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1. Introduction

In 2006 two fierce tornadoes plowed through the City of Springfield, demolishing and damaging many buildings and other improvements. The Capitol Group Inc. building just north of Iles Park was severely damaged and later removed. The property was acquired by the Springfield Park District with the objective of expanding Iles Park. The District selected park planners Massie Massie & Associates (MMA) to develop a Master Plan for Iles Park that would include the newly acquired area.

Development of this Master Plan involved careful analysis of the existing site conditions, discussions with Park District staff, and meetings with neighborhood organizations and special interest groups. The Park District’s 2005 updated master plan and city of Springfield’s plans were also incorporated. MMA developed and presented alternative conceptual plans at various meetings. These were revised and refined as planning progressed to ultimately produce the final plan.

This Master Plan, including the plan drawings and this report, provides guidelines for development of Iles Park. Development will probably be done in phases, as funds become available. This plan provides recommendations for the phase scheduling and budget estimates.

2. Site Analysis

Park History

Records show Iles Park, named after Elijah Iles one of the first settlers of the community, was one of the first four parks in the city of Springfield. The Springfield Park District was formed in 1900. In 1903 Iles Park was transferred to the district. Around the 1930s the existing stone pavilion was constructed, although later additions altered its appearance. The park is centrally located in the near south side of Springfield at South 6th and Ash streets. Surrounding the park on two sides are residential neighborhoods and on the other two sides are commercial uses.
Iles Park
Site Analysis
Springfield Park District
Springfield, Illinois
January, 2009

Massie Massie & Associates
Park Size Comparisons

The historic site of Iles Park is 10.5 acres in area. The land to be annexed to the park is a sizeable 2.75 acres. It is interesting to note that the new property is nearly the size of Enos Park and Gehrmann Park, See Appendix. The area has the potential for many new facilities and potential uses.

3. Potential Park Uses

During the park planning process many new recreational facilities and uses within the historic park and the newly acquired area were considered, based on:
1. Existing site conditions.
2. Discussions with Park District trustees and staff.
3. Meetings with neighbors and interest groups.
4. Compliance with the Park District’s 2005 updated master plan and Springfield’s plans involving the area.
5. Current trends in park use and development.

Skate Board Park

The idea of providing a skate park was very popular. Since much of the newly acquired property is still paved with concrete, it might be possible to use some of the existing pavement as a skate park base. The park’s central location makes it convenient and accessible by automobile, mass transit and pedestrian sidewalks. Skaters would have access to the existing restrooms, drinking water and other facilities at the park. Although there is a skate park at Centennial Park, this facility would be a different type of skate board area and offer different experiences. Here, surface mounted ramps and rails would appeal to a broad range of skill levels. Skaters had suggestions for types of equipment, some which they had used in other downstate parks. Specific equipment and manufacturers would be evaluated and selected during the design phase. In the Master Plan, an area suitable for a large multi-obstacle skate board area could be provided.
Group Gatherings and Performances

Iles Park is heavily used on weekends, often by large groups. Because the park is on a major thoroughfare into the city, tourist and school buses often stop here. Adequate circulation and parking need to be provided for these buses as well as common vehicles. Additionally neighborhood residents would like an area for neighborhood activities, festivals and concerts. A large open pavilion, an open amphitheater, and bus parking were listed as desired facilities. The location and orientation of such a performance area will be important for both functional and aesthetic reasons.
Sports Facilities

The existing baseball/softball field is one of the most used fields in the Park District. It drains well, is lighted for evening use and has good spectator viewing stands. It was suggested that access to the field could be improved. Additionally, the distance from the field to the playground and other facilities was mentioned as a disadvantage for families during games.

The existing tennis courts also are well used but are distant from parking and have no direct pathway to them.

Horseshoe pits were popular here at one time. The pits have deteriorated, however, and are not used much. Relocating the courts and/or upgrading the facilities could result in renewed interest according to the local residents.

The possibility of providing for shuffleboard, roller hockey, basketball and other sports was discussed but determined inappropriate because of lack of space or for other reasons. Historically, ice skating was provided at Iles Park, and could be again if residents are interested.
**Playground**

The existing playground equipment is relatively new and offers a variety of activities. Its location in the center of the park and its bright colors make it the dominant visual element in the park. Relocating the equipment closer to other sport and recreational activities was preferred. Defining the play area with a fence, pathways and/or other barriers was mentioned to increase children’s safety. Activities for broader age groups and accommodating the school groups that often visit the park were mentioned. However, the neighborhood preferred to keep the playground modest in size to emphasize the neighborhood character of the park.
**Trails and Paths**

Currently the park has a concrete city sidewalk along Ash Street. Narrow asphalt pathways bisect the park diagonally from each corner but they are in poor condition. A walking/jogging loop within the park was discussed as a desirable neighborhood amenity and one that also would likely be used by employees of nearby offices and businesses. Distance markers or a distance diagram would be beneficial along the loop(s) to help users gauge their time and endurance. Access from the neighborhood sidewalks and parking areas to activities within the park are important for ADA compliance.

