar Lake Public Safety Complex

**Location:** Cedar Lake, IN | **Owner:** Town of Cedar Lake | **Designer:** K2M Design

**Project Type:** New Construction | **Value:** \$16M | **Size:** 20,714 SF

The Cedar Lake Public Safety Complex project, currently being built for the Town of Cedar Lake, will include the new construction of a 20,714-square-foot Public Safety Facility. Currently under construction, the campus will feature one building to house the Cedar Lake Police Department, and another building to house the Cedar Lake Fire Department. Each building will be equipped with the latest public safety equipment and systems, inclusive of security cameras, access control, and station alerting and dispatching automation. This project is on track to be complete in July of 2024.







## Penn Township Fire Station No. 13

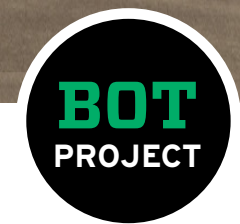
**Location:** Mishawaka, IN | **Owner:** Penn Township | **Designer:** Shive Hattery

**Project Type:** New Construction | **Value:** \$4.3M | **Size:** 11,617 SF

The Penn Township Fire Station No. 13 project included the new construction of an 11,617-square-foot replacement station located in Mishawaka, IN. The four-bay fire station features living quarters and a mezzanine. The structure was constructed with shallow concrete footings, structural concrete masonry unit walls with structural steel, structural cold formed metal framing, steel bar joints and deck over the apparatus bay, and light gauge metal trusses with asphalt shingles over the living quarters. The exterior facade is a combination of concrete masonry unit, brick veneer, and an exterior insulation finishing system. The Penn Township Fire Station No. 13 project now provides an updated facility for first responders and the surrounding community.





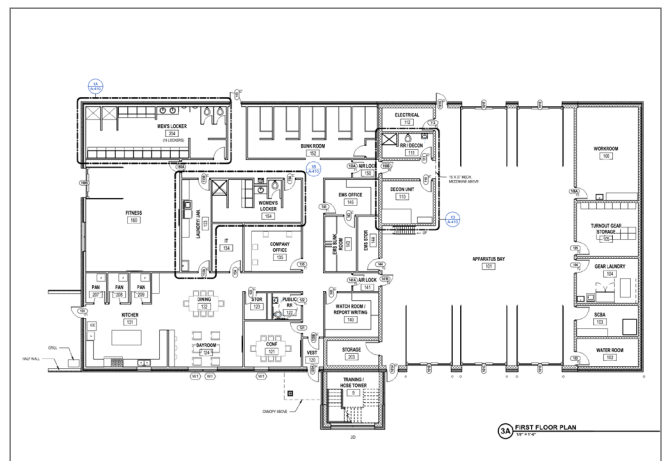


# Lebanon Fire Station No. 213

**Location:** Lebanon, IN | **Owner:** City of Lebanon | **Designer:** RQAW

**Project Type:** New Build | **Value:** \$7.5M | **Size:** 12,830 SF

The Lebanon Fire Station No. 213 project, currently in preconstruction for the City of Lebanon, included the new construction of a 12,830-square-foot fire station located in Lebanon, IN. The new fire station will feature an apparatus bay, decon unit, turnout room, bunk and rest areas, a kitchen, and a fitness room. The Lebanon Fire Station No. 213 project will provide state-of-the-art quarters and resources for the firefighters serving the Lebanon community.







## Springfield Fire Stations Nos. 4, 7, 13, and 14

**Location:** Springfield, MO | **Owner:** City of Springfield | **Designer:** BKV Group

**Project Type:** Varies | **Value:** \$8.8M | **Size:** Varies per Station

The City of Springfield has 12 fire stations ranging from small mid-century single-company buildings to more recent facilities with large bays and community rooms. None of them is satisfying all of the functional demands of a modern fire station, so the City embarked on a project to improve two and build two more. BKV Group teamed with the respected local architect Esterly Schneider to design replacements for stations No. 4 and No. 7, the oldest in the City, and two new stations, No. 13 and No. 14, in underserved areas of town.

Esterly Schneider and BKV Group toured several of the current stations to learn about the city's standards and preferred equipment. A survey of the firefighters identified the items they want to repeat from the current stations and which items they would like to avoid in the new stations. Detailed space standards allowed the city to visualize the building programs and confirm that the proper equipment and furniture fit in the space allotted. The stations will include gender-neutral facilities, lactation rooms, appropriate decontamination spaces, separate contaminated and clean zones, and physical conditioning spaces.

Originally developed as a two-story station to fit on a narrow site, a drastic local increase in construction costs forced the redesign of Station No. 4 as a single-story facility. The resulting design narrowed the apparatus bays slightly and moved closer to the neighboring property to the north, but bid within the City's budget. The two-bay design uses brick and cast stone for longevity and includes a taller parapet at the public entry to aid way-finding for the public. The Station will be LEED Silver in compliance with City statute.

Station No.4 and No.13 are completed and Station No. 7 is expected to finish in March 2024. Station No. 14 was only taken through schematic design and is expected to proceed after additional funding is acquired in 2025.





## Lansing Public Safety Projects

**Location:** Lansing, MI | **Owner:** City of Lansing | **Designer:** BKV Group

**Project Type:** Multiple | **Value:** \$175M | **Size:** 260,000 SF

During the November 2022 election, the voters of the City of Lansing approved a tax increase to fund a capital improvement project of \$175 million to update and build a new Public Safety Building and Complex for the Police Department, City Lockup, 54-A District Court along with administrative and probation services, Fire Administration, Fire Marshal's Office, Fire Training Facility, and a new Fire Station No. 9. The new public safety campus will be located in the 2400 block of South Washington Avenue on land adjacent and north of the existing South Washington Office Complex (SWOC) that the City of Lansing has purchased from McLaren Healthcare Corporation. Fire stations Nos. 2 and 8 would be renovated to update living quarters, safety standards and gender-inclusive facilities.

The City of Lansing hired an architecture team of BKV Group and Hobbs & Black to execute the design effort for a \$175M public safety bond. Projects include a Public Safety building that will encompass Fire Administration and Fire Marshalls Office, Police Headquarters, and a District Courthouse. On the same master planned site will be Fire Station No. 9, a 3.5 acre Fire Training Campus, and various support buildings. Additional projects under the bond include a renovation of Fire Station #8, a renovation or replacement of Fire Station #2, and some upgrades to Fire Station No. 1.

**Included in this Project:**

Public Safety Building  
Fire Station No. 2 - 10,000 SF  
Fire Station No. 8 - 18,100 SF  
Fire Station No. 9 - 22,000 SF  
Fire Training - 17,300 SF  
Outbuilding - 20,000 SF

**Estimated Completion:**

All six projects to be completed  
by August 2026





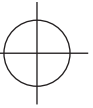
# Tab 5


QUALIFICATIONS





SECTION 2.3.5:


# Qualifications





 **DEVELOPER**


 **Greg Martz**  
*Project Developer*


 **DESIGN TEAM**


 **Harry Pittner, AIA**  
*Design Partner in Charge*


 **Chris Sachse, RAIA, Associate AIA, LEED AP**  
*Design Project Manager*


 **Craig Carter, AIA, LEED AP BD+C**  
*Fire Station Expert*


 **Brady Halverson, ASLA, RLA**  
*Senior Landscape Architect*


 **Jackie Wilcox, AIA, LEED AP, IDA**  
*Interior Design Workplace Expert*


 **Kyle Olson, PE, MLSE**  
*Structural Engineer*


 **Alex Sawka, PE**  
*Senior Mechanical Engineer*


 **Chad Kurdi, PE**  
*Senior Electrical Engineer*


 **CONSTRUCTION MANGER**


 **Tim Erickson**  
*President*

 **Gise VanBaren**  
*Director of Operations*

 **Brian Fiedler**  
*PreConstruction Manager*

 **Joe Mancusi**  
*Project Manager*

 **Brad Massengill**  
*Superintendent*

 **Kevin Gorshe**  
*Director of Safety*



**GREG MARTZ**  
*Project Developer*

**Industry Experience:** 20 Years

**Education and Certification:**  
B.S. in Finance,  
Ball State University

**Greg Martz** is the Managing Partner at GM Development Companies, an Indiana-based real estate development and investment company. GM Development specializes in Public-Private Partnerships and financing structures that deliver projects with an economic development or critical-use purpose for city, town, county, or state government.

GM Development's sole focus is developing municipal projects. They oversee the complete development process, including preconstruction/due diligence, design, construction, and financing. Over the past nine years, they have developed over 100 municipal projects throughout Indiana.

<b>Percent of projects located in Indiana:</b>	100%
<b>Percent completed within budget:</b>	100%
<b>Total projects over budget:</b>	0
<b>Average project size:</b>	\$3.3M
<b>Range of project size:</b>	\$400k-\$15.5M



**HENRY PITTNER,**  
**AIA**  
*Design Partner in Charge*

**Industry Experience:** 39 Years

**Education and Certification:**  
Masters of Architecture,  
University of Illinois

B.S. Architectural Studies,  
University of Illinois

Licensed Architect

**Henry Pittner**, AIA, leads Chicago's government and education Client management effort with an active role in Client relationships, marketing and project management. With more than 35 years of government and education experience, Henry has experience in 12 states managing, planning and designing architectural projects for city, county, and state Clients.

