

# GRINDLINE

## SKATEPARKS, INC.

**Request for Proposal -**

City of Grass Valley - Condon Park Skatepark  
Project Design - Build Project No. 23-10.



# GRINDLINE

S K A T E P A R K S , I N C .

CA Contractors License #910106 "A" General Engineering

Zac Quentmeyer  
Grass Valley City Hall  
City of Grass Valley, Engineering Division  
125 East Main Street  
Grass Valley, CA 95945

## City of Grass Valley - Condon Park Skatepark Project Design - Build Project No. 23-10.

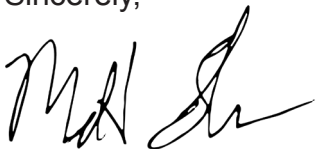
Dear Zac Quentmeyer,

Grindline will manage this project as the Prime Design-Build Entity to provide a single point of contact throughout the life of this project and we will leverage our existing relationship with Rick Engineering for Civil Design/Engineering of Record, for the project. Rick's local staff has the necessary skills and qualifications required to support and compliment Grindline in providing a successful project for the City. We have previously worked together as a team in Anaheim, Vista, Lake Elsinore, San Juan Capistrano, and are currently working on a project in San Buenaventura.

It is our understanding that the City of Grass Valley is motivated to design a state-of-the-art skatepark utilizing the latest skate park design principles. We understand that the City is requesting two options for initial designs. Option #1 where we will evaluate the existing skatepark, and provide a plan to rehabilitate the existing skatepark and expand the footprint by approximately 5,000 square feet. Option #2 , the current skatepark is demolished and a new skatepark rebuilt in its footprint. We understand that in both options, the design should accommodate all ages, abilities, and skill levels. We use our "Ladder of Progression" to ensure this is accomplished. Not only should the design facilitate service to skateboards but for all desired wheeled users as well. We fully understand that the project should be a mix of transition and street style terrain, that include the mimicking of natural street-skating and skatepark environments, including ledges, pads, banks, rails, and other natural transitions as guided by the City and community.

Within our submission, you will find information about our team, previous project experience, and our design methodology. Our combination of world class skatepark design and knowledge make our team the best fit for your project. Collectively, we are enthusiastic about this project and the prospect of developing a skatepark that will meet the needs of the City, community and other stakeholders, serving as an active recreation destination for the youth and families of the community. Grindline has completely reviewed and understands and agrees to be bound by the requirements of this SOQ/RFP. As the CEO of Grindline Skateparks, I am authorized to represent the firm in any negotiations and sign any legally binding contracts for this project.

Sincerely,



Matt Fluegge  
Chief Executive Officer  
matt@grindline.com

**GRINDLINE SKATEPARKS, INC.**

4619 14th Ave SW, Seattle, WA 98106 | 206.932.6414 | inform@grindline.com

# Our Company

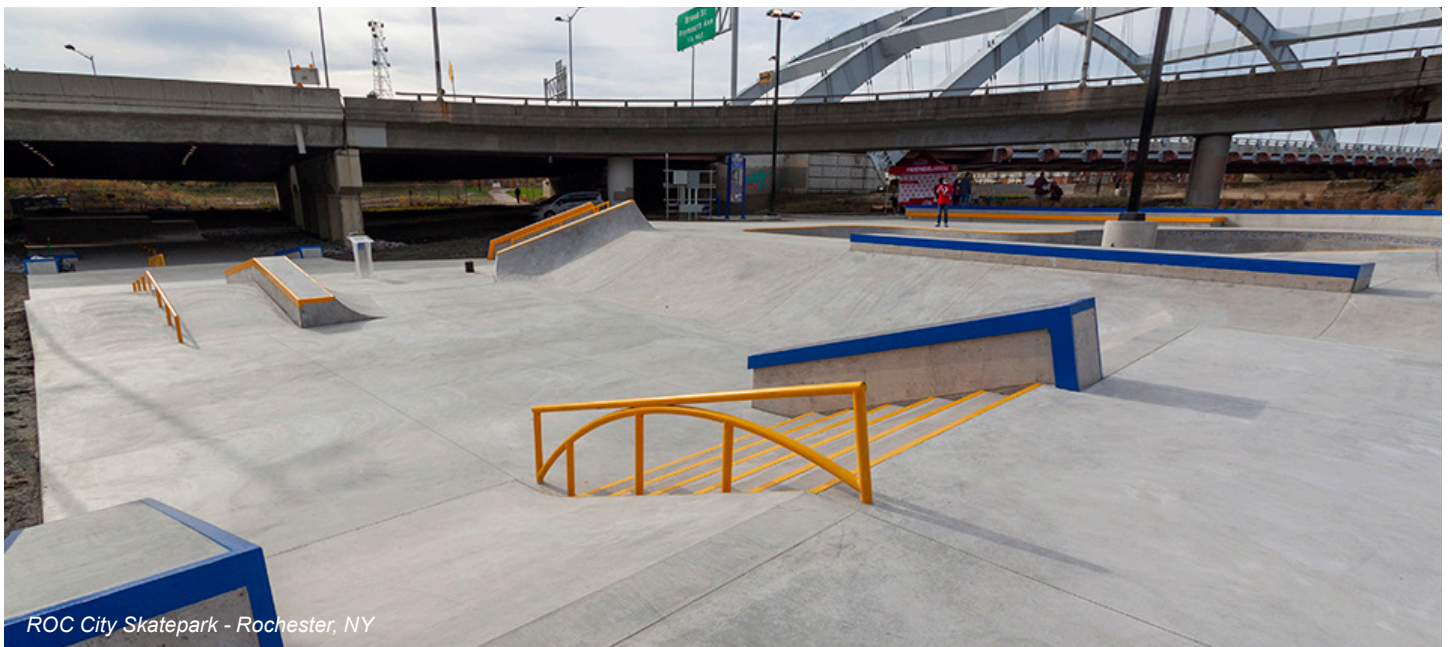
## GRINDLINE SKATEPARKS, INC.

Since 2002, the Grindline team has designed, sculpted, and skated millions of tons of concrete across the United States and around the World. Grindline has developed the full spectrum of skate terrain including street courses, bowl complexes, snake runs, pump tracks, hobbit trails, professional training facilities, skateable sculptures and all those features yet to be named. We translate the needs of local skaters into skatepark designs that will progress with them into the future. Our parks range in size from the largest skatepark in North America all the way down to a single skate obstacle. Regardless of square footage, skaters are riding our parks from dawn to dusk. We have designed and constructed over 300 skateparks to date, from Orcas Island in Washington State to the Holy Lands of Israel, giving us an intimate understanding of building community through skateboarding.

As a contractor specializing in concrete construction, we are highly aware of the effects from the growing amount of hardscape on the environment. On every job, Grindline incorporates green construction techniques such as:

- Recycled concrete for sub base materials
- Fly-ash in our concrete and shotcrete mixes
- On-site stormwater management
- Recycling of construction materials such as formwork and site spoils

Grindline has the appropriate financial and staffing resources to undertake a project of this scope and size. It is the normal means of business for Grindline to manage, design, and construct multiple projects at any given time such that each meets its specified objectives. Our office is staffed such that any given task can be performed on more than one project at any given time. Our multiple construction crews allow for us to construct multiple projects simultaneously. Our positive financial position includes a \$250,000 revolving line of credit with a local commercial bank, surplus cash reserves held with a local bank, over \$380,000 in positive working capital, a bonding program with an A+-rated Surety (Travelers) that supports \$10,000,000 aggregate of projects with a \$5,000,000 single project limit as well as revolving credit accounts with local and national material suppliers.



ROC City Skatepark - Rochester, NY

# Our Philosophy



A successful skatepark is the result of an entire community coming together to work toward a common purpose. It's our responsibility to engage all interest groups throughout the development of their park and motivate them to work together. We aim to empower skate advocates and community groups by giving them the tools and knowledge they need to make informed decisions about their park. The development process relies on a commitment to collaboration and communication amongst stakeholders. We facilitate the exchange of ideas and information related to aesthetics, safety, crime prevention, as well as programming, and meld these “needs” and “wants” into a successful skatepark. Our principal design philosophy is based on our recognition that every community and project site is unique, requiring a skatepark design tailored to its location. To do so, our approach is based on four fundamentals:

- Open collaboration with the client and community through community involvement & public outreach
- Timeless Designs that appeal to all ages and skill levels
- Integration & Context
- Efficient Engineering, Sustainable Design and Budget Management

## DESIGNING FOR DIFFERENT SKILL LEVELS

Grindline's designs offer a Ladder of Progression for skaters to incrementally develop their skills and advance their sport. The skatepark is more than a sum of all its individual elements, it is the overall experience of the park that brings end users back—day after day, week after week.

### Beginner

Small and low street elements are among the most important to a balanced skatepark formula. These features can be equally enjoyed by skaters off all skill levels, but are especially fun for beginners.

### Intermediate

Intermediate street elements and mellow transitional features are key to successful skatepark planning. These features are accessible to the majority of skateboarders, and therefore are in higher demand. For skaters working towards advanced street skills, we can include various stair sets and sizes for “step by step” development.

### Advanced

Grindline is renowned for including bigger and more challenging transitions that encourage higher speeds and large airs that seasoned skateboarders desire. With endless flow, advanced transitional and street features attract advanced users from near and far on a weekly basis. For advanced street skaters, the elements incrementally grow in size and difficulty that encourages their continued progression and growth.

# Our Creativity

It is important that skateparks incorporate the feel of the local community in creative ways. Grindline has extensive experience of working with communities during the public outreach process to determine how to tie a skatepark in with the community through the use of historical, cultural, geographical, or other thematic elements. Below are some examples.



## Natural Connections

Hana Skatepark  
Hana, HI

The community of Hana, Hawaii wanted the skatepark to reflect how important surfing is in the community and the volcanic nature of the Hawaiian Islands. Grindline came up with an organic flowing design with multiple volcanos centrally located. The organic flow reflects the local nature of surfing, while paying homage to the volcanic nature of the Hawaiian Islands.



## Regional Context

A-Dog Memorial Park  
Burlington, VT

Burlington's new skatepark features a skateable sail sculpture to tie in with Burlington's rich sailing history on adjacent Lake Champlain. It also features a manual pad that is shaped like the state of Vermont for a regional tie in.



## Cultural Connections

S'klallam Tribe Skatepark  
Port Gamble, WA

The place of the salmon in the S'klallam tribe's history and culture cannot be overstated. The five stair above set was painted to represent the scales of the salmon in order to honor it's presence in the lives of the members of the S'klallam tribe.



## Historic Re-Use

Paine's Park Skatepark  
Philadelphia, PA

Paine's Park in Philadelphia features recycled granite from both Love Park and City Hall, both of which were legendary skate spots in the late 90's and early 2000's. As the park is supposed to be the legal replacement for the skaters getting tired of getting kicked out of Love Park, we brought an existing skate spot back to life for the skateboarders of Philadelphia.



## Multi- Purpose Features

McVicker Park Skatepark  
Lake Elsinore, CA

At McVicker Park, we created a unique seating/skating experience dubbed "Skatium Seating." There was an elevation change from the parking lot to the skatepark where the City wanted to build concrete bleachers for the event seating. By including transition at the end of each riser, we made the bleachers a unique entrance to the park when not being used for events.



## Artist Connection

Tibbet's Valley Skatepark  
Issaquah, WA

The Tibbet's Valley Skatepark worked with a local artist to create one of a kind art work for the features of the skatepark. Not only giving the skatepark a unique look, but also tying it directly into the local community.

# Our Ability To Problem Solve

Just like every Grindline Skatepark, each designated project site is unique. Each distinctive construction site seems to come with at least one problem, sometimes completely unique to anything we have seen before. At Grindline we strive to identify these problems early in the design process, and turn them into opportunities to manifest, design, plan, and finally implement innovative solutions. The following list are just few examples of the problems we have come across, and the innovate solutions we have executed to mitigate them.

**Location**

**Problem** ✘

**Solution** ✔

**Jamail Skatepark**  
Houston, TX



The site was located in Houston's Buffalo Bayou Park (a bayou converted to an urban park/greenway) which was susceptible to hurricane related flood events and also included unpredictable soil with potential for expansion when extremely saturated.

We worked with our structural, civil, and geotechnical sub consultants to design the skatepark bowls to both fill up with, and hold water during these events. This allowed the bowls to act as stormwater detention facilities during these events, while the weight of the water also acted as ballast to keep the bowls from lifting due to hydrostatic pressure from the expansive soils.

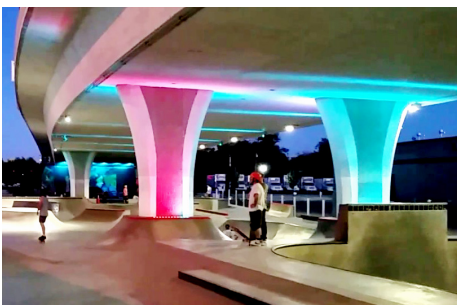
**Volcom Brothers Skatepark**  
Mammoth, CA



Several large boulders (some being immovable) we unearthed during excavation of the skatepark. The boulders that were moveable would have been a costly unforeseen condition if they were to be removed from the site.

Grindline was able to implement some value engineering to the project by designing around the immovable boulders, while even utilizing a portion of them as actual skateable elements. This quickly executed field change also provided an enhanced aesthetic, tying the skate facility in with its surrounding context.

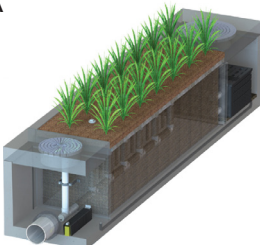
**Rhodes Skatepark**  
Boise, ID



A site located under a freeway overpass with bridge pillars scattered throughout the site, potentially requiring easements and impeding skateboarding circulation. Ownership/ Lease agreements for the site were held by three public agencies: Idaho Department of Transportation, Ada County Highway District, and City of Boise.

The Grindline design/build team worked with all 3 agencies to design and construct approved skateable features around the pillars, while accommodating required maintenance access routes, and without compromising the structural integrity of the pillars themselves. The shape and texture of the pillars themselves provided an opportunity for visual enhancements through the addition of LED accent lighting.

**Vista Skateparks System**  
Vista, CA



The Vista contract required that 2 skateparks be constructed on two adjacent sites, with a required skatepark size that would take up nearly the entire site footprint, leaving very little area to accommodate Southern California's very strict on site water treatment requirements

Our team implemented innovative "Modular Wetlands" into both skatepark designs. These pre-cast concrete vaults allow storm water to be treated as required within a much smaller footprint and also self-irrigated some plantings on the project.



Founded in 1955 in San Diego, RICK is an award-winning, multi-disciplinary planning, engineering, and design firm with a history of responding to complex infrastructure challenges throughout San Diego and the western United States. With a broad pool of technical talent and time-tested project management and quality-control protocols, RICK offers a full range of services from initial planning and project studies through final design and construction administration.

RICK has a diverse workforce of more than 350 professionals who collaborate and work seamlessly from offices in California, Arizona, Colorado, and Nevada. Regardless of location, clients have access to the RICK network of industry experts and concentrated project knowledge and best practices.

RICK fosters a close-knit, people-focused culture that yields an industry-high employee retention rate. Our employee longevity allows for long-term team continuity and familiarity with project requirements as well as related regulations, standards, and best practices. Over the past six and a half decades, RICK has built a reputation for providing a broad range of quality services based on a long-established understanding of its local communities and clients' needs.

We pride ourselves on growing with the times, staying true to our fundamentals, and evolving with technology paradigm shifts and sustainable design. At RICK, we leverage our legacy. Our deep roots in the communities where we work coupled with our reputation for quality work, professional integrity, technical innovation, and project collaboration drives project success.

With a broad range of seamlessly integrated design disciplines, RICK provides its clients a suite of services that is managed in-house to facilitate optimum project quality, efficiency, and delivery.

The RICK suite of services includes:

- Civil Engineering Design
- Transportation Planning and Engineering
- Traffic Planning and Engineering
- Water Resources Engineering
- Geographic Information Systems
- Urban Planning and Design
- Landscape Architecture
- Surveying, Mapping, and Photogrammetry

# Key Personnel

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## Matt Fluegge

CEO, Principal in Charge - Grindline Skateparks, Inc. - *20% to be assigned.*

As Grindline's CEO and Senior Project Manager, Matt has the authority and responsibility for the daily management of the project. He develops project scope and budgets, generates accurate cost estimates, oversees preparation of project documents, communicates with clients, and manages schedules. Matt has extensive interdisciplinary experience from leading design teams and working with architects, engineers, surveyors, and artists. Matt reviews and approves all project deliverables, attends site meetings, handles changes in the scope of contracts and gets final acceptance of the projects. Matt will be the primary contact for this project and his contact information can be found in the cover letter. **With Grindline since 2003.**



## James Klinedinst

Senior Project Manager - Grindline Skateparks, Inc. - *20% to be assigned.*

For this project James will provide cost estimating and QC of construction documents during design. During construction, he'll provide construction support for our onsite foreman and construction crews. James works closely with the design and construction crews to bring projects in on schedule and on budget, with the quality of craftsmanship that Grindline is famous for. He is a highly skilled AutoCAD and Rhino technician with extensive insight towards graphic and drafting multimedia. James is responsible for the preparation of Grindline's construction documents, taking the project from conceptual design to detailed construction bid documents. **With Grindline since 2005.**



## Brett Johnson

Lead Skatepark Designer - Grindline Skateparks, Inc. - *20% to be assigned.*

Brett Johnson initially joined the Grindline Team as an intern while in his 3rd year of Washington State University's Voiland College of Engineering and Architecture. With his degree in Civil Engineering and specialty in Structural Engineering, Brett brings highly valuable engineering knowledge to the world of skatepark design. Brett is one of Grindline's Skatepark Designers and AutoCAD Draftsmen. He applies his engineering focus on designing safe and economical skateparks for a changing environment and increases the efficiency in the use of skatepark construction materials. **With Grindline since 2020.**



# Key Personnel

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## Rob Owen

**Site Superintendent** - Grindline Skateparks, Inc. - *100% to be assigned.*

Rob spent his formative years in Milwaukee, growing up skating the legendary Turf Skatepark. This taste for concrete skate facilities manifested itself when he moved to Seattle in 1996, with Rob being a member of a core group responsible with the construction of the West Seattle Bowls, a private backyard pool which currently resides in Rob's backyard. After working on many of the most famous skateparks being built during the late 90's, Rob became a founding member of Grindline Skatepark in 2002. Rob combines his quarter century of skateboarding with 18 years of construction experience to come up with creative techniques and solution to modern skateparks. Whether it's unique over vertical structures or artistic uses of color and textures, Rob is constantly pushing the art and science of skateparks design and construction. **With Grindline since 2002.**



## Dan Burk, PE

**Principal Project Engineer** - RICK Engineering Company - *100% to be assigned.*

Dan Burk is a Principal Project Engineer at RICK's Orange County office. During the last 18 years at RICK, Dan has served as Project Engineer leading a staff of engineering designers and drafters in the preparation of preliminary and final construction documents for public and private clients, specifically in residential developments, roadway, highway, and commercial site improvements.



## Patricia Trauth PLA, AICP, LEED AP

**Principal** - RICK Engineering Company - *100% to be assigned.*

Patricia Trauth is an Principal at RICK and has more than 30 years of experience providing landscape architectural services to the southern California region. As a licensed landscape architect in California, a certified planner and a LEED accredited professional, she has planned and designed numerous public projects throughout the Los Angeles basin. Her projects have received awards from organizations including CMAA, ASCE, APWA, ULI, APA, ASLA, and NAVFAC. Throughout her career Patricia has been an active practitioner of sustainable design. She has been responsible for spearheading projects through LEED certification. Patricia is the Landscape Architect of record for a dozen projects at the San Diego International Airport and has shifted the airport's philosophy to embrace a regional, drought tolerant landscape.



**McVicker Park Skatepark**  
Lake Elsinore, CA

**OWNER**

City of Lake Elsinore, CA

**GRINDLINE'S SCOPE**

Skatepark Designer & Contractor

**DESIGN**

April – June 2018

**CONSTRUCTION**

July – December 2018

**BUDGET**

Design: \$79,500

Construction: \$680,000

**SIZE**

13,500 SQ FT

**PROJECT TEAM**

Matt Fluegge

Project Manager

Micah Shapiro

Lead Designer

Dave Palmer

Construction Manager

**CONTACT**

Johnathan O. Skinner, MPA

Director of Community Services

City of Lake Elsinore

(951) 674-3124, ext. 266

jskinner@Lake-Elsinore.org

“Forward Thinking and Timeless”. The City of Lake Elsinore’s project goal is a shared characteristic of Grindline. Throughout our history we have prided ourselves on leading the industry in innovation and “outside the box” thinking - traits applied to our design-build methods brought to Lake Elsinore for McVicker Skatepark’s re-invention. **To truly think outside the box, sometimes you have to be willing to break the box.** We removed the slab in its entirety as well as eliminated the existing fence. With space opened up, we redefined the footprint of and expanded the park both horizontally and vertically. We blended transitional and technical street features based on public input, arranged desired features creating unlimited flow options and endless lines. And, in the end, the skatepark will once again be at the heart of the McVicker community recreation. The final product – the utmost EXTREME skatepark facility imaginable.



Andy Macdonald at the Riverside Skatepark Grand Opening

Detroit's massive revitalization effort includes redevelopment of multiple parks along the east side of the Detroit River. Riverside Park is now a park and promenade extending along the city's three-mile riverfront, revitalizing a patchwork of abandoned factory sites and drawing residents and tourists back downtown. **The 21,000 sq ft skatepark at its epicenter includes replicas of the Heart Plaza manual pad fashioned in the style of a Motown vinyl record and the Fort Street handrail, a local iconic (yet illegal) street skating spot recently decommissioned by the installation of parking bollards.**

**Riverside Skatepark**  
Detroit, MI

**OWNER**

City of Detroit, MI

**GRINDLINE'S SCOPE**

Skatepark Designer & Contractor

**DESIGN**

February – August 2017

**CONSTRUCTION**

July 2018 – February 2019

**BUDGET**

Design: \$22,350

Construction: \$726,500

**SIZE**

21,000 SQ FT

**PROJECT TEAM**

Matt Fluegge

Project Manager

Micah Shapiro

Lead Designer

**CONTACT**

Tim Karl, LLA

Chief of Landscape Architecture

City of Detroit

(313) 224-3484

Email: tkarl@detroitmi.gov



Salida, CO  
**Salida Skatepark**

**OWNER**  
 City of Salida, CO

**GRINDLINE'S SCOPE**  
 Skatepark Designer & Contractor

**DESIGN**  
 August 2020

**CONSTRUCTION**  
 November, 2020 - August 2022

**BUDGET**  
 Design: \$81,122  
 Construction: \$711,416

**SIZE**  
 14,700 SQ FT

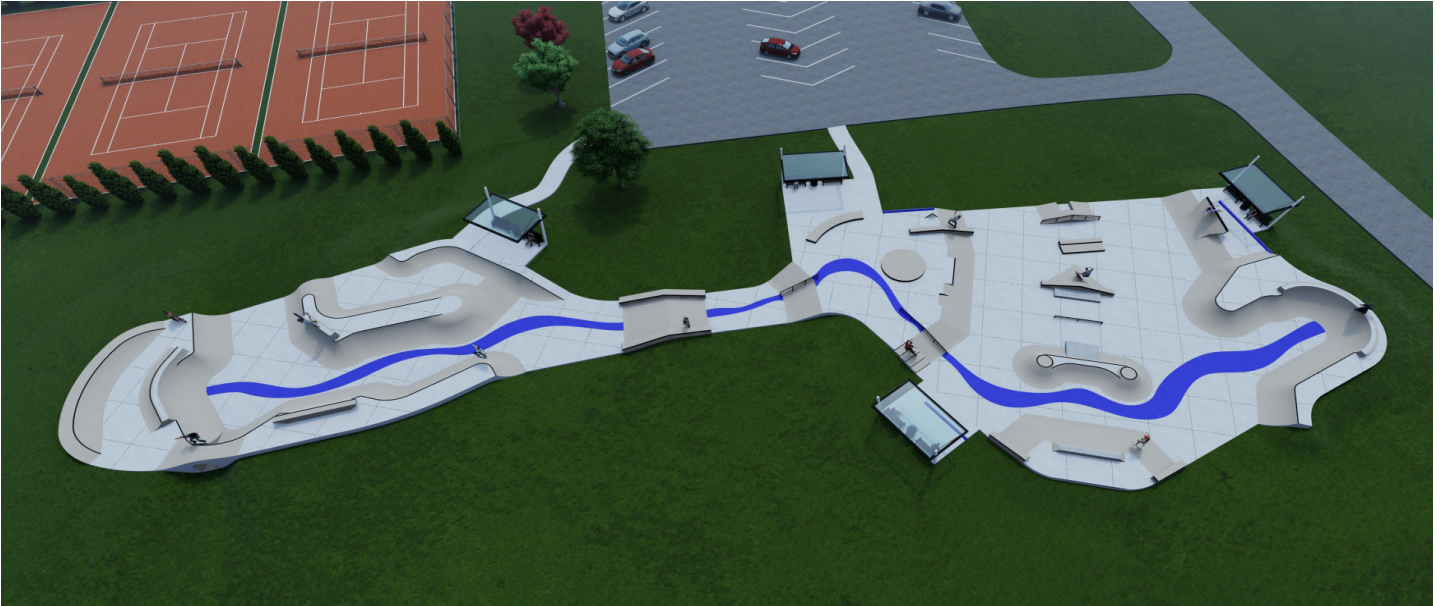
**PROJECT TEAM**  
 Matt Fluegge  
 Project Manager

Micah Shapiro  
 Lead Designer

Kevin Lane  
 Foreman

**CONTACT**  
 Mike 'Diesel' Post  
 Director of Parks and Recreation  
 719-966-9378  
 diesel.post@cityofsalida.co

The City of Salida in Partnership with Friends of Salida Skatepark (FOSS), a non-profit organization committed to making this project happen, requested Design/Build Proposals for a new skatepark located at the forefront of Centennial Park, which already hosted an indoor aquatic center, as well as several outdoor active use areas. Grindline was selected as the Design/Builder for the project based a qualification based selection criteria. The existing site conditions required that the skatepark footprint to meander through the park's existing mature trees, while carefully avoiding encroachment into any root system areas. The Grindline design team worked closely with both the City and FOSS to produce a skatepark with a variety of terrain as requested while utilizing the site context to design a park that appears as though it must have always been there. Additional aesthetic attention was given to the park by using an integral concrete color plan which reflected the Rocky Mountains, colored brick stamped banks, and even a heart shaped center island in one of the flow bowls to pay homage to the City's mantra, "Heart of the Rockies."



**Manchester, VT**  
**Manchester Skatepark**

**OWNER**

City of Manchester

**GRINDLINE'S SCOPE**

Skatepark Designer & Builder

**DESIGN**

July 2018 - May 2019

**CONSTRUCTION**

Phase 1 - June - September 2019  
 Phase 2 & 3 - Fall of 2022

**BUDGET**

Design - \$29,500  
 Construction Phase 1 - \$305,000  
 Construction Phase 2 & 3 - \$649,000

**SIZE**

Design 16,000 sq ft phased skatepark  
 Phase 1 - 6,000 SQ FT  
 Phase 2 & 3 - 10,000 SQ FT

**PROJECT TEAM**

James Klinedinst  
 Project Manager

Micah Shapiro  
 Lead Designer

**CONTACT**

John P. O'Keefe  
 Town Manager  
 (802) 362-1313  
[j.okeefe@manchester-vt.gov](mailto:j.okeefe@manchester-vt.gov)

After 15 years of use and harsh Vermont winters the existing Manchester skatepark was severely dilapidated and in need of replacement. The Town of Manchester, together with the Manchester Skatepark Committee, decided to develop a world-class skatepark in Southern Vermont to replace the existing skatepark. The Town received \$50,000 in matching funds, a donation of land, and a pledge to manage and maintain the park. Consensus was for a phased design with a total size of approximately 20,000 sq ft. The design was a collaborative effort with Grindline, Town Staff, Skatepark Committee members, and community members working together to toward the best possible design. Additional funding came in while Grindline was onsite constructing phase 1, and an additional 1,000 sq ft were added to construction phase of the project. The first phase of the project opened in Fall of 2019, and the addition opened in the spring of 2023.



**Boise, ID**  
**Molenaar Park Skatepark**

**OWNER**  
 City of Boise, ID.

**GRINDLINE'S SCOPE**  
 Skatepark Design & Construction

**DESIGN**  
 April - August 2023

**CONSTRUCTION**  
 September - June 2023

**BUDGET**  
 Design: \$85,512.00  
 Construction: \$914,488.00

**SIZE**  
 14,600 SQ FT

**PROJECT TEAM**  
 Matt Fluegge  
 Project Manager

Brett Johnson  
 Lead Designer

Dave Palmer  
 Skatepark Superintendent

**CONTACT**  
 Darren Howard  
 dhoward@alscott.com  
 208.424.3859

Through a competitive RFP process Grindline was selected as the most qualified design-builder to design and construct the 14,600 square foot skatepark in Molenaar Park. Located in Boise, this area has a high volume of skateboarders and other wheeled users due to the population and variety of Grindline parks in the area. The goal for this design was to create a more accessible facility to compliment Rhodes Skatepark just a few minutes away, which includes more advanced terrain and is often very busy due to its central location downtown, while also being very engaging for seasoned skaters, and especially for those who prefer street style features. Grindline worked with the Albertson Foundation (a local non-profit organization who funded the project), the City of Boise, and the Boise Skateboard Association in a team-based approach which aided to the success and popularity of the skatepark. The needs of the local community to where a major influence on the final outcome, along with our skilled team who seamlessly blended features into a cohesive design and within the context of the surrounding multi-use Molenaar park.