**Related Experience:**

- LANSING PUBLIC SAFETY FACILITY**, Lansing, MI
- GOSHEN FIRE STATION NO.5 STUDY**, Goshen, IN
- LAKE ZURICH FIRE STATIONS MASTER PLAN**, Lake Zurich, IL
- LAKE ZURICH RURAL FIRE PROTECTION DISTRICT STUDY NO.2, NO.3 & NO.4 STATIONS**, Lake Zurich, IL
- CARROLLTON, TEXAS FIRE STATION STUDY**, Carrollton, TX
- CUSTER SOUTH DAKOTA FIRE STATION STUDY**, Custer, SD
- MAHNOMEN JOINT PUBLIC SAFETY FACILITY FEASIBILITY STUDY**, Mahanomen, MN
- NORTHVILLE PUBLIC SAFETY HEADQUARTERS STUDY & PRE-DESIGN**, Northville, MI
- LINCOLNSHIRE RIVERWOODS FIRE PROTECTION DISTRICT STATION NO.51 STUDY**, Lincolnshire, IL





**CHRIS SACHSE,**  
**RAIA, ASSOCIATE AIA,**  
**LEED AP**  
*Design Project Manager*

**Industry Experience:** 30 Years

**Education and Certification:**  
 B.S. Architect,  
 University of South Australia

Licensed Architect

Throughout his 30 year career, **Chris Sachse** has vast team leadership experience in many sectors including, multifamily high rise, senior living, student living, single family homes, healthcare, retail, commercial, corporate, and higher education. Chris is dedicated to establishing best practices for his architectural team members, integrating improved technologies into the daily workflow, and conducting research into new, innovative building materials to incorporate into our current projects.

**Related Experience:**

- FLAHERTY & COLLINS, STUDENT HOUSING,** Indianapolis, IN
- MILHAUS, MADISON AVE,** Indianapolis, IN
- SOMERA ROAD, N CAPITAL AVE,** Indianapolis, IN
- SOMERA ROAD, 10TH AND ROANOKE,** Indianapolis, IN
- BANNER DEVELOPMENTS 'THE ALEXANDER',** Wheaton, IL
- CITY CLUB APARTMENTS LAKEVIEW TAKEOVER,** Chicago, IL
- 525 WABASH, INTERFORUM,** Chicago, IL
- CITY CLUB APARTMENTS, APT BUILDING STANDARDS,** Chicago, IL
- LAKE STREET STUDIOS,** Chicago, IL\*
- TRINITAS, UNIVERSITY AVE,** Minneapolis, MN

*\*Experience prior to BKV Group*



**CRAIG CARTER, AIA,**  
**LEED AP BD+C**  
*Design Fire Station Expert*

**Industry Experience:** 21 Years

**Education and Certification:**  
 Masters of Architecture,  
 University of Illinois

B.S. Architectural Studies,  
 University of Illinois

Licensed Architect

**Craig Carter** has 21 years of experience in architectural design, documentation, and construction administration with a focus on public safety projects. Craig has worked on more than 130 fire station projects and has won over 20 design awards celebrating the functionality and beauty of the projects. He is an expert in the detailed requirements that enable these buildings to be effective tools for their users. By virtue of his experience and his ongoing research, he combines a deep knowledge of the history of public-sector design with an up-to-date knowledge of the latest national trends. With a family background in public service, Craig understands the culture of local government and strives to create an excellent working relationship with his clients through his fun, upbeat and friendly manner. Craig's design philosophy centers on using data-driven decision making to create beautiful projects that are functional for their users, economical to construct, and sustainable far into the future.

**Related Experience:**

- HENRICO COUNTY FIRE STATION #20,** Henrico, VA
- ELK RIVER FIRE STATION #3,** Elk River, MN
- SPRINGFIELD FIRE STATIONS #4, #7, #13, #14,** Springfield, MO
- LAKE ZURICH FIRE STATIONS MASTER PLAN,** Lake Zurich, IL
- LANSING PUBLIC SAFETY FACILITY,** Lansing, MI
- LANSING FIRE STATION #9,** Lansing, MI
- LANSING FIRE STATION #2,** Lansing, MI





**BRADY HALVERSON,**  
**ASLA, RLA**  
*Senior Landscape Architect*

**Industry Experience:** 26 Years

**Education and Certification:**  
 Master of Landscape Architecture,  
 University of Minnesota

PLA: IN#LA21600006  
 CLARB #42543

**Brady's** work includes a broad range of project types including site design, master planning, corridor and transit-oriented development studies, comprehensive and redevelopment planning and process facilitation, and new town planning for both public and private Clients. A common thread in all of Brady's work is an emphasis on sustainability and creation of meaningful places that offer unique design solutions specific to each Client's needs.

**Related Experience:**

- ELK RIVER FIRE STATION #3,** Elk River, MN
- LANDMARK STANDARD OF BLOOMINGTON,** Bloomington, MN
- WODA COOPER-HODGES COMMONS,** Indianapolis, IN
- WACONIA NEW FIRE STATION,** Waconia, MN
- FRIDLEY CIVIC CAMPUS,** Fridley, MN
- EDINA COMMUNITY HEALTH & SAFETY FACILITY/  
 FIRE STATION NO. 2,** Edina, MN
- DILWORTH FIRE STATION,** Dilworth, MN
- RAMSEY FIRE STATION NO. 2,** Ramsey, MN
- MONTGOMERY PUBLIC SAFETY BUILDING,** Montgomery, MN
- ROCHESTER FIRE STATION NO. 2,** Rochester, MN



**JACKIE WILCOX,**  
**AIA, LEED AP, IDA**  
*Interior Design Workplace  
 Expert*

**Industry Experience:** 18 Years

**Education and Certification:**  
 B.S. Architectural Studies,  
 University of Illinois

American Institute of Architects  
 International Interior Design Assoc.

**Jackie Wilcox** has over a decade of experience leading and designing a wide range of project types, with a dedicated focus on creating high performing interior environments. As Director of Interior Design, she is embedded in the design and building process from concept to completion, ensuring an overall vision is realized and omnipresent in every detail. Spanning her professional education to career practice, Jackie is fascinated by the effect interior space has on culture, occupant mood and wellbeing. Driven by these curiosities, Jackie approaches each project with the intention of connecting people to their environment and each other.

**Related Experience:**

- BANNER DEVELOPMENTS 'THE ALEXANDER',** Wheaton, IL
- BENSENVILLE FIRE STATION 107 REMODEL,** Bensenville, IL
- SPEC SUITE AT 425 S FINANCIAL,** Chicago, IL
- BARSTOOL SPORTS HEADQUARTERS,** Chicago, IL
- LANSING NEW PUBLIC SAFETY CENTER,** Lansing, MI
- GRAND BLANC NEW DEPARTMENT OF PUBLIC  
 WORKS & FIRE STATION,** Grand Blanc, MI
- WARREN 37TH DISTRICT COURT,** Warren, MI
- INGHAM COUNTY JUSTICE COMPLEX - MASTER  
 PLAN AND FACILITY,** Mason, MI







**KYLE OLSON, PE,  
MLSE**  
*Structural Engineer*

**Industry Experience:** 14 Years

**Education and Certification:**  
B.S. Civil Engineering,  
University of Minnesota

Model Law Structural Engineer  
NCEES  
PE: IN #PE11600264

**Kyle** is responsible for performing and directing others in the design, evaluation, and retrofit of metal, concrete, masonry, and wood structures. Kyle has design experience in the following industries: affordable housing, education, energy, food, government, industrial, senior living, and student housing. Duties include preparation of engineering studies, design documents, building and support structure layouts, technical correspondence, engineering and construction cost estimates, and construction bid documents. He is also responsible for supervision of design personnel, final project checking, and communication with Clients pertaining to design and construction issues.

**Related Experience:**

- SPRINGFIELD FIRE STATIONS NO.4**, Springfield, MO
- STAPLES MILL FIREHOUSE NO.20**, Henrico County, VA
- FRIDLEY CIVIC CAMPUS**, Fridley, MN
- ELK RIVER FIRE STATION NO.3**, Elk River, MN
- RAMSEY FIRE STATION NO.2**, Ramsey, MN
- WOODLAWN FIRE STATION NO.24**, Alexandria, VA
- SPRINGFIELD FIRE STATIONS NO.7, NO.13, AND NO.14**, Springfield, MO
- HENRICO COUNTY FIRE STATION NO.19 (SHORT PUMP)**, Short Pump, VA
- PENN DAW STUDY FIRE STATION NO.11**, Fairfax County, VA
- ROCHESTER CLOCK TOWER**, Rochester, MN



**ALEX SAWKA, PE**  
*Senior Mechanical Engineer*

**Industry Experience:** 16 Years

**Education and Certification:**  
B.S. Mechanical Engineering,  
University of Minnesota

ASHRAE - American Society of Heating  
and Air Conditioning Engineers  
PE: IN #PE12200711

**Alex** is skilled in offering innovative mechanical design solutions to projects. He is a highly motivated and resourceful individual who interacts productively with people from diverse backgrounds. Alex is a conscientious team player with excellent problem solving and troubleshooting skills, able to design innovative solutions that promote maximum efficiency while requiring minimal maintenance.