# Past & Current Projects

**KEY** | Design Build \*Maintenance

## 2023

**Allegany, NY**  
**Vashon Island, WA Phase 2**  
*Cle Elum, WA*  
 \*Orcas Island, WA  
*Chehalis Tribe, WA*  
*Ephraim, UT*  
*Lincoln, NE*  
*Owego, NY*  
 \*Oceanside (Alex Road), CA  
 \*Mukilteo, WA  
*Parklane, Portland, OR*  
*Enumclaw, WA*  
*Reading, PA*  
*Ridgefield, WA*  
**Muskegon, MI**  
**Pontiac, MI**  
 \*Friday Harbor, WA  
**Petaluma, CA**  
**San Buenaventura, CA**  
**Tupelo, MS**  
**Gypsum, CO**  
**Vancouver, WA (Marshall Park)**

## 2022

**Port Huron, MI**  
*Chelan, WA*  
 \*Everett (Walter E. Hall), WA  
**Boise, ID (Molenaar Park)**  
*Cle Elum, WA*  
 \*Herdon, VA  
*Hilo, HI*  
**Hurricane, WV**  
**Kamiah, ID**  
 \*Corpus Christi (Cole Park), TX  
 \*Maui County, Kihei (Kalama), HI  
**Lockport, NY**  
 \*Mukilteo, WA  
*Meridian, MS*  
**Newton County, GA Phase 2 (Denny Dobbs)**  
**Ocean City, MD**  
 \*North Houston, TX  
 \*Buffalo, NY  
*Oroville, CA*  
**Republic, WA**  
*San Juan Capistrano, CA*  
*Sammamish, WA*  
*Troy, NY*  
 \*Oceanside (Alex Road), CA  
 \*Seattle (Ballard Bowl), WA  
*Tucson, AZ (Cushing St)*  
*Valparaiso, IN*  
*Anacortes, WA*

\*St. Helena, CA  
*Bainbridge Island, WA*  
**Edmonds, WA**  
 \*Zelienople, PA  
**Ellicottville, NY**

## 2021

**Greenfield, WI (The Turf Renovation)**  
**Anchorage, AK**  
 \*Kent, WA  
 \*Issaquah, WA  
**Salida, CO**  
**Wilkeson, WA (Bacon and Eggs)**  
**Auburn, NY**  
 \*Kremmling, CO  
 \*Mukilteo, WA  
**Buffalo, NY Phase 3**  
*Black Diamond, WA*  
**Washington, DC**  
 \*Sammamish, WA  
**Baltimore, MD**  
**Jamestown, NY**  
 \*Seatac, WA  
**Springville, NY**  
**Newton County, GA**  
**Seattle Center, WA**  
**Sun Prairie, WI**  
**North Bend, WA**  
*San Juan Capistrano, CA*  
 \*Winter Park, CO  
*Dover, DE*

## 2020

**Salem, MA**  
*Sun Prairie, WI*  
*Atlanta, GA*  
 \*Wauwatosa, WI  
*Parklane Portland, OR*  
*Milwaukee, WI (TURF)*  
**ROC City Skatepark**  
 \*Galveston, TX  
 \*Round Rock, TX  
**Hudson, OH**  
 \*Zionsville, IN  
 \*Snoqualmie, WA  
 \*Tehaleh, WA  
**Hapeville, GA**  
**Wauwatosa, WI**  
**Wilmington, DE**  
**Zelienople, PA**

## 2019

**Anchorage, AK**

*Spokane, WA*  
**Kalama, HI**  
 \*Round Rock, TX  
**Manchester, VT**  
 \*St. Helena, CA  
**Adidas Corporate HQ, Portland, OR**  
 \*Ann Arbor, MI  
**Lake Elsinore, CA**  
*Edmonds, WA*  
**Detroit, MI**  
*Oregon City, OR*  
**Cookeville, TN**  
*North Bend, WA*  
**Maple Valley, WA**  
**Wenatchee, WA**

## 2018

**N. Houston BMX Park, TX**  
**Smithfield, UT**  
**Orcas Island, WA**  
**Chico, CA**  
**St Bernard Parish, LA**  
*Allentown, PA*  
**Bainbridge, WA**  
*Baltimore, MD*  
**Columbus, OH**  
*Maple Valley, WA*  
**Oklahoma City, OK**  
*Plymouth, MA*  
*Reading, PA*  
*Stony Point, NY*

## 2017

**Issaquah, WA**  
**Palisade, CO**  
**Seattle "Lake City", WA**  
**Wilmington, OH**  
**Darrington, WA**  
**Sheboygan, WI**  
**Leavenworth, WA**  
**Lapwai, ID**  
**Bellevue, WA**  
**Pine Point, MN**  
**San Diego, CA**  
*Coeur d'Alene, ID*  
**Olympia, WA**  
**Madisonville, KY**

## 2016

**Monroe, WA**  
*Amherst, NY*  
**Buckley, WA**  
**San Francisco "Hilltop", CA**

**Anaheim, CA**  
**Middleton, ID**  
*Lake Stevens, WA*  
*Sonoma, CA*  
**Bryan, TX**  
*Colfax, CA*  
**Boise, ID**  
**Ashdod, Israel**  
**Star, ID**  
**Marshfield, MA**  
**Union Gap, WA**  
*Coeur D' Alene, ID*

## 2015

*Portage, WI*  
*Snoqualmie, WA*  
**Montague, MA**  
**Tuscaloosa, AL**  
**Kenmore, WA**  
*New Hanover County, NC*  
**McCook, NE**  
**Atlanta, GA**  
*Portland "Beech", OR*  
**Tuscon, AZ**  
**Pine Ridge, SD**  
**Wounded Knee, SD**  
*Hopkinsville, KY*  
*Amherst, NY*  
**Yellow Springs, OH**  
**Vista, CA**  
**Cypress, TX**  
**Oakland, CA**  
*Zelienople, PA*  
**Israel "Hadera"**  
**Israel "Netanya"**

## 2014

**Baker, MT**  
**Tulalip Tribes, WA**  
*Marshfield, MA*  
*Issaquah, WA*  
**Louisville, KY**  
**Cave Junction, OR**  
**Wilkeson, WA**  
*Newburgh, NY*  
*Wilmington, DE*

## 2013

**Philadelphia, PA**  
**Bingen, WA Phase II**  
**Carnegie, PA**  
**Arlington, TX**  
**Seattle "Benefit", WA**  
**Skatercity, Denmark**



Optimist Park Skatepark - Port Huron, MI 2023.



North Houston Skatepark - Houston, TX 2014.

■ PROPOSAL: PROJECT EXPERIENCE LIST

**KEY** | Design **Design/Build**  
Build \*Maintenance

Spring, TX  
**Bob Burnquist, CA**  
**Corpus Christi, TX**  
**Scappoose, OR**  
 Rockton, IL  
 Lakeland, TX  
 Sturgeon Bay, WI  
**Milford, CT**  
 Waco, TX  
 Israel "Rishon"  
 Israel "B'er Shiva"  
**Port Gamble, WA**

**2012**  
**Seattle, WA**  
 - Judkins Park  
 - Roxhill Park  
**Medford, NJ**  
 South Kitsap, WA  
 Cleveland, OH  
**Tehaleh, WA**  
 Sante Fe, NM  
 Lahaina, HI  
 College Park, MD  
 Seatac, WA  
**Hana, HI**  
 El Paso, TX  
**Redlake, MN**  
**Westpoint, MS**  
 Copenhagen, Denmark  
**Pine Ridge, SD**

**2011**  
**Atlanta, GA - 4th Ward**  
 Ithaca, NY  
 Herzelia, Israel  
 Kfar Saba, Israel  
**San Marcos Phase 2**  
**San Antonio, TX**  
**Parkersburg, WV**  
**Tacoma, WA - Kandle Park**  
**Auburn, WA**

**2010**  
 Vashon, WA  
 Villa Park, IL  
**Delridge Seattle, WA**  
**Copenhagen, Denmark**  
**Aurora, CO**  
**Tacoma, WA - Norpoint**  
**Norfolk, VA**  
 Cleveland, OH  
 College Park, MD

Seattle, WA - Jefferson Park  
 Bingen, WA  
 Herndon, VA  
**Lewiston, ID**  
**Bethlehem, PA**  
 Houston, TX - Spring Park  
 Portland, OR - Steel Bridge

**2009**  
**San Jacinto, CA**  
 Muckleshoot Tribal Skatepark  
 College Station, TX  
 Portland, OR - Steel Bridge  
 Aurora, CO  
 Imperial Beach, CA  
 Yonkers, NY  
**Edwards, CO**  
**San Diego, CA - Campland**  
 Wilmington, OH  
**St. Helena, CA**  
 Tacoma, WA - Norpoint  
 Colerain, OH  
 Seattle, WA - Delridge  
**Seattle, WA - Seattle Center**  
**Winter Park, CO - Phase 2**

**2008**  
**Oceanside, CA**  
 Kelso, WA  
 Lawrence, IN  
**Fayetteville, WV**  
**Bakersfield, CA**  
**Yakima, WA**  
 Bainbridge, GA  
**Bellevue, WA - Highlands**  
**Forks, WA**  
**Tualatin Hills, OR**  
**Myrtle Creek, OR**  
 Canadaigua, NY  
 Erie, PA  
**Galveston, TX**

**2007**  
 Tacoma, WA - Stewart Heights  
**Silver City, NM**  
 Nantucket, MA  
 Boston, MA  
 Lahaina, HI  
 Mooresville, NC  
 Hendersonville, NC  
**Glennwood Springs, CO**  
**Kremmling, CO**  
**Wheeling, WV**  
**Stamford, CT**

**Sitka, AK**  
**Vancouver, WA**  
**Houston, TX**  
**Tuba City, AZ**  
 Phoenix, AZ  
 Everett, WA  
**Amarillo II, TX**  
 Farmington Hills, MI  
 Bellefontaine, OH  
**Idaho Falls, ID**  
 St. Helena, CA  
 Oceanside, CA  
**Wichita Falls, TX**

**2006**  
**Lakeway, TX**  
**Kettle Falls, WA**  
**Grove City, OH**  
**Weed, CA**  
 Hudson, MA  
**Jackson, WY**  
**Winter Park, CO**  
**Ridgeway, CO**  
 Galveston, TX  
**Round Rock, TX**  
 Coos Bay, OR  
**Corpus Christie, TX**  
**Irrigon, OR**  
**San Marcos, TX**

**2005**  
 San Francisco, CA  
 Houston, TX  
 Battleground, WA  
**Currituck, NC**  
 Yakima, WA  
**Oxford, MS**  
**Austin, TX**  
 Prosser, WA  
**Tyler, TX**  
 Duvall, WA  
 Missoula, MT  
**Atlantic Beach, FL**  
**Athens, GA**  
**Prairie Village, KS**  
**Shawnee, KS**  
**San Angelo, TX**  
**Amarillo, TX**  
**Fairplay, CO**  
**Aztec, NM**  
 Telluride, CO  
**Jonesboro, AR**

**2004**  
**Portage, MI**  
 Kokomo, IN  
**Arlington, WA**  
**Leavenworth, WA**  
**Spokane Valley, WA**  
**Whiting, IN**  
**Carnation, WA**  
**Milton, WA**  
 Bellevue, WA  
 - Highlands  
 - Lakemont  
 Bellingham, WA  
**Longview, WA**  
 Clarkston, WA  
**YMCA of Mukilteo, WA**  
 Dillon, MT  
 McKinleyville, CA  
 Carnation, WA  
 Vancouver, WA  
 Anchorage, AK

**2003**  
**Great Falls, MT**  
**Carbondale, CO**  
**Athens, OH**  
**Spokane, WA**  
**Cody, WY**  
 Sandpoint, ID  
 Kent, WA  
**Nags Head, NC - YMCA**  
**Trinidad, CO**

**2002**  
**West Linn, OR**  
**Orcas Island, WA**  
**Seattle, WA - Ballard Skatepark**  
 Okinawa, Japan  
 Port Angeles, WA  
 Leavenworth, WA

**2001**  
**Butter Bowl, Seattle**  
**Bainbridge Island, WA**  
**Sumner, WA**  
 Baker City, OR  
 Monroe, WA



Orcas Island Skatepark - Orcas Island, WA 2002.



Butter Bowl - Seattle, WA 2001.



# Organization Chart

## City of Grass Valley

### **GRINDLINE** SKATEPARKS, INC.



**Matt Fluegge**

CEO/Project Director  
(Design & Construction)



**Brett Johnson**

Lead Designer  
Grindline Skateparks, Inc.



**James Klinedinst**

Senior Project Manager / Estimator  
Grindline Skateparks, Inc.



**Dan Burk, PE**

Principal Project Engineer  
RICK Engineering Company



**Rob Owen**

Site Superintendent  
Grindline Skateparks, Inc.



**Patricia Trauth PLA, AICP, LEED AP**

Principal  
RICK Engineering Company

# Key Personnel

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## Matt Fluegge

CEO, Principal in Charge - Grindline Skateparks, Inc. - *20% to be assigned.*

As Grindline's CEO and Senior Project Manager, Matt has the authority and responsibility for the daily management of the project. He develops project scope and budgets, generates accurate cost estimates, oversees preparation of project documents, communicates with clients, and manages schedules. Matt has extensive interdisciplinary experience from leading design teams and working with architects, engineers, surveyors, and artists. Matt reviews and approves all project deliverables, attends site meetings, handles changes in the scope of contracts and gets final acceptance of the projects. Matt will be the primary contact for this project and his contact information can be found in the cover letter. **With Grindline since 2003.**



## James Klinedinst

Senior Project Manager - Grindline Skateparks, Inc. - *20% to be assigned.*

For this project James will provide cost estimating and QC of construction documents during design. During construction, he'll provide construction support for our onsite foreman and construction crews. James works closely with the design and construction crews to bring projects in on schedule and on budget, with the quality of craftsmanship that Grindline is famous for. He is a highly skilled AutoCAD and Rhino technician with extensive insight towards graphic and drafting multimedia. James is responsible for the preparation of Grindline's construction documents, taking the project from conceptual design to detailed construction bid documents. **With Grindline since 2005.**



## Brett Johnson

Lead Skatepark Designer - Grindline Skateparks, Inc. - *20% to be assigned.*

Brett Johnson initially joined the Grindline Team as an intern while in his 3rd year of Washington State University's Voiland College of Engineering and Architecture. With his degree in Civil Engineering and specialty in Structural Engineering, Brett brings highly valuable engineering knowledge to the world of skatepark design. Brett is one of Grindline's Skatepark Designers and AutoCAD Draftsmen. He applies his engineering focus on designing safe and economical skateparks for a changing environment and increases the efficiency in the use of skatepark construction materials. **With Grindline since 2020.**

# Key Personnel

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## Rob Owen

**Site Superintendent** - Grindline Skateparks, Inc. - *100% to be assigned.*

Rob spent his formative years in Milwaukee, growing up skating the legendary Turf Skatepark. This taste for concrete skate facilities manifested itself when he moved to Seattle in 1996, with Rob being a member of a core group responsible with the construction of the West Seattle Bowls, a private backyard pool which currently resides in Rob's backyard. After working on many of the most famous skateparks being built during the late 90's, Rob became a founding member of Grindline Skatepark in 2002. Rob combines his quarter century of skateboarding with 18 years of construction experience to come up with creative techniques and solution to modern skateparks. Whether it's unique over vertical structures or artistic uses of color and textures, Rob is constantly pushing the art and science of skateparks design and construction. **With Grindline since 2002.**



## Dan Burk, PE

**Principal Project Engineer** - RICK Engineering Company - *100% to be assigned.*

Dan Burk is a Principal Project Engineer at RICK's Orange County office. During the last 18 years at RICK, Dan has served as Project Engineer leading a staff of engineering designers and drafters in the preparation of preliminary and final construction documents for public and private clients, specifically in residential developments, roadway, highway, and commercial site improvements.



## Patricia Trauth PLA, AICP, LEED AP

**Principal** - RICK Engineering Company - *100% to be assigned.*

Patricia Trauth is an Principal at RICK and has more than 30 years of experience providing landscape architectural services to the southern California region. As a licensed landscape architect in California, a certified planner and a LEED accredited professional, she has planned and designed numerous public projects throughout the Los Angeles basin. Her projects have received awards from organizations including CMAA, ASCE, APWA, ULI, APA, ASLA, and NAVFAC. Throughout her career Patricia has been an active practitioner of sustainable design. She has been responsible for spearheading projects through LEED certification. Patricia is the Landscape Architect of record for a dozen projects at the San Diego International Airport and has shifted the airport's philosophy to embrace a regional, drought tolerant landscape.

# Project Approach Narrative

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**Project Understanding** - Based off the information provided by the City, our current understanding of the project is as follows:

- A concept that is focused on skateboarding but allows the potential impact of a mixed-use public skatepark, a sense of community, a quality street-skating environment, an engaging and aesthetically pleasing design, environmentally sustainable design, and a cohesive sense of place.
- Two Options are Required. Option #1 –Evaluate existing skatepark surfacing and skateboard elements. Provide a plan to rehab the existing skatepark and expand the footprint by approximately 5,000 square feet. Option #2 - Demo existing skatepark and rebuild a new skatepark in the existing footprint. If Option #2 is selected, this Project shall include the demolition of the existing 20,500 square foot skatepark.
- Preliminary engineering design.
- Community outreach – please provide your suggested methods for community outreach (project website for public comments, public meetings, etc.)
- Identifying features to mimic natural street-skating and skatepark environments (including ledges, pads, banks, rails, stair-sets, and other natural transitions) as guided by the City and the community.
- Surveying, engineering, and design services for the construction of a skatepark for the Project, including community outreach, preliminary design, environmental documentation, engineering cost estimates, final design, plans and specifications, complete contract documents for bidding and other work as necessary to provide a complete Project.
- • If required based on proposal, provide potential phasing of the project based on available
- funding.
- • Construction bidding oversight.
- • Engineering services during construction for compaction testing and to provide solutions if
- field conditions require a deviation from the approved plans and specs.
- • Landscaping and irrigation are not included in the scope of work.

**Scheduling** - Each of our Project Managers have completed formal educational training, receiving post graduate certificates from University of Washington Project Management Program. We are well versed in Critical Path Method (or CPM) scheduling for both design and construction, and will tailor our customized CPM Master Schedule Template to your project specifically. Through close communication with the Project Team we will develop a list of appropriate tasks throughout the lifecycle of project, while identifying key deliverables and milestones within each of the project phases. Our experience with Microsoft Project software allows us to revise schedules on the fly if needed and communicate that information back to the project team. During construction each of our foreman is equipped with mobile daily reporting software which allows our PM's to get information that may impact schedule and/or budget from the field immediately so that we can alert the Owner's Representative and determine the best course of action.

**Budget Control** - With Grindline's vast experience in Skatepark projects, we understand the unique set of challenges that accompany the design/build approach. Here at Grindline we see the Design approach as an opportunity to maximize a project budget through the following:

1. Preliminary organized framework that is easy for all parties to understand and decipher.
2. Complete budget transparency through design and construction.
3. Treating the Project Budget as a living document where changes can be easily tracked and traced.
4. Engaging all stakeholders to prioritize the project elements and maintain sort of a project "menu" based on those priorities.

5. Organized accounting and project tracking throughout in order to provide backup upon request for any project costs incurred.

A revised budget document will be prepared and submitted at every design submittal phase throughout the design process. For use of preliminary estimating, we maintain a significant data base of past bids and proposals from the last 18 years and are constantly updating material and labor costs in the areas we work in. Grindline works on a nationwide basis with both public and private projects and we continually document budget trends to assist clients in developing realistic budgets. As we move through the project we will constantly value engineer the project to maximize your budget. As the design develops, we will reach out to and solicit local subcontractors for hard costs in order to lock in a project program based on the refined budget document.

If the projected costs are significantly below budget levels, we will present and discuss possible project scope expansions to take advantage of project scale in lowering unit costs. Should the projected costs exceed the budget, we will revisit the design elements, materials and methods to determine where changes can be made without sacrificing important project goals. In both cases, the final decisions on scope increases or reductions remains with the City, and in both cases, the project would not intentionally move forward without a resolution to the issue.

**Progress Reports and Required Meetings** - We have provided review/coordination meetings in our scope of work at important milestones but the interval and timing of actual Progress Review Meeting will be determined at the Project Kick-off meeting. Prior to each Progress Review Meeting, the Design Team will submit an updated schedule and all completed or partially completed plans, specifications and estimates which have been developed or altered since the last Progress Review Meeting.



*Petaluma Skatepar Concept - Petaluma, CA.*

# Scope of Services

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## TASK 1: PROJECT STARTUP

**1a Obtain site information:** Grindline will review existing site information and determine what additional information is required to complete the design. We will obtain a geotech report for the skatepark site.

**1b Project Kick Off Meeting:** Grindline will meet with the City and any other key stakeholders to discuss and finalize project objectives including scope, schedule and budget. A communication plan will be made to identify preferred communication methods. Key meetings and deliverables will be scheduled and areas requiring coordination such as public meetings, online forums and exchange/review of documents will be identified. The discussion will identify any outstanding issues with the project, and propose solutions for any issues identified.

**1c Site Visit:** Grindline and the Project Team will conducted a site visit to review the existing conditions, explore opportunities and constraints of the site, evaluate and review current usage of existing skatepark, adjacent park facilities, and programming spaces to assist in design development.

**Existing Site Conditions** - The skatepark is located at 660 Minnie St, Grass Valley, CA 95945. The site holds the current 20,500 square foot skatepark. The surrounding area of the skatepark has some sheer elevation changes so careful consideration will need to be taken to ensure that adequate drainage is provided for proposed skatepark drainage. The area also is surrounded by dense vegetation and tree canopy. This means a disruption to local vegetation will be needed to be kept in mind if Option #1 is chosen to expand the site. The skatepark site has blocked site lines from all surrounding sides except for the north side with the parking lot, and the srurrounding walking paths. Implementing CPTED practices should be highly considered when designing for this area.

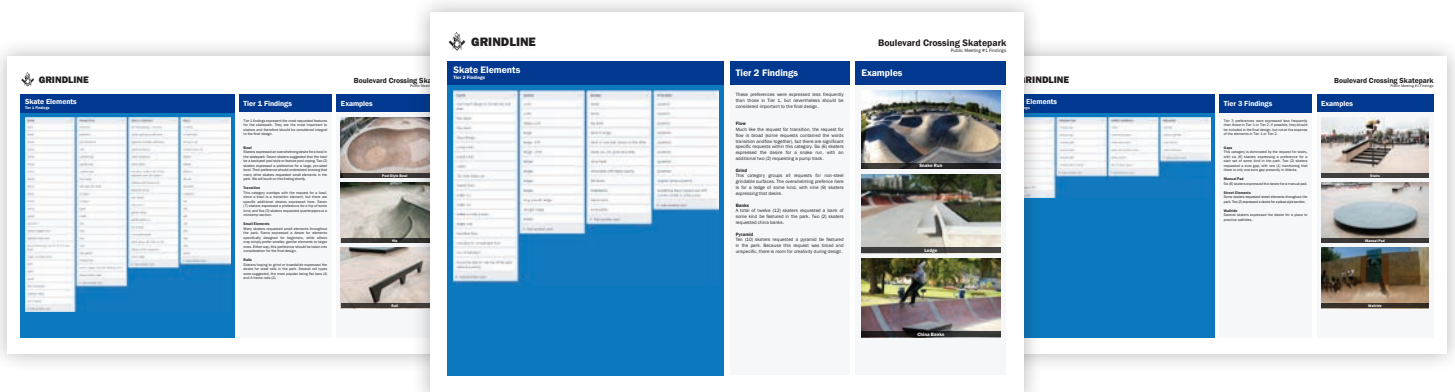
**Current and Planned Improvements** - The skatepark must integrate with existing and future adjacencies in the surrounding area. Restrooms, walkways, connection paths, park seating, non-skatepark play areas, and parking all play roles in the skatepark placement on site. We will look at the siting of current skatepark as well as connections to and from the skatepark.

**External Circulation & Public Safety** - We look at how users get to the skatepark, whether by car, board, bike, foot, public transportation, and determine if any improvements need to be included in the current and future phases of the project to allow safe access to the skatepark. And, as in any park where younger citizens will gather, we put CPTED principles into practice to discourage or impede criminal behavior and, at the same time, encourage honest citizens to keep a watchful eye.

**Internal Circulation** - Proper placement of amenities, traffic patterns, and circulation through the park are reviewed. We scrutinize the location and placement of the proposed skate features to create smooth flow through the skatepark and avoid potential collision routes or blind spots. We identify safe paths for spectators in the skatepark by properly locating entrances to the facility and including passive zones for viewing or resting areas.

**1d Public Meeting #1:** Grindline proposes a public meeting on the same day as the kick off meeting and site visit to get input from stakeholders on the type of features to be included in the skatepark design. The goals of this meeting is introduce Grindline to community, explain the design/public input process, and share how the community drives the project development. We provide end users with the project specific knowledge the need to make informed decisions that will determine the ultimate vision for the skatepark. In order to address varied ideas and ideals about skatepark design, this meeting will be highly interactive. In addition to vetting important issues through meaningful discussion, we encourage other types of 'hands on'

involvement such as writing, sketching, and real time modeling of park ideas/elements alongside our team. We then build consensus by identifying commonalities among different stakeholders to drive the skatepark design. Our social media channels are always open to collect feedback from the community in the event members cannot attend in person or wish to comment later the process.



ABOVE: ANALYSIS OF FINDINGS FROM PUBLIC MEETINGS

**1e Coordination Meeting #1:** Grindline will summarize all information collected in task 1a - 1d in a Project Startup Report and submit for review by the Project Team. Via phone conference/online meeting, the Grindline and the Project Team will meet to discuss the Project Startup Report and finalize the direction for moving forward with the design of the Skatepark. Solutions will be proposed for any issues identified in the Project Startup Report

## TASK 1 DELIVERABLES

Project Startup report addressing the following:

- Site Inventory / Analysis identifying site opportunities and constraints
- Recommendations for renovations and repairs to the existing park with associated costs for each item Updated schedule and preliminary budget
- Summary of Input from Public Meeting #1

## TASK 2: CONCEPTUAL DESIGN

Skate parks are more than athletic facilities. They are gathering places and can be focal points for other activities like concerts, competitions or community events. Facilities must be designed to meet skating demands, incorporate areas for spectators, and to appropriately blend with their existing surroundings. Through the use of custom materials and the placement of green space in and around the design, the skatepark ties into the overall form and function of its setting. Conceptual Designs illustrate our skatepark philosophy to key stakeholders and the community in interactive, full color presentations of the custom skate features and facilities included in the project. 3D models allow us to clearly and effectively communicate our skatepark concepts to the client and community as well as assist in the development of accurate cost estimates and material take-offs. The result is a design produced from the ideas and recommendations of ALL stakeholders involved with the project.

**2a Preliminary Concept:** Based on the findings in the Project Startup and direction from the Project Team, Grindline will develop 3 Preliminary Conceptual Designs and submit for review. These will be submitted in both a plan view with elevations and multiple three-dimensional renderings, and include

both the actual skatepark and proposed amenities. The submission will also include a revised budget document and quantity of material estimates for review.

**2b Community Meeting #2:** In an in-person meeting like Public Meeting #1, Grindline will present the Preliminary Concept and get feedback. Concepts will be presented through a combination of photos, Power Point slides, large presentation boards, and interactive 3-D models. Input collected at this meeting will be used to create the final concept.

**2c Final Concept:** Based on input and direction from Task 2b, Grindline will create a Final Concept and submit for review. Similar, to Task 2a, will be submitted in both a plan view with elevations and multiple three-dimensional renderings, and include both the actual skatepark and proposed amenities. The submission will also include cost and quantity of material estimates for review.

## TASK 2 DELIVERABLES

- Preliminary and Final Concepts submitted in 3d renders and site plan
- Updated budget and quantity of material estimates with each submittal



## TASK 3 CONSTRUCTION DOCUMENTS

Cutting edge design and drafting software are important tools for our designers, draftsmen and engineers use to convert concepts into permit ready construction drawings. The latest versions of AutoCAD and Rhinoceros software give us the ability to develop dimensionally correct design concepts from the beginning of design development. Viewing the 3D model alongside a full set of construction documents and technical specifications give us an opportunity to check adherence to local building codes and engineering requirements. Drawings are produced in ACI, ASTM, CSI, or state organizational formats. We are also well versed with ASTM Section F2334 – Standard for Above Ground Public Use Skatepark Facilities, ASTM F2480 - 06 Standard Guide for In-ground Concrete Skateparks, as well as Skaters for Public Skateparks Public Skatepark Development Guide, the industry’s most frequently used reference publications.

**3a Coordination Meeting #3:** Grindline will meet with the Project Team via phone / internet to discuss the Final Concept. The final approved concept will be used to create detailed plans and specifications for construction and meet any permitting requirements.



**3b Construction Documents:** 50%, 90%, and 100% Construction Documents will be submitted, along with high quality, professional construction drawings, details, specifications and cost estimates for all aspects of the skate improvements. The documents will include an updated estimate of probable costs and material quantities for the skatepark.

Construction document submissions will include the following:

- Site Plan & Details
- Grading Plan
- Erosion Control Plan
- Drainage Plan
- Skatepark Materials Plan
- Skatepark Vertical Controls
- Skatepark Horizontal Controls
- Skatepark Jointing Plan
- Skatepark Sections
- Skatepark and Site Details
- Technical Specifications
- Final cost estimate and quantity of materials estimate for skatepark

### TASK 3 DELIVERABLES

- 50%, 90%, and 100%, Construction Documents including Plans, Technical Specifications, and Final Cost Estimate.
- Updated Schedule for remainder of the project



### TASK 4 CONSTRUCTION

Our sites are secured with a construction fence and necessary erosion control and environmental protection techniques are employed during the entire construction phase as required. Our skateparks are constructed of steel reinforced concrete/shotcrete meeting a minimum compressive strength of 4000 psi at 28 days. Using proprietary techniques developed over the years, we can form and sculpt concrete into virtually any shape imagined, giving us the ability to produce any skate feature requested by the project stakeholders. Concrete also provides an opportunity to add integral color pigments or concrete stains. Textures can be added by stamping the concrete with urethane molds. Brick and Granite textures are popular amongst skateboarders

as they mimic the surfaces where skateboarding may not be allowed but still desirable. The majority of the concrete will be hand troweled to the buttery smooth finish that our craftsmen are well known for. We will use steel edging or Precast Concrete Coping on all grindable surfaces throughout each park to maximize park durability.

### **Construction Management, Quality Control & Project Administration**

Having a dedicated Project and Construction Management Team always available, whether to attend Meeting or site visits at critical milestones or to respond to questions and issues that arise during the Design / Build process ensures the park is built to plan and budget. Working closely with the Client, we submit weekly progress reports and address any questions or proposed field changes that arise. Throughout the project, a high level of communication is maintained by the Site Superintendent, Foreman and Project Managers constantly providing the current status of the project, concerns and projected resolution, and expected completion date.

### **Site Logistics Plan**

Upon approval of Final Construction Documents by the Client, Design/Build Team will mobilize our skatepark build team to the site to construct the skatepark according to plans and specifications. Grindline plans site logistics and staging to provide easy access to and from the site. Our Foremen are all OSHA 30 certified, and key construction personnel will have OSHA 10 at minimum as we conduct construction in a safe and efficient manner. Erosion control measures will be installed along with a 6' Construction fence around entire jobsite for the duration of the project. Staging will take onsite as where we will have a laydown area and a secured 10x20 storage container.



Grindline will serve as the General Contractor on the project and manage all subcontractors and suppliers. Weekly written progress reports will be submitted, along with any change directives and clarification drawings if needed. Upon substantial completion of construction, a walk through with the City will occur to develop a punch list for project closeout. Grindline will provide skatepark manuals covering maintenance of the park and provide a one year written warranty on all materials and workmanship.

### **TASK 4 DELIVERABLES**

- World Class, cast-in-place custom concrete Skatepark
- Weekly Progress reports
- One year Warranty
- O&M Manual
- As-Built or Redline Drawings

### **PROGRAMMING, OPERATIONS & MAINTENANCE**

At Grindline our motto is "Grindline for Life". When you hire Grindline we embrace your community and are with you long after the Grand Opening. While a Grindline skatepark is a self-sufficient venue for year-round recreation, planning and care will add to the success of the project. Grindline has done numerous

projects with multiple phases (such as Hideaway Park in Winter Park) and we provide maintenance plans to enhance the lifespan of your skatepark. Grindline has valuable relationships with organizations such as Skate Like a Girl, United States Skateboarding Education Association, and the Stronghold Society who collectively advocate for skateboarding and host programs to give local youth access to the sport. Programs such as skate lessons, skate camps, contests and demonstrations provide opportunities to further support the skateboarding community.