**Related Experience:**

- ELK RIVER PUBLIC SAFETY BUILDING REMODEL AND EXPANSION**, Elk River, MN
- WACONIA FIRE STATION**, Waconia, MN
- GOSHEN NEW SOUTH FIRE STATION STUDY**, Goshen, IN
- DILWORTH MUNICIPAL FACILITIES MASTER PLAN, STUDY & PRE-DESIGN**, Dilworth, MN
- LAKE ZURICH FIRE STATIONS MASTER PLAN**, Lake Zurich, IL
- LITTLE CANADA FIRE STATION**, Little Canada, MN
- STREAMWOOD SPACE & PROGRAM STUDY**, Streamwood, IL
- EDINA COMMUNITY HEALTH & SAFETY FACILITY & FIRE STATION NO.2**, Edina, MN
- PENN DAW FIRE STATION NO.11 STUDY & MASTER PLAN**, Fairfax County, VA







**CHAD KURDI, PE**  
*Senior Electrical Engineer*

**Industry Experience:** 33 Years

**Education and Certification:**  
B.S. Electrical Engineering,  
Birzeit University

NCEES #60536  
PE: IN #PE11600104

**Chad** has 33 years of experience in the electrical industry, and he brings in-depth understanding of electrical to each of his projects. Over the years, he has worked as an electrical engineer, electrician, electrical trainer, and manager. His electrical engineering experience includes drafting, designing, and specifying and analyzing electrical engineering projects for a wide variety of building types.

**Related Experience:**

- STAPLES MILL FIREHOUSE #20**, Henrico County, VA
- ELK RIVER PUBLIC SAFETY BUILDING REMODEL AND EXPANSION**, Elk River, MN
- WACONIA FIRE STATION**, Waconia, MN
- DILWORTH MUNICIPAL FACILITIES MASTER PLAN, STUDY & PRE-DESIGN**, Dilworth, MN
- RAMSEY FIRE STATION NO. 2**, Ramsey, MN
- LAKE ZURICH FIRE STATIONS MASTER PLAN**, Lake Zurich, IL
- LITTLE CANADA FIRE STATION**, Little Canada, MN
- STREAMWOOD SPACE & PROGRAM STUDY**, Streamwood, IL
- EDINA COMMUNITY HEALTH & SAFETY FACILITY & FIRE STATION #2**, Edina, MN



**TIM ERICKSON**  
*Project Executive*

**Industry Experience:** 30 Years

**Education and Certification:**  
B.S. in Construction,  
Bradley University

OSHA 30-Hour  
CPR/First Aid

**Tim Erickson** has over 30 years of progressive management experience, in all facets of construction and contract management. He has sustained a reputation and a proven record of honoring commitments, exceeding expectations and executing high quality projects under tight schedules. Tim brings a clear understanding of Client expectations, Design Team goals, and Trade Partner challenges to lead our CORE team. He will be ultimately responsible for CORE's commitment to this team and the project. His leadership role within the company ensures resources will be provided for a successful job.

**Related Experience:**

- CEDAR LAKE PUBLIC SAFETY FACILITY**  
Cedar Lake, IN | \$16M | 20,714 SF
- PENN TOWNSHIP FIRE STATION 13**  
Mishawaka, IN | \$4.3M | 11,617 SF
- LEBANON FIRE STATION NO. 213**  
Lebanon, IN | \$7.5M | 12,830 SF
- NORMAL FIRE STATION #2**  
Normal, IL | \$8M | 15,000 SF
- RICHARDSON FIRE STATION 4**  
Richardson, TX | \$3.8K | 14,000 SF





**GISE VANBAREN**  
*Director of Operations*

**Industry Experience:** 16 Years

**Education and Certification:**  
 A.A.S. in Construction Management,  
 Prairie State College

OSHA 30-Hour  
 CPR/First Aid

**Gise VanBaren's** Superintendent background drives his passion for quality workmanship and supervision. As the Director of Operations, Gise is responsible for not only overseeing all operations taking place in the field, but also the training and performance monitoring of field personnel on your project to ensure highest level of quality. Gise is a professional who has the ability to obtain positive results by developing team goals through open communication.

**Related Experience:**

**CEDAR LAKE PUBLIC SAFETY FACILITY**  
 Cedar Lake, IN | \$16M | 20,714 SF

**PENN TOWNSHIP FIRE STATION 13**  
 Mishawaka, IN | \$4.3M | 11,617 SF

**LEBANON FIRE STATION NO. 213**  
 Lebanon, IN | \$7.5M | 12,830 SF

**NEW CARLISLE FIRE STATION RENOVATION**  
 New Carlisle, IN | \$1.3M | 5,000 SF

**LOCKPORT FIRE TRAINING FACILITY**  
 Lockport, IL | \$11M | 26,500 SF

**CHAUNCEY AVENUE PLAZE**  
 Lafayette, IN | \$1.5M | 14,000 SF



**BRIAN FIEDLER**  
*PreConstruction Manager*

**Industry Experience:** 33 Years

**Education and Certifications:**  
 M.B.A. in Business,  
 Bradley University

OSHA 30-Hour  
 CPR/First Aid  
 FAA Remote Pilot (Part 107)

As PreConstruction Manager for the project, **Brian Fiedler** will support the entire team collaboratively through every step of the preconstruction process, from plans and risk analysis to a seamless transition into the field. He facilitates the estimation processes and lends the necessary experience and knowledge to manage the cost, schedule, and quality processes. Brian will work closely with the City and BKV Group to ensure that the finished plans match expectations. Brian embodies our CORE Culture of Team and Trust, and will clearly communicate project goals and objectives to all parties. He is committed to delivering Best Value to the City.

**Related Experience:**

**CEDAR LAKE PUBLIC SAFETY FACILITY**  
 Cedar Lake, IN | \$16M | 20,714 SF

**NORTHWEST INDIANA LAW ENFORCEMENT ACADEMY**  
 Valparaiso, IN | \$10M | 25,668 SF

**ELBURN FIRE STATION #4**  
 Maple Park, IL | \$9.6M | 9,300 SF

**LOCKPORT FIRE TRAINING FACILITY**  
 Lockport, IL | \$11M | 26,500 SF





**JOE MANCUSI**

*Project Manager*

**Industry Experience:** 33 Years

**Education and Certifications:**

B.S. in Industrial Design,  
University of Illinois

OSHA 30-Hour  
CPR/First Aid

**Joe Mancusi's** responsibilities as Project Manager include early coordination during the scoping process and overall project coordination from bidding through final occupancy. He excels at facilitating organization and open communication between the project's stakeholders throughout the duration of the project. His professionalism and attention to detail will ensure that the best interest of the City and the Fire Department are at the forefront of this project.

**Related Experience:**

**CEDAR LAKE PUBLIC SAFETY FACILITY**

Cedar Lake, IN | \$16M | 20,714 SF

**NORTHWEST INDIANA LAW ENFORCEMENT ACADEMY**

Valparaiso, IN | \$10M | 25,668 SF

**ORLAND RIDGE MIXED USE DEVELOPMENT**

Orland Park, IL | \$52.6M | 585,200 SF

**EAGLE CROSSING DEVELOPMENT**

Chesterton, IN | \$29.1M | 160,750 SF

**THE PRESERVE AT GRANDE OAKS**

Valparaiso, IN | \$7.4M | 112,250 SF



**BRAD MASSENGILL**

*Superintendent*

**Industry Experience:** 30 Years

**Education and Certification:**

A.A.S. Building Construction,  
Ivy Tech Community College

OSHA 30-Hour  
CPR/First Aid

As Superintendent, **Brad Massengill** will monitor the project on a daily basis, develop and update the project schedule, direct safety plan enforcement, manage and coordinate day-to-day field activities with Trade Partners, and prepare and update the site utilization plan as needed. Brad will also manage quality control to ensure compliance with contract requirements and coordinate construction operations with facility users.

**Related Experience:**

**CEDAR LAKE PUBLIC SAFETY FACILITY**

Cedar Lake, IN | \$16M | 20,714 SF

**NORTHWEST INDIANA LAW ENFORCEMENT ACADEMY**

Valparaiso, IN | \$10M | 25,668 SF

**IDOT STEVENSON MAINTENANCE FACILITY**

McCook, IL | \$15M | 40,000 SF



## References

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### REFERENCE 1

**Todd Wilkening**  
*Fire Chief*  
 Cedar Lake Fire Department

**P:** 219-374-5961 ext. 501  
**E:** todd.wilkening@cedarlakein.org



**PROJECT:** Cedar Lake Public Safety Complex

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### REFERENCE 2

**Doris Portolese**  
*Penn Township Trustee*  
 Penn Township

**P:** 574-256-6213  
**E:** doris@penntownship-sjcin.org



**PROJECT:** Penn Fire Station No. 13

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### REFERENCE 3

**Jennifer Swan, AIA**  
*Facility Design & Construction*  
 City of Springfield, MO

**P:** 417-864-2033  
**E:** jswan@springfieldmo.gov



**PROJECT:** Springfield Fire Stations Nos. 4, 7, 13, and 14

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## Financial Capacity

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CORE is financially qualified to propose on a project of this size, with a single project **bonding capacity of \$300 million** and an **aggregate capacity of \$2 billion** through Travelers Casualty and Surety Company of America in conjunction with Liberty Mutual Insurance Company. Upon request, CORE is willing to provide a letter from Travelers Casualty and Surety Company of America which demonstrates CORE's bonding capacity.

CORE has not filed bankruptcy, voluntarily or involuntarily, or defaulted on a loan or other financial obligation in the past ten (10) years.

## Litigation

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CORE has not been involved in any lawsuits in the last five (5) years and is not involved in any pending or contemplated litigation or conflicts of interest which would be material to CORE's business, financial condition, or qualifications for the Project.