Our collective experience in the field of skatepark design and construction also gives us the knowledge to assess skateparks in terms of physical condition and carry out maintenance and repair actions to extend the life of a skatepark. On aging skateparks, we can evaluate the current function and condition of the skatepark, provide cost of repairs, and create a service plan for ongoing maintenance and/or repair.

## Work Listing

Grindline acknowledges the requirements listed under section F. of the RFP. Grindline is fully capable of performing turn key construction services in-house and therefore is not listing any construction sub-contractors, but the following types of subcontractor may be considered for this project:

- Demolition
- Earthwork/Drainage
- Landscape Restoration

The trades essential in design considerations of the project are as follows:

- Skatepark Design – To be performed by Grindline
- Civil Engineering – To be performed by RICK Engineering
- Landscape Architecture – To be performed by RICK Engineering
- Geotechnical Engineering – To be selected after award if needed.

## Exceptions and Additions

Grindline does not propose and exceptions, alterations or additions to the Scope of Services or other requirements of this SOQ/RFP, including the standards Professional Service Agreement.

## CA Contractor License





Leavitt Group Northwest | PO Box 833 | Auburn, WA 98071 | Phone (800)726-8771 | Fax (866)728-9168 | leavitt.com/northwest

June 5, 2023

To Whom It May Concern:

Re: Grindline Skateparks, Inc.

It has been the privilege of Travelers Casualty and Surety Company of America ("Travelers")<sup>1</sup> to provide surety bonds for Grindline Skatepark, Inc. for over 15 years. During that time they have built and we have bonded projects in the multimillion Dollar range for a wide variety of owner.

Grindline Skateparks, Inc. currently has a bonding capacity of approximately \$5,000,000 for a single project. Their combined bonded and unbonded surety capacity is \$10,000,000 as measured by the value of uncompleted work. Specific project needs might take the single and aggregate program higher.

Please note that the decision to issue performance and payment bonds is a matter between Grindline Skateparks, Inc. and Travelers, and will be subject to our standard underwriting at the time of the final bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

If you have any questions or need any additional information, please do not hesitate to contact me.

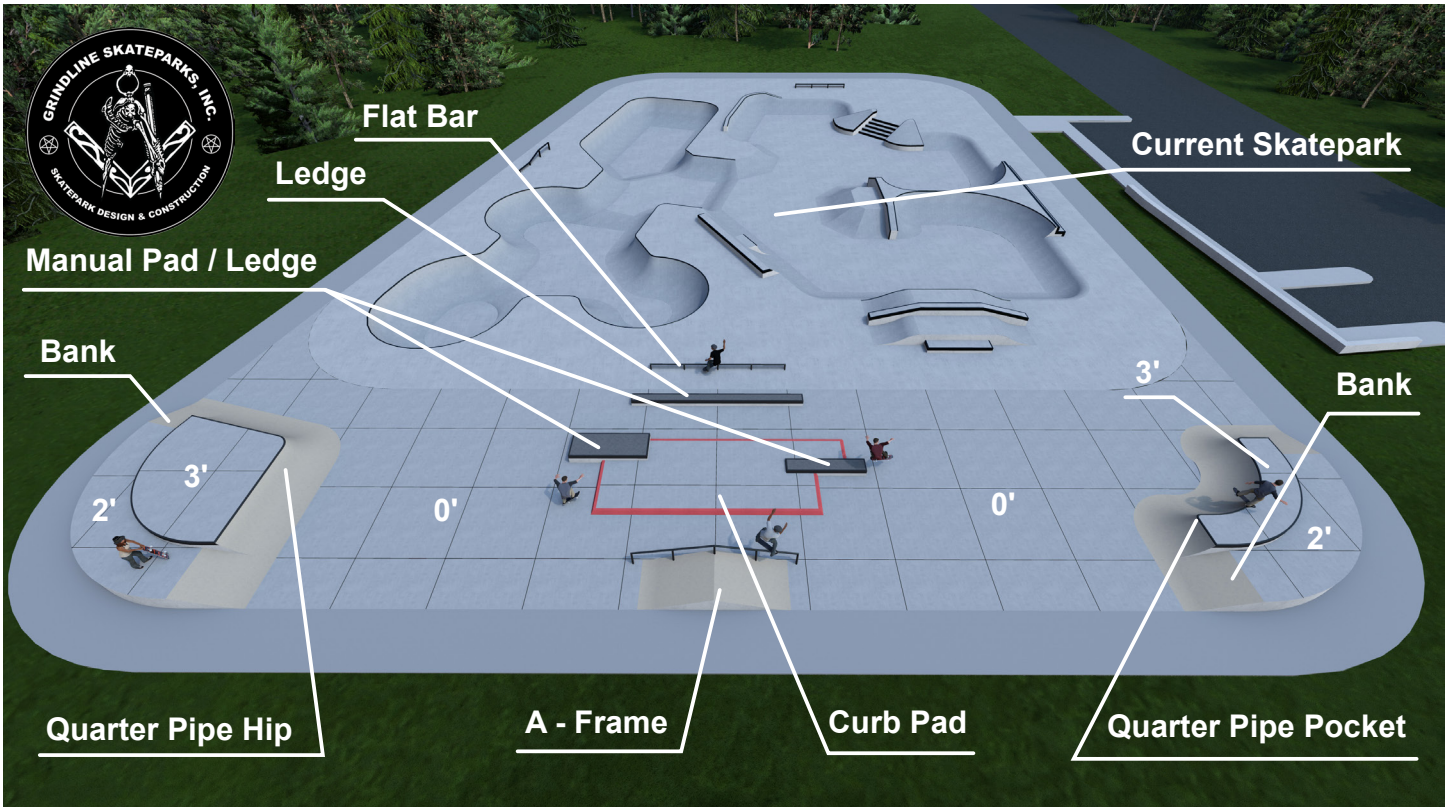
Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

A handwritten signature in blue ink, appearing to read "Timothy Buhite", is written over a faint circular stamp. The stamp contains the text "TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA" around the perimeter.

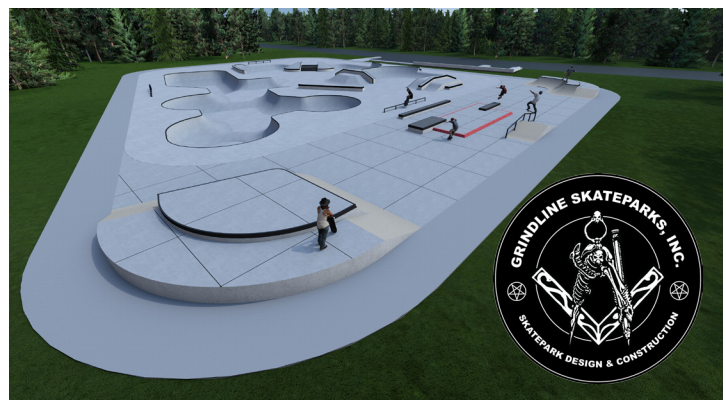
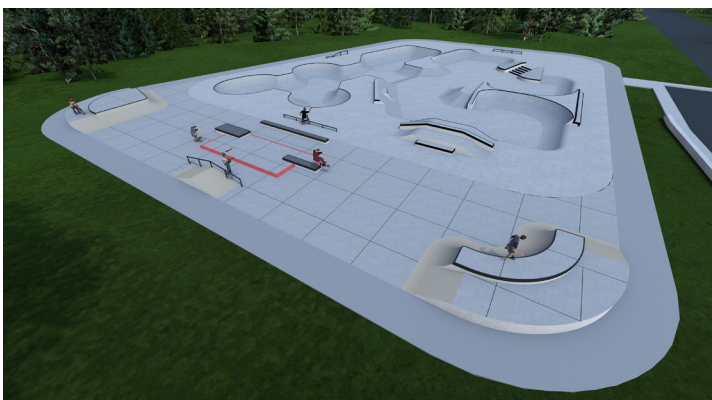
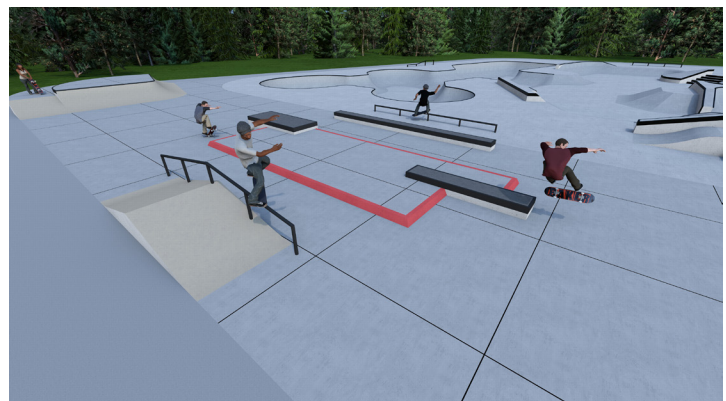
Timothy Buhite  
Attorney-in-Fact

<sup>1</sup> Travelers is an A++ (Superior) A.M. Best rated insurance company (Financial Size Category XV (\$2 billion or more)).



**Option #1 Grass Valley Skatepark Expansion Concept**  
 Grass Valley, CA.

Option #1 Grass Valley Skatepark Expansion Concept  
 PC010524 | January 1st, 2024  
 inform@grindline.com | grindline.com



If this option is selected, the remainder of the budget will serve as an allowance for refurbishment/upgrades to the current skatepark. The improvements to be made will be determined from a professional skatepark assessment by Grindline, input from the City, and the Community Input Process.



ID	Task Name	Duration	Start	Finish
1	<b>Notice of Award</b>	1 day	Fri 2/2/24	Fri 2/2/24
2	Contract Execution	17 days	Mon 2/5/24	Tue 2/27/24
3	Public Design Meeting #1 Prep	17 days	Mon 2/5/24	Tue 2/27/24
4	<b>DESIGN</b>	87 days	Wed 2/28/24	Thu 6/27/24
5	Kick-Off Meeting	0.33 days	Wed 2/28/24	Wed 2/28/24
6	Site Visit	0.33 days	Wed 2/28/24	Wed 2/28/24
7	Public Design Meeting #1	0.34 days	Wed 2/28/24	Wed 2/28/24
8	Submit Project Startup report	0 days	Wed 2/28/24	Wed 2/28/24
9	Coordination Meeting #1	1 day	Thu 2/29/24	Thu 2/29/24
10	Develop Preliminary Conceptual Design	15 days	Fri 3/1/24	Thu 3/21/24
11	Public Design Meeting #2	1 day	Fri 3/22/24	Fri 3/22/24
12	Refine Concept	15 days	Mon 3/25/24	Fri 4/12/24
13	Submit Refined Concept	0 days	Fri 4/12/24	Fri 4/12/24
14	Coordination Meeting #2	0 days	Fri 4/12/24	Fri 4/12/24
15	Submit Final Design Concept	1 day	Mon 4/15/24	Mon 4/15/24
16	Develop 50% Construction Documents	15 days	Tue 4/16/24	Mon 5/6/24
17	Submit 50% Construction Documents	0 days	Mon 5/6/24	Mon 5/6/24
18	City Plan Check	5 days	Tue 5/7/24	Mon 5/13/24
19	Coordination Meeting #3	1 day	Tue 5/14/24	Tue 5/14/24
20	Develop 90% Construction Documents	15 days	Wed 5/15/24	Tue 6/4/24
21	Submit 90% Construction Documents	0 days	Tue 6/4/24	Tue 6/4/24
22	City Plan Check	5 days	Wed 6/5/24	Tue 6/11/24
23	Coordination Meeting #4	1 day	Wed 6/12/24	Wed 6/12/24
24	Develop 100% Construction Documents	10 days	Thu 6/13/24	Wed 6/26/24
25	Submit 100% Construction Documents	0 days	Wed 6/26/24	Wed 6/26/24
26	Final Design Approval	1 day	Thu 6/27/24	Thu 6/27/24
27	<b>CONSTRUCTION</b>	90 days	Fri 6/28/24	Thu 10/31/24
28	Skatepark Construction	90 days	Fri 6/28/24	Thu 10/31/24



# **ATTACHMENTS**





## Matt Fluegge

### Chief Executive Officer

#### EDUCATION

**Post Graduate Project Management Program**  
University of Washington

**Bachelor of Landscape Architecture**  
Washington State University

#### PROFESSIONAL EXPERIENCE

##### 2003 - Present

Principal Project Manager - Design  
Grindline Skateparks

##### 2003 - Present

Principal Project Manager - Build  
Grindline Skateparks

##### Qualifying Party for State Contractor's License

ID, OR, CA, AZ, HI, NM, WV, FL, NC, SC, LA, MS,  
MT, WA, VA, UT, GA, TN

##### OSHA 30 Certification

**CESCL Certified Erosion & Sediment Control Lead**  
WA/OR

#### BIO

As Grindline's CEO, Matt has overall responsibility for managing the operations and administration for Grindline Skateparks. With 19 years of skatepark experience and 300+ projects completed, Matt ensures that all contract obligations are fulfilled and maintains a high level of communication with clients for the duration of their project. Matt oversees all of Grindline's construction and design projects. He is responsible for developing project scope and budgets, generating accurate cost estimates, overseeing preparation of project documents, communicating with clients, and scheduling projects. Matt has extensive experience working with architects, engineers, surveyors, and artists on interdisciplinary design teams.

#### PROJECTS

##### 2023

Allegany, NY  
Vashon Island, WA Phase 2  
Cle Elum, WA  
Chehalis Tribe, WA  
Ephraim, UT  
Lincoln, NE  
Owego, NY  
Parklane, Portland, OR  
Enumclaw, WA  
Reading, PA  
Ridgefield, WA  
Muskegon, MI  
Pontiac, MI  
Petaluma, CA  
San Buenaventura, CA  
Tupelo, MS  
Gypsum, CO  
Vancouver, WA (Marshall Park)

##### 2022

Port Huron, MI  
Chelan, WA  
Boise, ID (Molenaar Park)  
Cle Elum, WA  
Hilo, HI  
Hurricane, WV  
Kamiah, ID  
Lockport, NY  
Meridian, MS  
Newton County, GA Phase 2 (Denny Dobbs)  
Ocean City, MD  
Oroville, CA  
Republic, WA  
San Juan Capistrano, CA  
Sammamish, WA  
Troy, NY  
Tucson, AZ (Cushing St)  
Valparaiso, IN  
Anacortes, WA  
Bainbridge Island, WA  
Edmonds, WA  
Ellicottville, NY

##### 2021

Greenfield, WI (The Turf Renovation)  
Anchorage, AK  
Salida, CO  
Wilkeson, WA (Bacon and Eggs)  
Auburn, NY  
Buffalo, NY Phase 3  
Black Diamond, WA  
Washington, DC  
Baltimore, MD  
Jamestown, NY  
Springville, NY  
Newton County, GA  
Seattle Center, WA  
Sun Prairie, WI  
North Bend, WA  
San Juan Capistrano, CA  
Dover, DE

##### 2020

Salem, MA  
Sun Prairie, WI  
Atlanta, GA  
Parklane Portland, OR  
Milwaukee, WI (TURF)  
ROC City Skatepark  
\*Galveston, TX  
Hudson, OH  
\*Zionsville, IN  
Hapeville, GA  
Wauwatosa, WI  
Wilmington, DE  
Zelienople, PA

##### 2019

Anchorage, AK  
Spokane, WA  
Kalama, HI  
\*Round Rock, TX  
Manchester, VT  
\*St. Helena, CA  
Adidas Corporate HQ, Portland, OR  
\*Ann Arbor, MI  
Lake Elsinore, CA  
Edmonds, WA  
Detroit, MI  
Oregon City, OR  
Cookeville, TN  
North Bend, WA  
Maple Valley, WA  
Wenatchee, WA

##### 2018

N. Houston BMX Park, TX  
Smithfield, UT  
Orcas Island, WA  
Chico, CA  
St Bernard Parish, LA  
Allentown, PA  
Bainbridge, WA  
Baltimore, MD  
Columbus, OH  
Maple Valley, WA  
Oklahoma City, OK  
Plymouth, MA  
Reading, PA  
Stony Point, NY

##### 2017

Issaquah, WA  
Palisade, CO  
Seattle "Lake City", WA  
Wilmington, OH  
Darrington, WA  
Sheboygan, WI  
Leavenworth, WA  
Lapwai, ID  
Bellevue, WA  
Pine Point, MN  
San Diego, CA  
Coeur d'Alene, ID  
Olympia, WA  
Madisonville, KY

##### 2016

Monroe, WA  
Amherst, NY  
Buckley, WA  
San Francisco "Hilltop", CA  
Anaheim, CA  
Middleton, ID  
Lake Stevens, WA  
Sonoma, CA  
Bryan, TX  
Colfax, CA  
Boise, ID  
Ashdod, Israel  
Star, ID  
Marshfield, MA  
Union Gap, WA  
Coeur D' Alene, ID

##### 2015

Portage, WI  
Snoqualmie, WA  
Montague, MA  
Tuscaloosa, AL  
Kenmore, WA  
New Hanover County, NC  
McCook, NE  
Atlanta, GA  
Portland "Beech", OR  
Tuscon, AZ  
Pine Ridge, SD  
Wounded Knee, SD  
Hopkinsville, KY  
Amherst, NY  
Yellow Springs, OH  
Vista, CA  
Cypress, TX  
Oakland, CA  
Zelienople, PA  
Israel "Hadera"  
Israel "Netanya"

##### 2014

Baker, MT  
Tulalip Tribes, WA  
Marshfield, MA  
Issaquah, WA  
Louisville, KY  
Cave Junction, OR  
Wilkeson, WA  
Newburgh, NY  
Wilmington, DE

##### 2013

Philadelphia, PA  
Bingen, WA Phase II  
Carnegie, PA  
Arlington, TX  
Seattle "Benefit", WA  
Skatercity, Denmark  
Spring, TX  
Bob Burnquist, CA  
Corpus Christi, TX  
Scappoose, OR

And More...



## James Klinedinst

### Senior Project Manager

#### EDUCATION

**Post Graduate Project Management Program,**  
University of Washington

#### Engineering Technology

Western Washington University

#### PROFESSIONAL EXPERIENCE

##### 2005 - Present

**Senior Project Manager**  
Grindline Skateparks

##### 2017 - Present

Skatepark Assessment Specialist  
Grindline Skateparks

##### 20 Years of Construction Experience

##### OSHA 30 Certification

##### CESCL Certified Erosion & Sediment Control Lead

#### BIO

James works closely with the design and construction crews to bring projects in on schedule and on budget, with the quality of craftsmanship that Grindline is famous for. He is a highly skilled AutoCAD and Rhino technician with extensive insight towards graphic and drafting multimedia. James is responsible for cost estimating and construction estimating for bids. He works alongside the design team to cost estimate projects and produce real-time costing based on actual construction costs. James is ready to offer prompt response to anything that may arise during the bid and construction process. James has 18 years of skatepark experience and 300+ completed projects with his time at Grindline.

#### PROJECTS

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Madisonville, KY

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Skatercity, Denmark  
Spring, TX  
Bob Burnquist, CA  
Corpus Christi, TX  
Scappoose, OR

And More...



## Brett Johnson

### Lead Designer

#### EDUCATION

**Bachelors in Civil Engineering**  
Washington State University

**Pierce College**  
University of Washington

#### PROFESSIONAL EXPERIENCE

**2020 - Present**  
Lead Designer  
Grindline Skateparks

**2015 - 2020**  
Design Associate  
Grindline Skateparks

#### BIO

Brett Johnson initially joined the Grindline Team as an intern while in his 3rd year of Washington State University's Voiland College of Engineering and Architecture. With his degree in Civil Engineering and specialty in Structural Engineering, Brett brings highly valuable engineering knowledge to the world of skatepark design. He uses his skateboarding experience, 3D modeling capabilities, and his advanced CAD drafting skills to both produce and display informed, functional, and buildable skatepark terrain. Brett applies his engineering focus on designing safe and economical skateparks for a changing environment and increases the efficiency in the use of skatepark construction materials.

#### PROJECTS

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\*Ann Arbor, MI  
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Oregon City, OR  
Cookeville, TN  
North Bend, WA  
Maple Valley, WA  
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Oklahoma City, OK  
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Lapwai, ID  
Bellevue, WA  
Pine Point, MN  
San Diego, CA  
Coeur d'Alene, ID  
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Monroe, WA  
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Anaheim, CA  
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Lake Stevens, WA  
Sonoma, CA  
Bryan, TX  
Colfax, CA  
Boise, ID  
Ashdod, Israel  
Star, ID  
Marshfield, MA  
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##### 2015

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Snoqualmie, WA  
Montague, MA  
Tuscaloosa, AL  
Kenmore, WA  
New Hanover County, NC  
McCook, NE  
Atlanta, GA  
Portland "Beech", OR  
Tuscon, AZ  
Pine Ridge, SD  
Wounded Knee, SD  
Hopkinsville, KY  
Amherst, NY  
Yellow Springs, OH  
Vista, CA  
Cypress, TX  
Oakland, CA  
Zelienople, PA  
Israel "Hadera"  
Israel "Netanya"



**Rob Owen**  
Site Superintendent

**EXPERIENCE**

Foreman on over 50 Grindline skateparks

28 years skateboarding

18 years concrete skatepark construction

12 years employed by Grindline

**BIO**

Rob spent his formative years in Milwaukee, growing up skating the legendary Turf Skatepark. This taste for concrete skate facilities manifested itself when he moved to Seattle in 1996, with Rob being a member of a core group responsible with the construction of the West Seattle Bowls, a private backyard pool which currently resides in Rob's backyard. After working on many of the most famous skateparks being built during the late 90's, Rob became a founding member of Grindline Skatepark in 2002. Rob combines his quarter century of skateboarding with 18 years of construction experience to come up with creative techniques and solution to modern skateparks. Whether it's unique over vertical structures or artistic uses of color and textures, Rob is constantly pushing the art and science of skateparks design and construction.

**PROJECTS**

**John Stiff Park Skatepark Amarillo, TX**

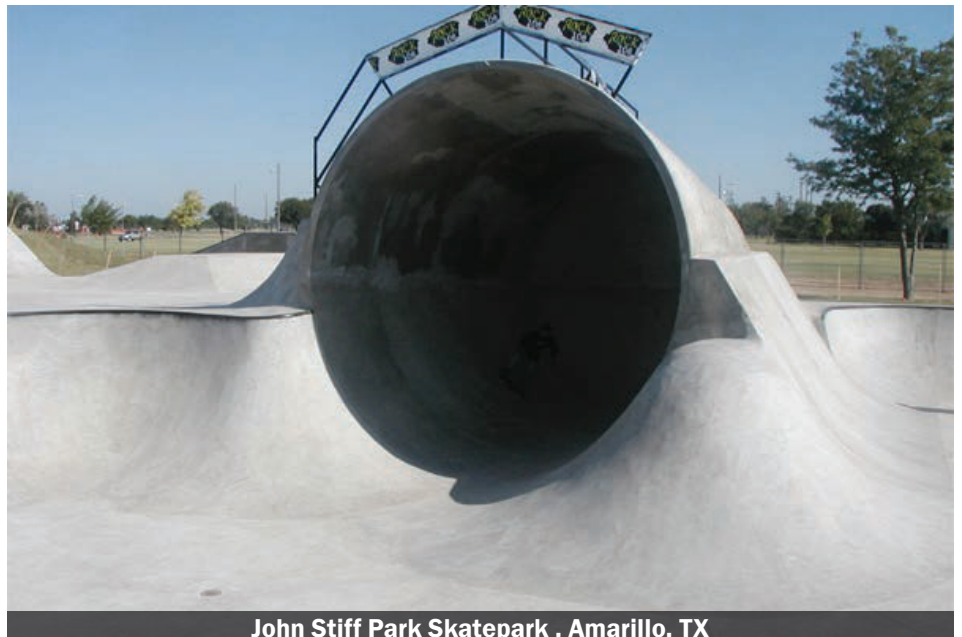
Rob pioneered the construction of hemispherical cradles ,and in 2005 he had an idea for a funneled fullpipe with a cradle at the end. Amarillo was looking for something unique to put them on the map in the skatepark world and the funneled fullpipe cradle concept fit the bill. Rob was able to visualize and construct this one of a kind feature while remaining on schedule and budget.

**Kiwanis Skatepark Yakima, WA**

For this project, Rob developed techniques to use broadcast color and stamping cost effectively within our skateparks which give the feel and look of brick but are much more durable and cheaper to construct. The design featured skatepaths that weaved around and through many mature trees onsite. Rob completed the park on schedule and budget, and prevented any harm to the trees during construction.

**St. Helena Skatepark St. Helena, CA**

Rob completed this 17,000 sq ft park in 2010, and it has been a hit with skaters throughout Northern California and beyond. After the design was complete the site had to be changed due to archeological discoveries. Because of high water table levels at the new site the bowls needed to be elevated, and grindline had to modify the park to fit the new site. Rob came up with an idea of flowy paths of street elements that circumnavigate around the central bowls. The skatepark features colored concrete throughout and thoughtful placement of stamped brick banks.



John Stiff Park Skatepark , Amarillo, TX

## Patricia Trauth PLA, AICP, LEED AP

Patricia Trauth is an Principal at RICK and has more than 30 years of experience providing landscape architectural services to the southern California region. As a licensed landscape architect in California, a certified planner and a LEED accredited professional, she has planned and designed numerous public projects throughout the Los Angeles basin. Her projects have received awards from organizations including CMAA, ASCE, APWA, ULI, APA, ASLA, and NAVFAC. Throughout her career Patricia has been an active practitioner of sustainable design. She has been responsible for spearheading projects through LEED certification. Patricia is the Landscape Architect of record for a dozen projects at the San Diego International Airport and has shifted the airport's philosophy to embrace a regional, drought tolerant landscape.

Her publications include Mission First – Smart Growth for Navy and Marine Corps Installations presented at the American Planning Association Federal Division Annual Conference, 2012; and You Can't Fake Sincerity – Time Tested Rules for Public Participation presented at the Land Development West Symposium, 2007 and the American Planning Association California Conference, 2006. Patricia has taught landscape architecture at San Diego State University, the NewSchool of Architecture & Design, and Mesa Community College. Representative projects include:

**Duck Farm, La Puente, CA:** Patricia served as Landscape Architect of record for a 22-acre linear park located between the San Gabriel River and Interstate 605. The constrained site is 14 miles from downtown Los Angeles and includes high voltage power lines, railroad lines, and highway billboards. Once completed, the park will triple the open space available to residents within a mile of its boundaries. The transmission towers become the hub of thematic areas that symbolize sun, wind, water, and photosynthesis. Park amenities include native planting, custom fencing and trellis structures, as well as educational and interpretative signage.

**Corona Del Mar State Beach, Newport Beach, CA:** Patricia served as Landscape Architect of Record for park improvements which included the lifeguard station and concession building pedestrian paving, a series of curvilinear seat walls that help to mitigate wind erosion along the beach, pockets of turf for sunbathing, and upgrades to the existing landscape.

**Orange County Great Park Master Plan Modification 2, Irvine, CA:** As Landscape Architect, Patricia is working closely with the City of Irvine and design professionals, Patricia was part of the team that provided updated plans for the Orange County Great Park Master Plan Modification No. 2. This document was a compilation of numerous plans and documents that represented the Orange County Great Park Improvement Area Concept Plans and Programming as well as the minor modification No. 1 document. As a landscape architect, Patricia focused on maintaining the vision for the park, while updating the plans and incorporating design strategies into a single, cohesive document helping the City of Irvine envision the future of their Great Park. The document provides the City of Irvine with an updated master plan for future planning and implementation.

### PROJECT ASSIGNMENT

Principal

### YEARS OF EXPERIENCE

34

### YEARS WITH RICK

6

### EDUCATION

MLA, Landscape Architecture  
University of Arizona  
BFA, Design; BS, Education  
Bowling Green State University

### REGISTRATION

Landscape Architect in CA,  
No. 3247

Certified Planner  
American Institute of Certified  
Planners (AICP), No. 019634

U.S Green Building Council  
Leadership in Energy and  
Environmental Design  
Accredited Professional LEED  
AP

### PROFESSIONAL AFFILIATIONS

Traffic & Public Safety  
Commissioner, City of  
Encinitas, 2021-24

American Society of Landscape  
Architects (ASLA)  
– Trustee  
– Past President  
– Past Vice-President  
– Member

Landscape Architects Technical  
Committee (LATC), State  
Regulatory Board  
– Governor Appointment  
Board Member, 2015-2027

American Planning Association  
(APA)  
– Member

South County Economic  
Development Council  
– Former Board of Director  
– Member



## Dan Burk PE

Dan Burk is a Principal Project Engineer at RICK's Orange County office. During the last 18 years at RICK, Dan has served as Project Engineer leading a staff of engineering designers and drafters in the preparation of preliminary and final construction documents for public and private clients, specifically in residential developments, roadway, highway, and commercial site improvements.

Representative projects include:

**San Juan Capistrano Skate Park, San Juan Capistrano, CA:** Dan served as the Project Manager in the performance of design and boundary surveys, the preparation of a Water Quality Management Plan, SWPPP, site precise grading plans and off-site utility plans. Dan oversaw design of the proposed hardscape, grading, sewer system, water system, and storm drain system, which included a lift station in order to drain the deeper bowls. Dan coordinated closely with the City management team, skate park designers and other subconsultants.

**McVicker Canyon Skate Park, Lake Elsinore, CA:** Dan served as Project Manager for the McVicker Canyon Skate Park, a design-build project in the City of Lake Elsinore. The original McVicker Canyon Skate Park opened in 2002 and was the City's first skate park but was closed in October 2017 due to severe vandalism and deterioration that made it unsafe for the community. The new and improved 13,000 square foot skate park features amenities for all different talent levels, including a beginner bowl, quarter pipe, a-frame, and snake run bowl. Construction commenced in August of 2018 and was completed in January of 2019. As project manager, I directed and oversaw the design surveys, demolition plans, grading and storm drain plans, erosion control plans, water quality coordination, and construction support.

**SR-74 at Grand Avenue Roadway Widening, Lake Elsinore, CA:** Dan prepared Street Improvement Plans for the widening of SR-74 and Grand Ave in the City of Lake Elsinore. The plans included street widening, storm drain improvements, superelevation diagrams, signing & striping improvements, utility relocations, and a new signal at the intersection of Grand Ave & SR-74. Plans & supporting documents were processed through Caltrans District 8, the City of Lake Elsinore, and RCFC&WCD. The widening of SR-74 also required a Design Standard Decision Document (DSDD), which was processed through Caltrans concurrently with the plans.

**Westridge at Canyon Hills, Lake Elsinore, CA:** Dan served as Project Manager for this 464 detached dwelling unit development with five (5) planning areas on 125 acres taking access from Railroad Canyon Road east of I-15. In addition, the project included the design and construction of a Rec Center, dog park, two (2) water quality basins, and a commercial lot. The project was initially mass graded into 5 superpads, each with a separate temporary debris/sediment basin. Total earthwork for the project exceeded 2.5 million cubic yards of cut and fill. The ultimate storm drain system consisted of over a mile of RCP ranging in size from 18" diameter to 60" diameter with over 60 drainage structures. The total contract amount was \$2.9 million (including survey).