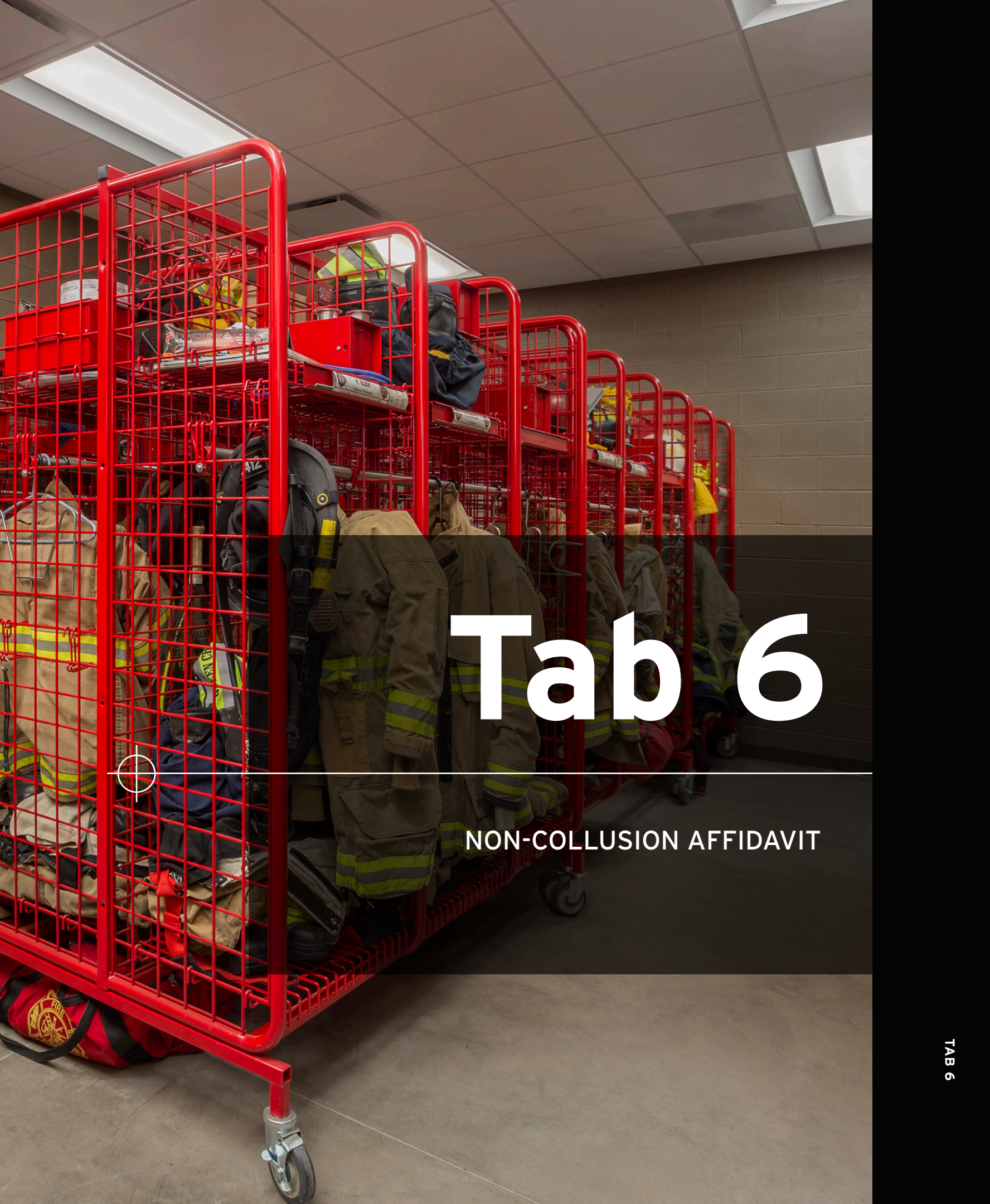
## Current Projects

Below is a list of current projects and their related status. CORE has the personnel available to serve the City of Goshen and does not anticipate that any of these projects will compete with the New South Fire Station.

<b>PRECONSTRUCTION</b>	
Westfield Washington Schools	WWS Early Learning & Admin Expansion
Elkhart Community Schools	3 Projects
Lake Ridge Schools	Auditorium & Fieldhouse Renovation
	Calumet New Tech High School
	Longfellow New Tech Elementary School
School Town of Munster	Renovations
NWI	Law Enforcement Academy
Indy Public Schools	Gambold 108 Roof Replacement
	Elder Diggs 42
	Rousseau McClellan 92 (Montessori)
	Meredith Nicholson 96
Muncie	2024 Bond Project

<b>CONSTRUCTION</b>	
Scotty County School District 2	Scott County 2 - School Improvements
Scotty County School District 2	Scottsburg Elementary School HVAC Project
Greater Clark County Schools	GCCS - River Valley Middle School
GM Development Companies LLC	Cedar Lake Police & Fire Station
Westfield Washington Schools	WWS Tennis Facility
Greater Clark County Schools	GCCS - Charlestown Middle School
Muncie Community Schools	MCHS 2023 Bond Project
Lake Central School Corporation	LCSC Additions & Renovations to Bibich Elementary
Prominence Commons, L.P.	Prominence Commons II
MSD of Lawrence Township	New Lawrence Education & Community Center
Greater Clark County Schools	GCCS New Charlestown Elementary School
Greater Clark County Schools	GCCS New Jeffersonville Elementary School





# Tab 6

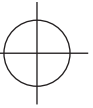
NON-COLLUSION AFFIDAVIT





SECTION 2.3.6:

# Non-Collusion Affidavit



**Department of Community Development  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185  
communitydevelopment@goshencity.com • www.goshenindiana.org

## ADDENDUM NO. 1

**TO:** Consultants

**FROM:** Becky Hershberger, Project Manager

**RE:** Request for Proposals & Qualifications to Design, Build, Operate and Transfer the New South Fire Station through a Public-Private Partnership Agreement

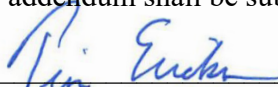
**DATE:** April 10, 2024 **No. OF PAGES:** 2

The following amendments and clarifications to the Request for Proposals for the above mentioned project are hereby included with the original documents. The agreement shall be based on the above mentioned plans and specifications as amended and clarified by the following addendum. The consultant shall indicate in their proposal that this and any other specific addenda are received and reflected in their proposals and a signed copy of this document shall be included as the final page to the proposal.

**A copy of Attachment B – Non-Collusion Affidavit is attached.**

End of Addendum.

A signed copy of this addendum shall be submitted with the proposal.

Acknowledged By: 

Date: 4/24/24





[www.coreconstruction.com](http://www.coreconstruction.com)





**Department of Community Development  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185  
communitydevelopment@goshencity.com • www.goshenindiana.org

# Memorandum

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TO: Redevelopment Commission

FROM: Becky Hutsell, Redevelopment Director

RE: Request to Approve an Agreement with Walker Consultants for 2024 Downtown Parking Study

DATE: June 11, 2024

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As downtown Goshen continues to grow and develop, the issue of parking continues to arise. In order to best utilize the parking that the City already controls and to best plan for any needed modifications, we're requesting permission to move forward with an agreement with Walker Consultants, a leader in the parking world, to evaluate what we have, what we need and how to best maximize available parking in the downtown area. Staff has worked with them to develop a scope of work, detailed in the attached proposal, to give us a useful tool for now with data that we can continue to develop into the future. Stakeholder input is a component to this and things such as special events will also be evaluated in this study.

The total cost for this work is \$65,000 with a four-month timeline. We're requesting the Commission's support for this study.

**Suggested Motion: To approve an agreement with Walker Consultants for 2024 Downtown Parking Study and to authorize execution of the agreement by the Redevelopment Director**



Prepared for the City of Goshen  
Department of Public Works

Proposal for:

## 2024 Downtown Parking Study

May 9, 2024

Contact Information:  
John W. Dorsett, AICP, CAPP  
6602 E. 75th St, Suite 210  
Indianapolis, IN 46250  
jdorsett@walkerconsultants.com  
317.432.3755



**WALKER**  
CONSULTANTS

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# 01 Project Understanding

## Project Understanding

Downtown Goshen reflects the determination of many caring and competent residents, business owners, community planners, and city leaders throughout its history. Walker Consultants (Walker) deeply respects the community and desires to preserve and complement those unique elements. Our project aims to improve access to downtown destinations and support community connection through thoughtful parking and mobility enhancements.

The City recognizes the need to address today's concerns while looking ahead in preparation for continued growth. There are proposed new development projects under consideration downtown with additional opportunities for infill and redevelopment projects. The study should address current parking supply and demand, shared use opportunities, future parking needs, future parking adequacy, local parking requirements, pedestrian considerations, bicycle parking, and event parking management. These study topics encompass the many different aspects of how community stakeholders interact with parking during a typical day. Public parking is a shared resource, and future improvements to the parking system should reflect their input. We understand the study must include quantitative measurements and data, such as parking data and GIS mapping, while also providing a qualitative assessment supporting policy reforms that can impact community access and one's downtown experience.

We understand that recommendations and strategies must:

- Support a vibrant, active downtown that accommodates uses across stakeholder groups, enhances economic development, maintains a sense of pride in the community, and draws visitors to the City.
- Meet the needs of varied users, including offering accessible parking.
- Reduce congestion created by vehicles searching for parking.
- Leverage municipal parking best practices.
- Create turnover in the highest-demand areas in support of local businesses.
- Ensure compliance with relevant local roadway regulations.
- Support flexibility if any surface parking lots are used for development.
- Provide implementable solutions for immediate and long-range parking improvements.

## Proposed Study Area

The proposed study area is irregular in shape and generally bounded by Sixth Street to the east, Millrace Canal Trail to the west, U.S. Route 33 to the north, and Purl Street to the south. The area represents the core downtown and a portion of the adjacent residential neighborhoods. New development sites in the study area include but are not limited to River District, County Courthouse, Third & Jefferson Residential Project, and the Millrace Canal Housing Project.