### PROJECT ASSIGNMENT

Principal Project Engineer

### YEARS OF EXPERIENCE

23

### YEARS WITH RICK

20

### EDUCATION

BS, Civil Engineering  
Washington State University

### REGISTRATION

Professional Engineer in  
CA, No. 65398

### PROFESSIONAL AFFILIATIONS

American Public Works  
Association (APWA)

American Society of Civil  
Engineers (ASCE)

Building Industry Association  
(BIA) Southern California and  
Inland Empire



# Declaration

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Per Chapter 3.10 – Design Build Projects of the City’s Municipal Code please find the following declarations:

- Applying members of the design-build entity have not had a surety company finish work on any project within the past five years.
- Applying members of the design-build entity have not had any of the following:
  1. Civil or criminal violations of the Occupational Safety and Health Act against any member of the design-build entity;
  2. Civil or criminal violations of the Contractors' State License Law against any member of the design-build entity;
  3. Any conviction of any member of the design-build entity of submitting a false or fraudulent claim to a public agency;
  4. Civil or criminal violations of federal or state law governing the payment of wages, benefits, or personal income tax withholding, or of Federal Insurance Contributions Act (FICA) withholding requirements, state disability insurance withholding or unemployment insurance payment requirements against any member of the design-build entity. For purposes of this section, only violations by a design-build entity member as an employer shall be deemed applicable, unless it is shown that the design-build entity member, in his or her capacity as an employer, had knowledge of a subcontractor's or employee's violations or failed to comply with the conditions set forth in Section 1775(b) of the State Labor Code;
  5. Civil or criminal violations of federal or state law against any design-build entity member governing equal opportunity employment, contracting or subcontracting;
  6. Any construction or design claim or litigation totaling more than fifty thousand dollars pending or settled against any member of the design-build entity over the last five years;
  7. Any debarment, disqualification or removal from a federal, state, or local government public works project. Provision of a declaration that the design-build entity will comply with all other provisions of law applicable to the project. The declaration shall state that reasonable diligence has been used in its preparation and that it is true and complete to the best of the signer's knowledge.

Grindline Skateparks, Inc.

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Report on Review  
of Financial Statements

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Years Ended December 31, 2022 and 2021



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INDEPENDENT ACCOUNTANT’S REVIEW REPORT

October 26, 2023

To the Board of Directors and Stockholders  
Grindline Skateparks, Inc.  
Seattle, Washington

We have reviewed the accompanying financial statements of Grindline Skateparks, Inc. (an S Corporation) which comprise the balance sheets as of December 31, 2022 and 2021, and the related statements of income and retained earnings and cash flows for the years then ended, and the related notes to the financial statements. A review includes primarily applying analytical procedures to management’s financial data and making inquiries of Company management. A review is substantially less in scope than an audit, the objective of which is the expression of an opinion regarding the financial statements as a whole. Accordingly, we do not express such an opinion.

**Management’s Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement whether due to fraud or error.

**Accountant’s Responsibility**

Our responsibility is to conduct the review engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. Those standards require us to perform procedures to obtain limited assurance as a basis for reporting whether we are aware of any material modifications that should be made to the financial statements for them to be in accordance with accounting principles generally accepted in the United States of America. We believe that the results of our procedures provide a reasonable basis for our conclusion.

We are required to be independent to Grindline Skateparks, Inc. and to meet our other ethical responsibilities in accordance with the relevant ethical requirements related to our review.

**Basis for Qualified Conclusion**

Accounting principles generally accepted in the United States of America require debt to be recognized as a liability up to the date the creditor releases the debtor from being the primary obligor. Based on this guidance, accounting principles generally accepted in the United States of America does not allow recording the Payroll Protection Program loan proceeds as income until receipt of documentation from the SBA that the loan is indeed forgiven. The Company elected to treat the Paycheck Protection Program loan proceeds in the amount of \$431,680 as non-taxable

INDEPENDENT ACCOUNTANT'S REVIEW REPORT – CONTINUED**Basis for Qualified Conclusion (continued)**

income despite not being released from the debt as of December 31, 2020. The Payroll Protection Program loan proceeds were fully forgiven in 2021.

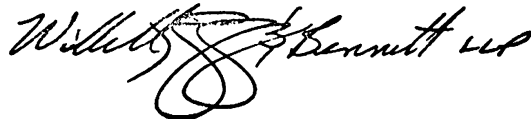
As disclosed in Note H to the financial statements, the Company has an office and warehouse lease that, in accordance with accounting principles generally accepted in the United States of America under ASC Topic 842, should be reported as a liability representing the amount owed under the lease agreement and a right-to-use (ROU) asset that represents the benefits derived from use of the leased asset over the term of the lease. Management has informed us that this lease has been presented in conformity with ASC Topic 840 with no capitalization on the balance sheet. Management has not determined the effects of this departure from accounting principles generally accepted in the United States of America on the financial position, results of operations, and cash flows.

**Qualified Conclusion**

Based on our review, except for the effect of the matters described in the Basis of Qualified Conclusion paragraphs, we are not aware of any material modifications that should be made to the accompanying financial statements in order for them to be in accordance with accounting principles generally accepted in the United States of America.

**Supplementary Information**

The supplementary information included in Schedules I, II and III is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the financial statements. The supplementary information has been subjected to the review procedures applied in our review of the basic financial statements. We are not aware of any material modifications that should be made to the supplementary information. We have not audited the supplementary information and do not express an opinion on such information.



Willett, Zevenbergen & Bennett, LLP  
Certified Public Accountants  
Seattle, Washington

GRINDLINE SKATEPARKS, INC.

BALANCE SHEETS

DECEMBER 31, 2022 AND 2021

ASSETS	<u>2022</u>	<u>2021</u>
Current Assets:		
Cash and cash equivalents	\$ 554,580	\$ 533,697
Contract receivables	736,576	592,195
Contract receivables – retention	80,405	79,335
Inventory	-0-	3,015
Costs in excess of billings on uncompleted contracts	136,786	142,864
Employee Retention Credit receivable	-0-	110,102
Employee advances	<u>-0-</u>	<u>500</u>
Total Current Assets	1,508,347	1,461,708
Fixed Assets:		
Construction tools and equipment	360,266	438,222
Office furniture and equipment	62,219	61,721
Leasehold improvements	60,813	60,813
Vehicles and trucks	<u>47,798</u>	<u>47,798</u>
	531,096	608,554
Accumulated depreciation	<u>(469,962)</u>	<u>(528,210)</u>
	61,134	80,344
Other Assets	<u>25,613</u>	<u>3,983</u>
Total Assets	<u>\$1,595,094</u>	<u>\$1,546,035</u>

See accompanying notes and independent accountant's report.

GRINDLINE SKATEPARKS, INC.BALANCE SHEETSDECEMBER 31, 2022 AND 2021

LIABILITIES AND STOCKHOLDERS' EQUITY	<u>2022</u>	<u>2021</u>
Current Liabilities:		
Accounts payable – trade	\$ 388,044	\$ 213,881
Accounts payable – other	30,653	42,717
Accrued expenses	18,725	47,172
Billings in excess of costs on uncompleted contracts	169,829	10,166
Current portion of long-term debt	26,401	23,598
Distribution payable – Jennifer Rosholt	<u>-0-</u>	<u>19,278</u>
Total Current Liabilities	633,652	356,812
Note Payable – United Business Bank	-0-	25,837
Stockholders' Equity:		
Common stock, \$10 par value, 1,000 shares authorized, 100 shares issued and 80 shares outstanding	1,000	1,000
Additional paid-in capital	44,278	44,278
Treasury stock	(95,000)	(95,000)
Retained Earnings	<u>1,011,164</u>	<u>1,213,108</u>
Total Stockholders' Equity	<u>961,442</u>	<u>1,163,386</u>
Total Liabilities and Equity	<u>\$ 1,595,094</u>	<u>\$ 1,546,035</u>

See accompanying notes and independent accountant's report.

GRINDLINE SKATEPARKS, INC.

STATEMENTS OF INCOME AND RETAINED EARNINGS

YEARS ENDED DECEMBER 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Revenues	\$5,895,851	\$6,872,418
Direct Cost of Revenue:		
Labor costs	1,416,336	2,093,840
Materials	891,181	1,196,386
Subcontractors	1,430,403	997,786
Equipment rental	558,516	731,430
Travel and lodging	276,119	309,297
Payroll taxes	317,037	417,023
Design engineering	321,933	250,277
Other	<u>45,088</u>	<u>47,646</u>
	<u>5,256,613</u>	<u>6,043,685</u>
Gross Profit	639,238	828,733
Operating Expenses	<u>635,141</u>	<u>620,889</u>
Operating Income / (Loss)	4,097	207,844
Other Income and (Expense):		
Interest income	1,352	468
Interest expense	(2,597)	(3,273)
SBA Paycheck Protection Program loan proceeds	-0-	374,967
Other income – insurance proceeds from asset theft	66,591	-0-
Other expense – operational loss claim	<u>(271,387)</u>	<u>-0-</u>
Other Income	<u>(206,041)</u>	<u>372,162</u>
Net Income (Loss) Before Dividends	(201,944)	580,006
Retained Earnings, Beginning of Year	<u>1,213,108</u>	<u>633,102</u>
Retained Earnings, End of Year	<u>\$1,011,164</u>	<u>\$1,213,108</u>

See accompanying notes and independent accountant's report.

GRINDLINE SKATEPARKS, INC.STATEMENTS OF CASH FLOWSYEARS ENDED DECEMBER 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Cash Flows from Operating Activities:		
Net income (loss)	\$ (201,944)	\$ 580,006
Adjustments to reconcile net income to net cash provided by (used in) operating activities:		
Depreciation and amortization	19,210	18,971
(Increase) Decrease in:		
Contract receivables	(145,451)	429,766
Employee Retention Credit receivable	110,102	-0-
Costs in excess of billings	6,078	(114,418)
Other assets	(18,115)	-0-
Increase (Decrease) in:		
Accounts payable – trade	174,163	(184,338)
Accounts payable – other	(12,064)	5,731
Accrued expenses	(28,447)	(17,605)
Billings in excess of costs	<u>159,663</u>	<u>(331,872)</u>
Net Cash Provided By Operating Activities	63,195	386,241
Cash Flows from Investing Activities:		
Purchase of construction tools and equipment,	<u>-0-</u>	<u>(21,430)</u>
Net Cash Used In Investing Activities	-0-	(21,430)
Cash Flows from Financing Activities:		
Note payable – United Business Bank	(23,034)	(19,822)
Distribution payable – Jennifer Rosholt	<u>(19,278)</u>	<u>(20,000)</u>
Net Cash Used In Financing Activities	<u>(42,312)</u>	<u>(39,822)</u>
Net Increase in Cash	<u>20,883</u>	<u>324,989</u>
Cash at Beginning of Year	<u>533,697</u>	<u>208,708</u>
Cash at End of Year	<u>\$ 554,580</u>	<u>\$ 533,697</u>

See accompanying notes and independent accountant's report.

GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

General

Grindline Skateparks, Inc. (the Company) was founded in 2002 as a full service general contractor engaged primarily in the construction of skate parks. The Company also has a specialized division providing design services for clients that require only skate park designs.

Basis of Presentation

The Company has prepared its financial statements in conformity with accounting principles generally accepted in the United States of America. The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

Cash and Cash Equivalents

The Company considers all highly liquid investments with a maturity of three months or less at the date of purchase to be cash equivalents. The Company occasionally has cash in excess of federally insured limits.

Cash paid for interest expense was \$2,597 and \$3,273 during the years ended December 31, 2022 and 2021, respectively.

Revenue and Cost Recognition

Revenues from fixed price construction contracts are recognized on the percentage of completion method, measured by the percentage of completion as determined by the ratio of actual costs incurred and work completed to management's current estimates of total costs at completion. Contract costs include all direct material, subcontractor, and labor costs, and other costs identifiable to a specific project. Selling, general and administrative costs are charged to expense as incurred.



GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Revenue and Cost Recognition – Continued

Provisions for estimated losses on uncompleted contracts are made in the period in which such losses are determined. Changes in job performance, job conditions, and estimated profitability, including those arising from contract penalty provisions, and final contract settlements may result in revisions to costs and income and are recognized in the period in which the revisions are determined. An amount equal to contract costs attributable to claims is included in revenues when realization is probable and the amount can be reliably estimated.

The length of the Company's contracts varies and can extend to over one year.

Contracts Receivable

Contracts receivable from performing construction of projects are based on contract prices. Normal contracts receivable are due thirty days after the issuance of the invoice. Contract retentions, if any, are due thirty days after completion of the project and acceptance by the owner. Receivables due more than 120 days are considered delinquent. Delinquent receivables are written off based on individual credit evaluation and specific circumstances of the customer. The Company has determined that there are no doubtful accounts as of December 31, 2022 and 2021, as management believes all accounts are fully collectible.

Furniture and Equipment and Related Depreciation

Furniture and Equipment are stated at cost and depreciated using straight-line and accelerated methods. Expenditures for major additions and improvements are capitalized and minor replacements, maintenance, and repairs are charged to expense as incurred. When property and equipment are retired or otherwise disposed of, the cost and accumulated depreciation are removed from the accounts and any resulting gain or loss included in the results from operations for the respective period. The estimated lives are as follows:

Computer equipment and software	3-5 years
Vehicles	5 years
Furniture and construction equipment	7-10 years

Various equipment purchased in previous years has been depreciated using accelerated methods, with prescribed rates and periods for various classes of assets based upon the Internal Revenue Code guidelines. Use of these methods approximates amounts determined by generally accepted accounting principles in the United States of America. Depreciation expense totaled \$19,210 and \$18,971 in 2022 and 2021, respectively.

GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Retirement Plan

In 2013, the Company elected to transition the established 401(k) plan to a Simple IRA plan under the provisions of the Internal Revenue Code. Employees who have earned at least \$5,000 per year during any two preceding years and who are expected to earn at least \$5,000 in the current year are eligible to participate in the plan. Participants may contribute up to \$15,500 in 2022. If a participant is fifty years of age or older, an additional \$3,500 of catch up contributions can be made. The Company matches employee contributions into the Simple IRA plan dollar-for-dollar up to 3% of the eligible participant’s compensation. In 2022 and 2021, there was a \$18,132 and \$13,483 employer contribution to the plan, respectively.

Income Taxes

On April 8, 2001, the Company, with the consent of its shareholders, elected under the Internal Revenue Code to be taxed as an S Corporation. In lieu of corporation income taxes, the shareholders of an S Corporation are taxed on their proportionate share of the Company’s taxable income. Pursuant to this election, no provision for a deferred tax asset or liability has been made in the financial statements for any items and expenses not reported in tax returns and financial statements in the same year.

Management has determined that the Company does not have any uncertain tax positions and associated unrecognized benefits or liabilities that materially impact the financial statements or related disclosures. Since tax matters are subject to some degree of uncertainty, there can be no assurance that the Company’s tax returns will not be challenged by the taxing authorities and that the Company or its shareholders will not be subject to additional tax, penalties, and interest as a result of such challenge. Generally, the Company’s tax returns remain open for three years for federal income tax examination.

Advertising and Marketing Costs

The Company expenses marketing and advertising costs as they are incurred. Total marketing and advertising costs expensed were \$2,113 and \$3,222 for 2022 and 2021, respectively. The Company incurred no direct-response marketing or advertising during the year and has no capitalized marketing or advertising costs included in the financial statements.

GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Compensate Absences

The Company allows full-time employees to receive compensation for vacation and sick leave. Compensated absences for vacation and sick pay have not been accrued since they cannot be reasonably estimated, but are expensed as incurred.

Subsequent Events

Subsequent events have been evaluated through October 26, 2023, which is the date the financial statements were available to be issued.

NOTE B – CONCENTRATIONS OF CREDIT RISK

Financial instruments that potentially subject the Company to concentrations of credit risk consist principally of temporary cash investments and trade accounts receivable. The Company places its temporary cash investments with high credit quality financial institutions and limits the amount of credit exposure to any one financial institution to the amount of Federal Deposit Insurance Corporation (FDIC) coverage.

As of December 31, 2022, the Company's trade receivable balance was related to 23 different projects, all of which were contracted direct with government entities.