A map outlining the proposed study area is presented on the next page.





## Proposed Study Area Map





# Scope of Services

Note that all deliverables will include a one-page infographic summary intended for City Council/decision-maker updates, as well as support for City staff for any Commission/Council presentations on the project's progress.

## ONGOING: PROJECT FOUNDATION AND MANAGEMENT

- **Kickoff Meeting:** Work with the City team to prepare and attend an in-person Kickoff Meeting with City staff and other key project partners. The Kickoff Meeting will include an opportunity to build a shared vision of success for the project. A virtual option will be provided for those who cannot attend in-person.
- **Develop Detailed Project Delivery Strategy and Timeline**
- **Biweekly Virtual Meetings** between Walker's project manager and core members of the client team to allow for formal and informal opportunities for feedback throughout the project process.

## TASK 1: EXISTING CONDITIONS

### Task 1.1: Discovery

- **Request for Information:** Develop a Request for Information (RFI) form for the project. Inventory resulting information and, alongside the City's project manager, create a gap analysis and plan for resolving data/information gaps. Compile and organize data provided through the RFI; perform any solutions to address gaps as detailed in the Gap Analysis and Resolution Plan.
- **Document Review:** Review historical data and conduct an initial analysis of existing studies, plans of action, programs and other available data relevant to the parking study, inclusive of all reports and plans for planned and proposed downtown enhancements, pedestrian and mobility improvements as well as influential regional- and state-level planning and policy documents. Compile a background and context summary of existing documentation and context.
- **Experiential Observations:** We prioritize being present in our client communities and experiencing them from all angles — as pedestrians, cyclists, TNC users, customers, drivers and parkers. We will conduct a site visit comprising one full day, evening, and late night, during which our team will visit Goshen's downtown area to gather an understanding of the general parking and transportation assets and uses, activity types and levels, opportunities and challenges in the physical realm.

### Task 1.2: Data Collection

- **Parking Inventory Analysis:** Conduct a parking inventory of the public and private parking supply; including parking lots and on-street parking assets. Organize and present the parking inventory according to type and ownership (public or private). Identify user restrictions, time limits, and general regulations.
- **Parking Occupancy Analysis:** Walker will obtain and review available historical parking utilization data provided by the City. We understand that downtown Goshen typically experiences its highest parking demand during the summer season, especially between Memorial Day and Labor Day, as well as for popular special events in the core downtown area. Consideration will be given to when the data collection occurs and any appropriate calibration that is warranted to establish baseline design day conditions. Walker proposes to perform occupancy counts during a typical weekday, weekend day, and event period.

Parking Occupancy Counts:	Weekday	8:00 AM, 12:00 PM, 4:00 PM, 6:00 PM
	Weekend Day	8:00 AM, 12:00 PM, 4:00 PM, 6:00 PM
	Event Day	Weekend Day TBD

**DELIVERABLES:** *Project Task 1 summary memorandum.*

**ENGAGEMENTS/COLLABORATIONS:** *Meeting with project representatives to review Task 1 results.*

## TASK 2: GATHER AND DOCUMENT STAKEHOLDER INPUT

At Walker, we view stakeholder engagement as collaboration — which means that the public and stakeholders are partners in our work. We do not believe in explaining technical terms and concepts ad nauseam in a PowerPoint — we believe in interactive in-person and on-line outreach methods that get people moving, thinking, learning, and, most importantly, contributing valuable insight on the project. Our team follows a “form follows function” approach to engagement planning. We start with a clear understanding, alongside our client partners, of what engagement has already been accomplished to date, the type of new input we are trying to collect, and create digital and in-person tools, games, and questions specifically tailored to gather that input.

To us, engagement is a core part of the qualitative data collection process. It’s about creating space for meaningful participation — not checking boxes. We follow three core guiding principles for each public engagement effort we embark upon:

- 1. Accessibility:** Every community member, jurisdiction, or region can participate equitably in the public engagement process, regardless of background or ability.
- 2. Structure:** Every engagement effort is carefully structured to garner important and feedback, whether virtual, in-person, or something in between.
- 3. Purpose:** We are clear and transparent about participants’ sphere of influence and ask intelligent questions to which we want and need answers.

### Task 2.1: Engagement Foundation

- **Stakeholder Engagement Plan and Evaluation Metrics:** Based on insights gathered in the Kickoff Meeting, develop a Stakeholder Plan, detailing core engagement audiences and roles, key areas of influence for each core audience, and methods and timeline for engagement. In this plan, we will also work with the City to identify our measures of success — e.g., making sure we align with Citywide goals and create a roadmap for meeting these metrics.

### Task 2.2: Engagement Meetings

- **Stakeholders Meetings:** Walker will meet with City Administration, Downtown Goshen, Inc., Downtown Economic Improvement District (EID), Goshen Redevelopment, Goshen Chamber of Commerce, Elkhart County Administrator, and select stakeholders and local business representatives to learn their expectations for the future, and conduct a follow-up meeting with these stakeholders to discuss and review recommendations. Walker will coordinate with the City to schedule the meetings and locations. The initial meetings will be held with groups over a two-day period, and a follow-up meetings will follow a similar timeline and structure.

**DELIVERABLES:** *Project Task 2 stakeholder engagement summary memorandum.*

**ENGAGEMENTS/COLLABORATIONS:** *Meeting with project representatives to review Task 2 results.*

## TASK 3: FUTURE CONDITIONS

### Task 3.1: Future Development and Parking Demand

- **Future Development Plan:** Obtain future development plans, including the location and program data, for known and proposed developments in the study area.
- **Future Parking Conditions:** Conduct an assessment of the need for parking driven by current and new development to include usage patterns and occupancy rates in the study area. Identify the areas where a parking deficit or surplus are projected to occur.

Walker will develop an Excel-based parking demand model for downtown Goshen land uses using the October 2023, ITE 6th edition of Parking Generation Manual, an informational report that provides a comprehensive source of parking demand ratios for land uses and building types, and the Urban Land Institute's Shared Parking, Third Edition.

### Task 3.2: Golf Cart and Bicycle Parking

- **Policy Review:** Obtain and review current parking policies for golf cart parking and bicycle parking. Identify the current city codes and accommodations. Inventory the number of public bicycle parking locations. Observe golf cart and bicycle parking behavior and document patterns and areas with the highest levels of activity.
- **Recommendations:** Provide recommendations for managing and accommodating for golf cart parking and bicycle parking.

### Task 3.3: Evaluation of City's Parking Requirements

- **Parking Requirements Analysis:** Obtain and review the City's current parking requirements by land use. Review the current codes in relation to the City's goals and objectives for public parking, economic development, and fiscal policy.
- **Recommendations:** Recommend modifications to parking requirements, where appropriate, and provide supporting information for any changes to the current code.

### Task 3.4: Documentation

- **Future Parking Analysis:** Draft a memorandum comprising findings from Task 3.1 and Task 3.2, focusing on the projected parking needs resulting from current and new development plans. Results will be presented on a block-by-block basis.
- **Parking Requirements Review:** Draft a memorandum comprising findings from Task 3.3, identifying the recommendations and intended outcomes.

**DELIVERABLES:** *Project Task 3 summary memorandum.*

**ENGAGEMENTS/COLLABORATIONS:** *Meeting with project representatives to review Task 3 results.*



## TASK 4: Walking Assessment

### Task 4.1: Data Collection and Observations

- **Data Collection:** Document downtown walking patterns and preferences from parking locations to destinations. Review the primary path of travel from parking locations to primary destinations and provide a qualitative analysis of the experience, identifying opportunities for improvement.
- **Acceptable Walker Distance:** Apply Walker’s research on acceptable walking distances from parking locations to destinations to downtown Goshen to assess the level of service provided by the current public parking locations.

### Task 4.2: Documentation

- **Walking Characteristics and Preferences:** Draft a memorandum comprising findings from Task 4.1.
- **Walking Distance Level of Service:** Draft a memorandum comprising findings from Task 4.2, identifying the current level of service in comparison to recommended standards.

**DELIVERABLES:** *Task 4 projected summary memorandum.*

**ENGAGEMENTS/COLLABORATIONS:** *Meeting with project representatives to review Task 4 results.*

## TASK 5: GIS Mapping for Public Parking Assets

### Task 5.1: Parking Data Set Development and Shape Files

- **Data Set Identification:** In coordination with the City, apply parking data collected by Walker to develop a data set that can be evaluated with heat mapping. Assist the City in identifying data to be placed in the geo-database to be interrogated now and in the future. Conceptual heat maps include 1) peak parking demands by time of day, and day of week, 2) loading zone and carry-out businesses, 3) event parking, 4) patron seating, and 5) public vs. private parking.
- **GIS Shape Files:** In coordination with the City, Walker will develop parking GIS shape files to integrated with the City’s current GIS mapping.

**DELIVERABLES:** *Project Task 5 memorandum on GIS data sets recommended for current and future parking management, and GIS shape files for new parking data.*

**ENGAGEMENTS/COLLABORATIONS:** *Meeting with project representatives to review Task 5 results.*

## TASK 6: PUBLIC PARKING SYSTEM IMPROVEMENTS

### Task 6.1: Organization Structure and Policies

- **Parking System Design:** Provide a description of the future parking system, including current and new assets, and potential management structures for the public parking system.
- **Parking Policies:** Provide a recommendation for timed short term parking vs long term parking including parking lots and on street parking.
- **Enforcement:** Provide parking enforcement recommendations and guidelines.

### Task 6.2: Event Parking Management Plans

- **Identify and Review Events and Data:** Identify primary downtown events including First Fridays, Parades, and other cultural or arts events, and associated attendance data.
- **Event Parking Plan Review:** Obtain and review current event parking plans.
- **Meetings with Event Hosts/Planners:** Meet with event hosts to obtain quantitative and qualitative information, unique requirements, common challenges, effective practices, and general expectations.
- **Develop Event Parking Plans:** Prepare three (3) event parking plans for small, medium, and large events. The classifications will be defined in coordination with the City. The classifications allow for community coordination and flexibility in management planning and implementation.

**DELIVERABLES:** Project Task 6 memorandum on event parking management plans.

**ENGAGEMENTS/COLLABORATIONS:** Meeting with project representatives to review Task 6 results.

## TASK 7: FINAL REPORT AND PRESENTATION

Walker understands the information in the final report should include graphic representations as necessary, narratives that reflect a clear understanding of the City's parking inventory and resources, projections, achievable recommendations and descriptions of how the City can build a flexible, responsive parking program that meets the demands of a rapidly developing downtown.

- **Draft Development:** Develop a detailed Parking Study summarizing work to-date and outlining immediate-term, near-term, and mid-long term action steps, responsible parties, and associated budget-level costs. The plan will include administrative, staffing and operational needs, policy, ordinance and regulatory changes, technology and capital needs. Provide draft plan electronically in PDF format to the City for review and comment.
- **Review Draft with Staff** in a virtual meeting.
- **Final Development:** Revise Draft based on up to two (2) sets of consolidated comments from the City. Develop a PowerPoint presentation of the Plan and support staff in developing the City Council staff report.
- **Core Audience Summaries:** Our approach create digestible, appropriate Executive Summaries and infographics for core stakeholder audiences, including City staff with perhaps with more granular implementation detail, City leadership with a higher-level focus on tie-ins to City goals and objectives, and the community as a whole.



# 02 Qualifications



**Walker Consultants brings decades of national expertise, deep local knowledge, specialized technical and design skills, and a love for and investment in building strong communities.**

## About Walker

Offices **27**

Staff **336**

States Served **50**

Countries Served **60**

Repeat Customers (%) **85**

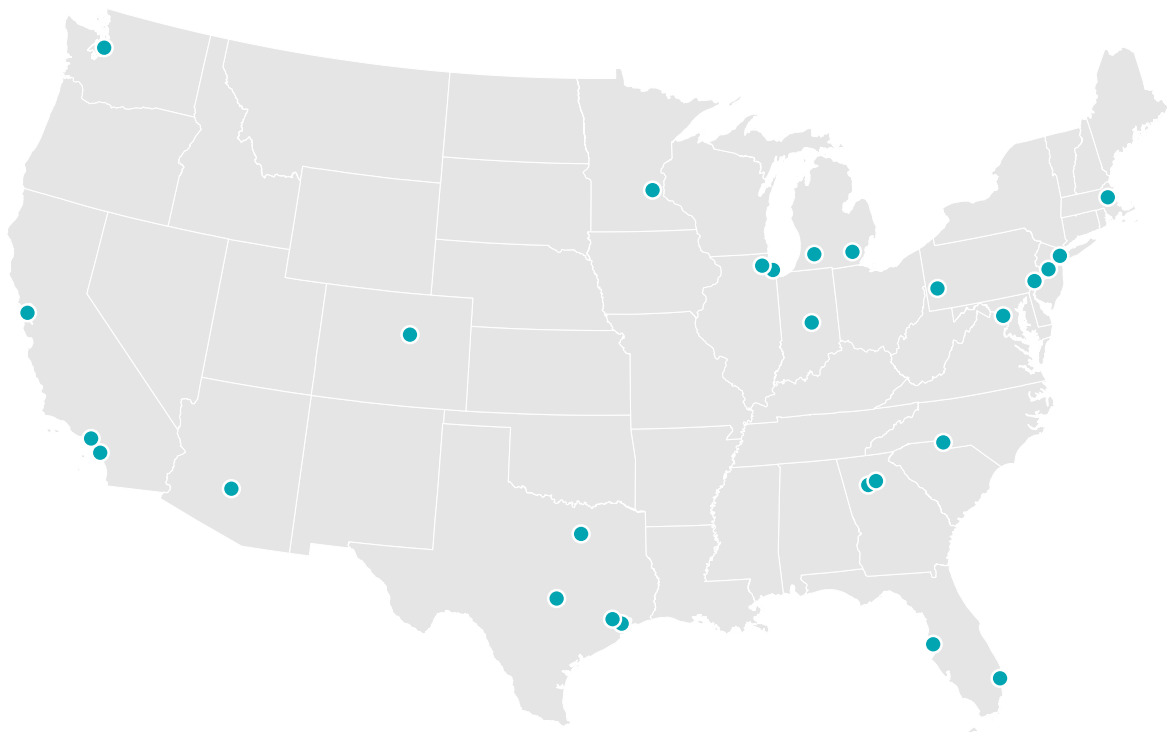
*We bring effective and practical solutions to complex challenges.*

**Walker Consultants is an employee-owned parking and transportation consulting firm with 27 offices nationwide.**

Walker Consultants provides planning, design, engineering, forensics, restoration and consulting for the built environment. Our 350 diverse and talented experts have been advancing industry standards since we began in 1965. We are a 100% employee-owned company that takes pride in the value we provide our clients through integrity, honesty, and excellence. Walker possesses a strong foundation as an industry leader in all aspects of parking planning, transportation consulting, engineering, design, operations, technology, and mobility solutions.

**We have evaluated the parking and transportation systems of numerous municipal clients nationwide and developed implementable, action-oriented, and community-supported solutions that embrace innovation and result in real change.**

## Walker Offices



## Planning & Mobility



Walker’s transportation, technology, operations, and policy experts connect people to destinations by improving access.

From ideation to implementation, we create value by ensuring that you are making the most of your assets.

Meeting the needs of owners and users is the centerpiece of Walker’s parking and transportation planning services. Our practice focuses on inclusivity and stakeholder buy-in. Our solutions are practical, cost-effective, and tailored to your situation.

Our solutions are  
practical, cost-  
effective, and tailored  
to your situation.

- Mobility Studies and Plans
- Municipal Code Studies and Updates
- Bicycle and Pedestrian Plans
- Curb Management
- Event Parking Management Plans
- Parking Supply/Demand
- Shared Parking Plans
- Transportation Demand Management Plans (TDM)
- Parking Allocation and Pricing Strategies

### Financial Feasibility Studies

Our market, economic, and financial feasibility studies have assisted owners with securing more than \$3 billion in financing on projects involving virtually all land use types that feature paid parking.

- Due Diligence Studies of Parking Assets
- P3 Parking Asset Monetization
- Parking Market and Financial Studies
- Financing and Bond Documents



## John W. Dorsett, AICP, MBA

### Senior Vice President | Managing Director

As Senior Vice President and Managing Director of Walker’s Planning, Operations, and Technology practice, John guides a parking and mobility planning and technology consulting group specializing in operations consulting, planning and financial studies, and parking access and revenue control systems consulting and design. He provides leadership and the resources to deliver 5,000+ parking and transportation engagements in his career and 400+ engagements annually. John also heads up Walker’s P3 practice.

As a working manager and a planner certified by the American Institute of Certified Planners (“AICP”), John consults on complex parking and transportation consulting projects requiring specialized expertise. John’s leadership and project consultation are based on his involvement with thousands of parking and transportation study engagements for architects, airports, hospitals, municipalities, real estate developers, and universities in all 50 U.S. states and several foreign countries. These engagements have included autonomous vehicles, parking supply and demand modeling, zoning variance studies, parking planning, concept design, due diligence, market and financial analysis, shared parking, parking management, parking access and revenue control, traffic and transportation studies, and transportation network companies.

### Education

Master of Business Administration,  
Butler University, 1991

Bachelor of Science, Indiana University  
Kelley School of Business, 1985

### Affiliations

ACEC’s Senior Executive Institute

American Institute of Certified Planners

National Parking Association

American Planning Association  
Indiana Chapter

International Parking Institute

National Association of College and  
University Business Officers

The Urban Land Institute

American Society for Health Care  
Engineering of the American  
Hospital Association

Florida Healthcare Engineering  
Association

### Publications

“Rightsizing Parking in Support  
of Sustainability and ROI,”  
Development, December 2023

“Parking Requirements for Residential  
Transit-Oriented Development,” ITE  
Journal, November 2023 “Planning  
For Hospital Campus Access That  
Works For People,” Building Design  
+ Construction, April 2022

“Create a Curb-Management  
Framework in 7 Steps,” Planning  
Magazine, January 2022 (co-author)

### Project Highlights

#### Financial

Conducted financial studies supporting over \$3 billion in project financing. Conducted due diligence study for the sale of Allright Parking, a \$200M+ firm. Led dozens of P3s. Through his financial experience, John has an appreciation and understanding of municipal finance, public policy, and the management of public parking assets.

#### Presentations & Publications

John has presented and been published in Urban Land, The Parking Professional, Parking, Today’s Facility Manager, Shopping Center Business, Health Facilities Management, and The Indianapolis Business Journal.





# 03 Proposed Schedule and Fee

## Proposed Schedule

Our proposed schedule is a four-month timeline. The diverse skills of Walker’s project team allow for simultaneous work on different tasks. We have identified three milestones that include a 50 percent draft, 90 percent draft, and final report. There will be bi-weekly project team meetings scheduled with the Project Director for the City where status reports will be provided to the working group. We anticipate issuing a final report three weeks prior to the final presentation to the City.