As of December 31, 2021, the Company's trade receivable balance was related to 14 different projects, all of which were contracted direct with government entities.

The Company had no other significant concentrations of credit or market risk.

GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE C – NEW ACCOUNTING GUIDANCE IMPLEMENTATION

Effective January 1, 2020, the Company retroactively changed its accounting methods for revenue recognition as a result of implementing the requirements in the Financial Accounting Standard Board’s Accounting Standards Codification (ASC) 606, *Revenue from Contracts with Customers*.

The new revenue recognition guidance requires the recognition of revenue when promised goods or services are transferred to customers in an amount that reflects the consideration to which the Company expects to be entitled in exchange for those goods or services. The Company adopted the requirements of the new revenue recognition guidance as of January 1, 2020, utilizing the full retrospective transition method.

There was no change to the Company’s revenue as a result of adopting the new revenue recognition guidance.

NOTE D – LONG-TERM DEBT

The Company’s line of credit with United Business Bank was modified to a term loan effective November 29, 2020. The note payable to United Business Bank includes monthly payments of \$2,135.96 including interest due November 2023. The term loan to United Business Bank is collateralized by the tangible assets of the Company. The United Business Bank term loan is also collateralized with personal guarantees from Jennifer Rosholt and Robert Owen.

Notes payable consist of the following at December 31, 2022:

	<u>2022</u>
Notes payable to United Business Bank, bearing interest at 5.25%, mature November 2023, secured by assets	\$ <u>26,401</u>
Less current portion	<u>(26,401)</u>
	<u>\$ <u>-0-</u></u>

GRINDLINE SKATEPARKS, INC.  
NOTES TO FINANCIAL STATEMENTS  
YEARS ENDED DECEMBER 31, 2022 AND 2021

## NOTE E – ACCRUED EXPENSES

Accrued expenses consist of the following at December 31, 2022 and 2021:

	<u>2022</u>	<u>2021</u>
Sales tax payable	\$ 5,189	\$ 34,090
Payroll taxes and withholdings	<u>13,536</u>	<u>13,082</u>
	<u>\$ 18,725</u>	<u>\$ 47,172</u>

## NOTE F – OTHER ASSETS

Other assets consist of the following:

	<u>2022</u>	<u>2021</u>
CSU universal life policy	\$ 25,613	\$ 3,983
	<u>\$ 25,613</u>	<u>\$ 3,983</u>

## NOTE G – RELATED PARTY TRANSACTIONS

The Company rents office and warehouse space from its stockholder, Ms. Jennifer Rosholt. The total rent paid was \$57,600 and \$57,600 in 2022 and 2021, respectively.

## NOTE H – LONG-TERM LEASES

The Company has an agreement to lease office and warehouse space with Ms. Jennifer Rosholt under a one-year, non-cancelable lease agreement.

Rental expense under the above operating lease was \$57,600 and \$57,600 for the years ended December 31, 2022 and 2021, respectively.

## NOTE I – TAX DISCLOSURES FOR PASS-THROUGH ENTITIES

Taxable income or loss is reported on the federal tax returns of the individual owners. Accordingly, no provision has been made for federal income tax in the accompanying financial statements.

The amount of ordinary business loss passed through to owners as of December 31, 2022 is \$61,671. For the year ending December 31, 2022 the Company distributed \$-0- to its owners.

**SUPPLEMENTAL INFORMATION**

GRINDLINE SKATEPARKS, INC.SCHEDULE I – SCHEDULE OF OPERATING EXPENSESYEARS ENDED DECEMBER 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Administrative wages	\$ 173,337	\$ 166,907
Employee benefits	90,995	93,317
Insurance	119,112	126,413
Rent	57,600	57,600
Legal and accounting	14,477	25,601
Office expenses	38,885	45,028
Payroll and business taxes	23,133	31,734
Depreciation and amortization	19,210	18,971
Telephone	12,010	20,546
Licenses and permits	20,915	21,242
Postage	10,222	10,308
Marketing expenses	2,113	3,222
Sales	<u>53,132</u>	<u>-0-</u>
	<u>\$ 635,141</u>	<u>\$ 620,889</u>

See independent accountant's report.

GRINDLINE SKATEPARKS, INC.

SCHEDULE II – SCHEDULE OF UNCOMPLETED CONTRACTS –  
PERCENTAGE OF COMPLETION METHOD

YEAR ENDED DECEMBER 31, 2022

	<u>Total Contract Values</u>	<u>Costs Incurred</u>	<u>Estimated Costs to Complete</u>	<u>Total Project Costs</u>
<b>DESIGN</b>				
Anacortes, WA	\$ 125,200	\$ 69,556	\$ 15,444	\$85,000
Bainbridge, WA	67,944	18,010	11,990	30,000
Black Diamond, WA	85,767	51,751	6,249	58,000
Enumclaw, WA	56,948	4,092	9,908	14,000
Hilo, HI	26,840	9,817	2,683	12,500
Greenfield, WI	51,580	22,603	7,397	30,000
Kalama Vert Ramp, HI	36,655	29,405	595	30,000
Muskegon, MI	9,440	-0-	5,500	5,500
Ocean City, MD	33,650	7,820	5,180	13,000
Oroville, CA	4,960	2,842	508	3,350
Petaluma, CA	87,560	3,838	31,185	35,023
Portland (Parklane), OR	35,648	10,458	1,542	12,000
San Juan Capistrano, CA	174,533	158,213	500	158,713
Troy, NY	18,780	7,038	2,762	9,800
Valparaiso, IN	19,780	5,361	1,000	6,361
<b>BUILD</b>				
Kamiah, ID	382,857	78,889	186,111	265,000
Manchester, VT Ph 2 & 3	649,047	488,370	18,467	506,837
Port Huron, MI	888,437	707,151	13,999	721,150
Vashon, WA	352,163	236,793	39,207	276,000
<b>DESIGN/BUILD</b>				
Boise (Molenaar Park), ID	1,000,000	182,033	462,967	645,000
Ellicottville, NY	550,000	360,864	86,136	447,000
Hurricane, WV	700,000	447,236	16,278	463,514
Lockport, NY	550,000	14,382	415,618	430,000
Pontiac, MI	<u>500,000</u>	<u>16,963</u>	<u>363,037</u>	<u>380,000</u>
<b>TOTALS</b>	<u>\$6,407,789</u>	<u>\$2,933,485</u>	<u>\$1,704,263</u>	<u>\$4,637,748</u>

See independent accountant's report.



<u>Percentage Of Work Complete</u>	<u>Revenues Earned to Date</u>	<u>Revenues Invoiced to Date</u>	<u>Billings in Excess of Costs</u>	<u>Costs in Excess of Billings</u>
81.83%	\$ 32,896	\$ 98,907	\$ -0-	\$ 3,546
60.03	22,779	43,516	2,728	-0-
89.23	24,775	75,612	-0-	915
29.23	12,552	18,952	2,308	-0-
78.54	11,263	21,477	397	-0-
75.34	16,259	37,331	-0-	1,531
98.02	6,523	35,189	-0-	739
0.00	-0-	1,232	1,232	-0-
60.16	12,422	22,200	1,957	-0-
84.84	1,366	4,176	-0-	32
10.96	5,758	6,425	-0-	3,171
87.15	20,610	31,772	703	-0-
98.88	14,371	159,033	-0-	13,551
71.81	6,449	12,840	-0-	647
89.35	12,312	18,010	337	-0-
29.77	35,085	139,217	25,244	-0-
96.36	137,028	606,546	-0-	18,853
98.06	164,039	865,572	-0-	5,617
85.79	65,344	302,096	-0-	40
28.22	100,189	376,148	93,926	-0-
80.73	83,152	443,679	-0-	337
96.49	228,181	587,609	-0-	87,807
3.34	4,014	38,548	20,152	-0-
4.46	<u>5,356</u>	<u>43,165</u>	<u>20,845</u>	<u>-0-</u>
	<u>\$1,022,723</u>	<u>\$3,989,252</u>	<u>\$ 169,829</u>	<u>\$ 136,786</u>

GRINDLINE SKATEPARKS, INC.

SCHEDULE III – SCHEDULE OF COMPLETED CONTRACTS

YEAR ENDED DECEMBER 31, 2022

<u>Completed Contracts</u>	<u>Total Contract Value</u>	<u>Total Costs</u>	<u>Gross Profit</u>
Anchorage (Taku Park), AK (D)	\$ 27,090	\$ 9,410	\$ 17,680
Atlanta (Boulevard Crossing), GA (D)	624	596	28
Auburn, NY (D)	50,555	38,819	11,736
Chelan, WA (D)	13,220	1,915	11,305
Corpus Christi (Cole Park), TX (M)	77,553	126,944	(49,391)
Edmonds, WA (B)	184,029	158,328	25,701
Everett, WA (A)	1,600	767	833
Gypsum, CO (D)	28,200	8,676	19,524
Herndon, VA (M)	13,287	9,380	3,907
Kamiah, ID (D)	26,440	20,703	5,737
Medford, NJ (A)	2,858	3,197	(339)
Meridian, MS (D)	14,520	7,389	7,131
Newton County, GA Ph 2 (DB)	750,000	670,107	79,893
North Houston Maint 2021 (M)	22,725	22,187	538
Oceanside (Alex – A Frame), CA (M)	4,187	1,776	2,411
Oceanside (Alex), CA (M)	20,635	23,897	(3,262)
Perris, CA (D)	11,180	4,179	7,001
Reading, PA (D2)	155,030	121,991	33,039
Republic, WA (D)	17,397	11,328	6,069
Seattle (Ballard Bowl), WA (M)	10,000	21,645	(11,645)
Seattle Center (SeaSk8), WA (B)	2,172,612	1,864,756	307,856
Tulsa, OK (B)	305,625	193,897	111,728
Tuscon, AZ (D)	21,740	7,304	14,436
Zelienople, PA (M)	<u>6,000</u>	<u>4,066</u>	<u>1,934</u>
Total	<u>\$3,937,107</u>	<u>\$3,333,257</u>	<u>\$603,850</u>

See independent accountant's report.

## FEES / SCHEDULE OF VALUES

### Option 1: Rehab / Expansion of Existing Skatepark

ARCHITECT'S PROJECT NO.:

A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		E SCHEDULED THIS PERIOD	F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G TOTAL COMPLETED AND STORED TO DATE (D + E + F)	H % (G / C)	I BALANCE TO FINISH (C - G)
			FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
<b>DESIGN</b>									
1	Project Management	\$ 6,500.00					\$ -	0%	\$ 6,500.00
2	Preliminary Investigation								
2a	Survey	\$ 13,780.00					\$ -	0%	\$ 13,780.00
2b	Geotech Allowance	\$ 13,000.00					\$ -	0%	\$ 13,000.00
3	Preliminary Design								
3a	Grindline	\$ 20,070.00					\$ -	0%	\$ 20,070.00
3b	Rick Engineering (Civil/LA)	\$ 10,640.00					\$ -	0%	\$ 10,640.00
3c	Construction Documents/Permitting								
4a	Grindline	\$ 11,100.00					\$ -	0%	\$ 11,100.00
4b	Rick Engineering (Civil/LA)	\$ 75,580.00					\$ -	0%	\$ 75,580.00
5	Construction Admin Services								
5b	Rick Engineering (Civil/LA)	\$ 6,600.00					\$ -	0%	\$ 6,600.00
	<b>SUBTOTAL</b>	<b>\$ 157,270.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 157,270.00</b>
<b>CONSTRUCTION</b>									
6	Mobilization/Bond Fee	\$ 65,581.00					\$ -	0%	\$ 65,581.00
7	Mass Excavation/Fine Grading	\$ 13,502.00					\$ -	0%	\$ 13,502.00
8	Drainage	\$ 9,645.00					\$ -	0%	\$ 9,645.00
9	Skatepark Construction	\$ -							
9a	Aggregate Base	\$ 7,716.00					\$ -	0%	\$ 7,716.00
9b	Steel Coping/Edging	\$ 19,289.00					\$ -	0%	\$ 19,289.00
9c	Formwork	\$ 57,866.00					\$ -	0%	\$ 57,866.00
9d	Rebar	\$ 61,723.00					\$ -	0%	\$ 61,723.00
9e	Shotcrete/Concrete	\$ 88,727.00					\$ -	0%	\$ 88,727.00
10	Existing Skatepark Renovation	\$ -							
10a	Allowance	\$ 813,000.00					\$ -	0%	\$ 813,000.00
11	Site Concrete/ADA Access	\$ 5,787.00					\$ -	0%	\$ 5,787.00
12	Landscape Restoration	\$ 3,858.00					\$ -	0%	\$ 3,858.00
	<b>SUBTOTAL</b>	<b>\$ 1,146,694.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 1,146,694.00</b>
	Design & Construction Fee (15%)	\$ 195,594.60	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 195,594.60
	<b>TOTAL</b>	<b>\$ 1,499,558.60</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 1,499,558.60</b>

## FEES / SCHEDULE OF VALUES

### Option 2: Demo Existing Skatepark / Build New Skatepark

ARCHITECTS PROJECT NO.:

A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		E THIS PERIOD	F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G TOTAL COMPLETED AND STORED TO DATE (D + E + F)	H % (G / C)	I BALANCE TO FINISH (C - G)
			FROM PREVIOUS APPLICATION (D + E)						
<b>DESIGN</b>									
1	Project Management	\$ 6,500.00					\$ -	0%	\$ 6,500.00
2	Preliminary Investigation								
2a	Survey	\$ 13,780.00					\$ -	0%	\$ 13,780.00
2b	Geotech Allowance	\$ 13,000.00					\$ -	0%	\$ 13,000.00
3	Preliminary Design								
3a	Grindline	\$ 20,070.00					\$ -	0%	\$ 20,070.00
3b	Rick Engineering (Civil/LA)	\$ 10,640.00					\$ -	0%	\$ 10,640.00
3c	Construction Documents/Permitting								
4a	Grindline	\$ 11,100.00					\$ -	0%	\$ 11,100.00
4b	Rick Engineering (Civil/LA)	\$ 75,580.00					\$ -	0%	\$ 75,580.00
5	Construction Admin Services								
5b	Rick Engineering (Civil/LA)	\$ 6,600.00					\$ -	0%	\$ 6,600.00
	<b>SUBTOTAL</b>	<b>\$ 157,270.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 157,270.00</b>
<b>CONSTRUCTION</b>									
6	Mobilization/Bond Fee	\$ 190,376.00					\$ -	0%	\$ 190,376.00
7	Mass Excavation/Fine Grading	\$ 55,993.00					\$ -	0%	\$ 55,993.00
8	Drainage	\$ 44,795.00					\$ -	0%	\$ 44,795.00
9	Skatepark Construction	\$ -							
9a	Aggregate Base	\$ 33,596.00					\$ -	0%	\$ 33,596.00
9b	Steel Coping/Edging	\$ 67,192.00					\$ -	0%	\$ 67,192.00
9c	Formwork	\$ 190,376.00					\$ -	0%	\$ 190,376.00
9d	Rebar	\$ 212,773.00					\$ -	0%	\$ 212,773.00
9e	Shotcrete/Concrete	\$ 274,365.00					\$ -	0%	\$ 274,365.00
10	Existing Skatepark	\$ -							
10a	Demolition	\$ 60,000.00					\$ -	0%	\$ 60,000.00
11	Site Concrete/ADA Access	\$ 5,600.00					\$ -	0%	\$ 5,600.00
12	Landscape Restoration	\$ 11,199.00					\$ -	0%	\$ 11,199.00
	<b>SUBTOTAL</b>	<b>\$ 1,146,265.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 1,146,265.00</b>
	Design & Construction Fee (15%)	\$ 195,530.25	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 195,530.25
	<b>TOTAL</b>	<b>\$ 1,499,065.25</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 1,499,065.25</b>