Walker will work with the City at the project kick-off meeting to identify any known milestones, meeting dates, or any other obligations that may alter the schedule. We will work with the City to develop a mutually agreeable schedule that respects quality and timelines. A final project schedule will be prepared in coordination with the City.

## Proposed Fee

Project Task	Proposed Fee
Ongoing: Project Foundation and Management	\$3,000
Task 1: Existing Conditions	\$19,500
Task 2: Gather and Document Stakeholder Input	\$6,500
Task 3: Future Conditions and Code Review	\$8,600
Task 4: Walking Assessment	\$4,000
Task 5: GIS Mapping for Public Parking Assets	\$7,000
Task 6: Public Parking System Improvements	\$7,500
Task 7: Final Report and Presentation	\$6,400
<b>Total Project Cost</b>	<b>\$62,500</b>
Expense Budget	\$2,500
<b>Total Lump Sum Budget</b>	<b>\$65,000</b>

## **GOSHEN REDEVELOPMENT COMMISSION**

### **Register of Claims**

The Goshen Redevelopment Commission has examined the entries listed on the following itemized Expenditure Report for claims entered from **May 15, 2024 through June 7, 2024** and finds that entries are allowed in the total amount of **\$1,143,661.44**

**APPROVED** on June 11, 2024

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Brian Garber, President

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Brianne Brenneman, Secretary



# GOSHEN REDEVELOPMENT COMMISSION

## Expenditure Report - by Budget Line and Payee

Claims from 05/15/2024 through 06/07/2024

<b>324-560-00-438.0207</b>		<b>2015 SE REDEVELOPMENT DISTRICT BONDS - INTEREST</b>
6/5/2024	Bank of New York Mellon Trust Company, NA (05316)	\$3,718.75
<b>Line Total for Period:</b>		<b>\$3,718.75</b>
<b>406-560-00-431.0502</b>		<b>RDV NON-RVRT OP/Contractual Services</b>
6/5/2024	Yarkshark, LLC	\$1,193.00
<b>Line Total for Period:</b>		<b>\$1,193.00</b>
<b>406-560-00-433.0000</b>		<b>RDV NON-RVRT OP/Printing &amp; Advertising</b>
5/31/2024	Elan Corporate Payment Systems	\$17.73
<b>Line Total for Period:</b>		<b>\$17.73</b>
<b>406-560-00-435.0101</b>		<b>RDV NON-RVRT OP/Electric</b>
5/31/2024	NIPSCO (00014)	\$18.97
6/5/2024	NIPSCO (00014)	\$163.97
<b>Line Total for Period:</b>		<b>\$182.94</b>
<b>406-560-00-435.0201</b>		<b>RDV NON-RVRT OP/Gas</b>
5/31/2024	NIPSCO (00014)	\$21.10
6/5/2024	NIPSCO (00014)	\$37.64
<b>Line Total for Period:</b>		<b>\$58.74</b>
<b>473-560-00-431.0502</b>		<b>SOUTHEAST TIF/Contractual Services</b>
6/5/2024	Jones Petrie Rafinski Corp. (00463)	\$2,713.75
6/5/2024	American Structurepoint, Inc. (03093)	\$22,800.50
6/5/2024	American Structurepoint, Inc. (03093)	\$8,086.50
<b>Line Total for Period:</b>		<b>\$33,600.75</b>
<b>473-560-00-452.0000</b>		<b>SOUTHEAST TIF/Transfer Out</b>
6/5/2024	City of Goshen (0200)	\$817,115.00
<b>Line Total for Period:</b>		<b>\$817,115.00</b>
<b>474-560-00-431.0502</b>		<b>Lippert/Dierdorff Contractual Services</b>
6/5/2024	Barkes, Kolbus, Rife & Shuler, LLP (00311)	\$1,116.40
<b>Line Total for Period:</b>		<b>\$1,116.40</b>

<b>480-560-00-431.0502</b>	<b>RR/US 33 TIF/Contractual Services</b>	
6/5/2024	Egis (12772)	\$20,206.73
<b>Line Total for Period:</b>		<b>\$20,206.73</b>
<hr/>		
<b>480-560-00-439.0930</b>	<b>RR/US 33 TIF/Other Services &amp; Charges</b>	
5/20/2024	City of Goshen Utilities	\$110.63
<b>Line Total for Period:</b>		<b>\$110.63</b>
<hr/>		
<b>480-560-00-442.0000</b>	<b>RR/US33 TIF/Capital Projects</b>	
6/5/2024	Abonmarche (05859)	\$8,000.00
6/6/2024	Niblock Excavating, Inc. (00653)	\$258,340.77
<b>Line Total for Period:</b>		<b>\$266,340.77</b>
<hr/>		
<b>Total Expenditures for Period:</b>		<b>\$1,143,661.44</b>



# June 2024 Redevelopment Staff Report

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**PROJECT: RAILROAD QUIET ZONE FROM KERCHER ROAD TO LINCOLN AVENUE**

## PROJECT DESCRIPTION

Establishment of a Quiet Zone along the Norfolk Southern Railroad Marion Branch from Washington Ave to Kercher Ave.

## PROJECT UPDATE

The City continues to work with INDOT and Norfolk Southern for the design of the Madison Street railroad Crossing. The quiet zone schedule is being driven by this work. Activities to be completed to implement the Quiet Zone are:

- Installation of signs and delineators at the railroad crossings.
- Traffic counts to be done at each of the railroad crossings. (Completed)
- Madison Street will have flasher and gates installed which is anticipated to cost approximately \$400,000. INDOT has agreed to pay 90% of the project. INDOT is improving the crossing as a part of the Crossing Safety Improvement funds.  
Update: Norfolk Southern does not want to install gates at this crossing. The City has made a special request for quad-gates, and Norfolk Southern is requesting additional information. Goshen Engineering proposes we retain the services of American StructurePoint.
- Submit the Public Authority Application (PAA) to Federal Railroad Administration (FRA) for review, which typically takes 2 months.
- Railroad Quiet Zone is anticipated to be “in-service”.

An agreement is in place with American Structurepoint to serve as the City’s agent. A site meeting was completed on November 2<sup>nd</sup> with Federal Railroad, Norfolk Southern, American StructurePoint and City staff to assess each crossing within this corridor and the improvements as they relate to the quiet zone scoring. The application is complete, but we need an interlocal agreement with Elkhart County before they will sign the delegation letter needed for the CR 42 railroad crossing. The interlocal agreement should be executed this month, and then the delegation letter may be signed and the application submitted. We anticipate an 8-12 month approval timeline following submission.

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**PROJECT: STEURY AVENUE RECONSTRUCTION AND STORMWATER DETENTION AREA**

## PROJECT DESCRIPTION

This project has grown out of the recent improvements along the Lincoln Avenue and Steury Avenue corridor with the expansion of GDC, Lions Head, the Goshen Street Department, Goshen Police Department’s Training facility and the Goshen Central Garage. This corridor no longer supports the additional vehicle loads and has been chip and sealed to extend the service life of the current pavement. The intersection of Steury Avenue and Lincoln has small turning radiuses, which causes semi-traffic serving the corridor to make wide swings onto and off of Steury Avenue and Lincoln. Drainage is effectively non-existent along the roadway corridor and there are limited opportunities to improve the drainage without looking outside the corridor. In addition to the functionality of the roadway, the roadway’s appearance does not reflect the investment the adjoining companies have made on their properties. The overall plan is to reconstruct both roadways, adding turning lanes and improving intersections while also addressing utility needs.

## PROJECT UPDATE

Phase I of the project has been completed which was construction of the pond at the old salvage yard. The next phase of the project will include new water main and storm sewer installation for both Lincoln Avenue from Rock Run Creek to just past Troyer Carpets and Steury Avenue from Lincoln to the “S” curves. A water main replacement project, which was a Water Utility project, east of Steury Avenue, was also completed in December 2020, with successful improvement of fire flow capability in East Goshen.

Utility relocation will be finalized with the relocation of Frontier’s communication cable. Goshen Engineering has issued a right-of-way permit for the relocation, but has not received confirmation the utilities are clear. The construction contract for utility and roadway reconstruction along Lincoln and Steury was awarded to Niblock Excavating. A pre-construction meeting has been



held. The contractor anticipates starting work in June of this year. Work in 2024 will include the installation of the new storm system along Lincoln Avenue, including water main replacement between Logan Street and Steury Avenue. Sanitary and water services will be replaced and the roadway reconstructed with curb-and-gutter. In 2025, construction will continue with drainage improvements and utility replacements on Steury Avenue, including roadway reconstruction that will smooth out the “S” curves.

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**PROJECT: FORMER WESTERN RUBBER SITE**

PROJECT DESCRIPTION

The Western Rubber site went through an extensive demolition and environmental remediation process and is now considered a buildable site. The vacant parcel contains approximately 170,000 square feet and is located east of the Norfolk Railroad, north of the Plymouth Avenue.

PROJECT UPDATE

AP Development is proceeding with plans for a mixed-use project consisting of approximately 138 apartments and 1,000 square feet of commercial space. The Redevelopment Commission and City Council have approved a development agreement with the developer and the rezoning has been completed. The developers have been awarded READI grant funds and design work is underway. We are in the process of issuing the bonds for this project and anticipate that it will begin in the spring of 2024.

For the City’s portion of the work that will be improving 10th & Douglas, Niblock has been hired as the contractor. NIPSCO has completed their gas relocation work. Niblock has completed the underground stormwater system on Douglas Street, as well as water main replacement between Plymouth Avenue and Reynolds Street. Work is continuing with replacing sanitary sewer and installing the new stormwater system on 10th Street. New utility services and roadway improvements between Jackson and Reynolds will follow. The City’s project should be complete this fall.

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**PROJECT: 3<sup>rd</sup> & JEFFERSON REDEVELOPMENT LOT**

PROJECT DESCRIPTION

The half block at 3<sup>rd</sup> & Jefferson is currently vacant and ready for development.

PROJECT UPDATE

The RDC received one (1) proposal for this property. AP Development, who is developing the former Western Rubber site, is also interested in constructing multi-family for this property. The Commission has approved staff negotiations with the developer and it is anticipated that a Development Agreement will be prepared over the next few months.

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**PROJECT: DOWNTOWN VAULT ASSESSMENT**

PROJECT DESCRIPTION

Downtown vaults have been discussed for many years as a public safety concern. Since the incident in 2012, effort and resources have been committed to identify, assess, and eliminate vaults. Many vaults have been removed, but there are approximately 26 vaults remaining. Work through the next steps, staff determined a vault assessment by a structural engineer was necessary. The Commission agreed to fund the assessment, and a contract was awarded to Clear Creek & Associates.

PROJECT UPDATE

The vault assessments are complete, and assessments have been forwarded to each property owner for consideration. There were two vaults deemed immediate concerns and there are other vaults that were identified as needing repairs or closure. At the May Redevelopment meeting, Goshen Redevelopment agreed to provide partial financial support for vault closures. Goshen Engineering has sent out notices to all property owners with vaults, and applications to participate were to be submitted by December 17, 2021. The next step will be to solicit quotes to perform the public portion of the vault closures. Goshen Engineering did not proceed with requesting bids for vault removal in 2022 or 2023. If possible, we would like to proceed with the same scope of work in 2024.

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**PROJECT: MILLRACE TOWNHOME SITE**

PROJECT DESCRIPTION

The one-acre lot, established as the Millrace Townhomes Subdivision, is currently vacant and ready for redevelopment.

PROJECT UPDATE

The RDC received two (2) proposals for this property and the Selection Committee recommended proceeding with the proposal from Viewrail for the Millrace Flats project. The Commission has approved staff negotiations with the developer and it is anticipated that a Development Agreement will be prepared over the next few months.

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**PROJECT: COLLEGE AVE FROM US 33 EAST TO RAILROAD XING**

PROJECT DESCRIPTION

This federally funded project consists of adding a center turn lane and a 10 foot multi-use path on the north side of College Ave from US 33 to the railroad crossing. The project is expected to be under construction in 2026.

The City selected American Structurepoint to complete the design.

PROJECT UPDATE

American Structurepoint is actively working on the design. A public meeting was held the evening of December 6, 2023, with good turnout. The City has begun the process of purchasing right-of-way. The City's legal team is currently working through two eminent domain cases, with there being a possibility for a third case. We are on schedule to bid this project in 2025.

There have been a couple meetings with Elkhart Highway regarding the bridge over the Horn Ditch. The County was originally prepared to replace the bridge several years ago, but project delays due to the City's relocation of the lift station, force main, and water main forced the County to delay their project. With the pending work associated with College Avenue's reconstruction starting in 2025, it currently makes sense to include the bridge replacement with the City's roadwork to minimize impact on area businesses, including Lippert, Forest River, and Brinkley. A proposal has been solicited from American StructurePoint to incorporate the County's bridge plans into the road improvement plan set.

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**PROJECT: COLLEGE AVE FROM US 33 WEST TO NINTH STREET**

PROJECT DESCRIPTION

This federally funded project consists of adding a center turn lane and a 10 foot multi-use path on the north side of College Ave from US 33 west to Ninth Street. The project is expected to be under construction in 2028/2029. The City selected American StructurePoint to complete the design.

PROJECT UPDATE

American Structurepoint is working on Phase I utility coordination. The City, as one of the affected utilities, has received plans requiring comment to be provided back to American StructurePoint.

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**PROJECT: SOUTH FIRE STATION STUDY**

PROJECT DESCRIPTION

The approved 5-Year Capital Plan includes debt service associated with a bond issuance to fund the construction of a new south fire station. The new fire station was originally intended to replace the College Avenue station and but recent negotiations with Elkhart Township have instead led to the decision to instead plan for a fourth station near the Goshen Airport.

PROJECT UPDATE

A Request for Proposals & Qualifications for a Building/Operate/Transfer team is currently live. Proposals are due back on April 25<sup>th</sup> and we anticipate making an award to the selected team by June.

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**PROJECT: WEST JEFFERSON STREETScape**

PROJECT DESCRIPTION

The Five-Year Capital Plan include the reconstruction of West Jefferson Street between Third Street and Main Street. The project will incorporate the use of brick pavers to address stormwater restrictions in this area. The project will also include the reconfiguration of parking, decorative street lighting, and street trees. The estimated cost of the project is \$500,000, plus and an additional cost of \$100,000 for design fees.

PROJECT UPDATE

The survey and geotechnical work are complete. A conceptual plan has been completed and a review with redevelopment commission members has taken place. In February 2023, a public meeting was held with potentially affected property owners. Goshen Engineering continues to work on the project design, and anticipates bidding the project in the spring of 2024.

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**PROJECT: ELKHART COUNTY COURT COMPLEX**

PROJECT DESCRIPTION

Elkhart County has selected a site located on Reliance Road to construct the new Court Complex. Due to the projected increase in traffic that will be generated by the new complex, several road improvements are required to increase capacity. Since this project is located in the River Race/US 33 TIF area, the Redevelopment Commission has pledged \$1.5 million in TIF revenue to fund the improvements. The County has pledged an additional \$500,000 to assist in paying for these improvements. This project will be designed and constructed through the City of Goshen and is expected to start construction in 2023.

PROJECT UPDATE

The project was awarded to Niblock Excavating. A pre-construction meeting has been held and utility coordination is underway. Initial work includes clearing the right-of-way, which will allow NIPSCO gas, electric and other utilities to complete their work. NIPSCO Gas and NIPSCO Electric are currently on-site and working on relocations, and Comcast and Frontier will relocate after NIPSCO Electric is completed. Roadway work for Reliance Road, including a new roundabout at Reliance Road and Peddlers Village Road, is expected to be complete this year. Road work will continue in 2025 on Peddlers Village Road from the roundabout to CR 17.

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**PROJECT: KERCHER WELLFIELD LAND PURCHASE**

PROJECT DESCRIPTION

The Kercher Wellfield located in the Goshen Industrial Park requires the replacement of one of its three wells. Because the wellfield is sitting on a postage stamp property, the site is unable to support the development of another well without the purchase of additional land.

The site has been purchased. Goshen Utilities has retained the services of Donohue & Associates, teamed with Arcadis, to complete the preliminary engineering study. Peerless Midwest has been retained by Goshen Utilities to drill the test wells and evaluate the aquifer. The development of the new wellfield is anticipated to take 3-years to complete.

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**PROJECT: FIDLER POND CONNECTOR PATH**

PROJECT DESCRIPTION

This project will create a pedestrian path connecting the College Avenue path to Fidler Pond Park. The path will be constructed in two phases. Initially, the Oak Lane roadway will act as the pathway while the trail is constructed from the north end of the road to the park. Sharrows will be added to Oak Lane during Phase One and Phase Two will include reconstructing Oak Lane with curb and gutter and the installation of a separated pedestrian trail.

PROJECT UPDATE

Engineering has prepared preliminary drawing and engineer's estimates for both phases. After the final alignment is determined a neighborhood meeting will be scheduled to receive comments. Final design may be completed in-house. If not, a RFP for design services will be issued.

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**PROJECT: EAST COLLEGE AVENUE INDUSTRIAL DEVELOPMENT**

PROJECT DESCRIPTION

Last Dance, LLC has purchased 313 acres of farmland on East College Avenue just east of the railroad tracks. A portion of the land was previously annexed by Lippert for development but the project never came to life. Last Dance has now purchased additional land and is partnering with the City on the infrastructure. They've hired Abonmarche to complete the design of a new water main loop from College to CR 31 to CR 38 to connect at Century Drive, extension of sewer mains beneath the railroad to serve the new industrial area, a new public water/sewer/roadway loop within the first phase of the development and substantial stormwater improvements. The project is being funded by a combination of existing TIF funds and by a city-issued bond that will be purchased by the developer and repaid through future TIF revenues. Annexation of the additional land has been completed.

PROJECT UPDATE

Construction contracts have been awarded to HRP Construction for Contracts 1 and 3 and Niblock Excavating for Contract 2. Work for Contract 1 is complete and Contract 3 will be finished within the next two months. Contract 2 will likely be completed by summer. Brinkley is currently in production for the first three buildings and should be in the fourth very soon. They are actively constructing the fifth building, as well.

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**PROJECT: WINONA MULTI-USE TRAIL EXTENSION**

PROJECT DESCRIPTION

The Winona multi-use trail ends abruptly at the south property line of Bethany Christian School. With the proposed Cherry Creek development, there is a desire to extend the Winona path between Bethany School and Cherry Creek.

PROJECT UPDATE

A tentative agreement with Goshen Community Schools has been reached to extend the path south long Waterford Elementary's property. JPR is working on the path design and the railroad permit to allow the path to cross Norfolk Southern's right-of-way. Assuming the railroad permit effort can be completed by June 2024, the project could be bid late summer for construction in the fall of 2024.