**Natural Resources and Landscape**

The west side of the park contains many beautiful large trees that reflect the historic nature of the site. The recent tornado damaged many of the trees necessitating large-scale pruning and tree replacements. Additional tree planting also should be done on the more open east side of the park and within the newly acquired area where trees can provide shade, and reduce heat and glare. This need was often mentioned by skate board users. Stable turf and flowerbeds in specific locations could add to the enjoyment by all park users.
**Buffer/Drainage Areas**

The historic park site is very flat and site drainage has not been a significant concern. The newly acquired area is mostly paved. If the pavement is to remain, surface runoff should be controlled. The idea of developing a bioswale along the eastern edge of the park was discussed. It could also serve as a natural buffer to separate and screen the adjacent railroad and industrial buildings beyond. In this way, surface run-off would be temporarily detained allowing it to both percolate into the soil and evaporate. Natural tree and understory plantings could also provide wildlife habitat, shade and visual interest for the trail proposed along this area.
**Historic Stone Pavilion**

The centerpiece of this historic park has always been the stone pavilion with its broad overhanging roof. Originally the building was essentially enclosed with interior space probably used for a meeting room and restrooms, and it had three porches. Currently the building is entirely open. All the interior walls, windows, and doors have been removed. Steps at four locations and a ramp on the west side provide access to the building. The remaining exterior walls shade the space and hinder views. To open the structure more would require major modifications and destroy what remains of its historic integrity. A better solution is to restore this historic structure to its original character. Restoration would generate citizen support and the building could be used for a variety of purposes -- a small food concession, meeting and activity space, or Park District business. The at-grade terrace around the building could serve as the hub of the pathway system within the park and could be furnished with café tables for picnicking, resting and conversations.
Support Services

Restrooms/Drinking Water/Emergency Aids/Maintenance Storage

The existing restroom building is well positioned within the park, but it is quite small and often locked. The building could be expanded to provide larger restrooms, drinking water, equipment storage and possibly other conveniences. The building expansion concept might be that a small open shelter be constructed on the east end of the existing restroom building. A mirror of the restroom building could be constructed on the east side of the new shelter for concessions, storage, maintenance, etc. The open shelter would provide a pass-through for those using the area. Another open shelter was suggested near the multi-purpose lawn and amphitheater.

Utilities and Infrastructure

Utilities are already available within the park, and extensions could easily be made where necessary. Access to the park is currently from Oak, 8th and 9th streets. Some thought has been given to vacating sections of Oak and 9th streets south of the new area to eliminate the safety hazard of traffic through the park. The south section of 9th Street along the railroad tracks could be converted to a parking area with ingress and egress only on Ash Street. In the future, if a grade separation at the railroad crossing is created, this parking could be reconfigured or eliminated. To further supplement existing parking, another parking area south of Myrtle Street has been discussed. Any changes to parking should strive to 1) consolidate parking areas and 2) minimize parking’s visual impact to the park. Pervious pavements, efficient lighting, and recycled materials should be used whenever possible to provide environmental sustainability.
4. Concept Development

Concepts were developed based on the site analysis, input of District staff and suggestions from those attending the neighborhood meeting. These concepts were discussed at a public meeting and the plan was later modified to become the Master Plan. The concepts focused on different traffic/parking scenarios.

Concept A maintained the existing traffic pattern and added additional parking along 9th Street. This concept creates new activities in the newly acquired area. Streets would keep the park divided into three parcels. Numerous pedestrian crossings would remain, continuing the potential for vehicular/pedestrian accidents.

Concept B removed 9th Street and added perpendicular parking along Oak Street. This concept physically combines the two active segments of the park avoiding several points of pedestrian and vehicular conflict. Park access is more limited by vehicles and most of the parking is located in the far northern area. This parking arrangement is not convenient for some activities such as ball games.
Concept C removed 9th Street and sections of 8th Street to allow for a new central parking area. This concept would require more street vacation and the acquisition of additional property. The concept combines all three parts of the park and eliminates almost all points of pedestrian and vehicular conflict. However, it would be expensive and probably excessive for the needs of a neighborhood park.
5. Master Plan

The final Master Plan builds on the existing character of the historic park site. Some changes in the existing park are suggested to both improve the park and to connect it to the newly acquired areas. Recommendations for new facilities are those that are both suitable for the park and are supported by the adjacent neighborhoods.

Historic Park

The pavilion will remain the center piece of the park. The historic pavilion at some future time would be restored to its original condition. Walls and doorways would be replaced, along with the original roof structure that was distinctive and dramatic.

To further develop the historic pavilion as the visual feature of the park a promenade would be added from Oak Street straight south to the pavilion, in line with 7th Street. The wide sidewalk would be flanked with flowers and other plants to visually highlight the structure.

The playground equipment would be relocated to the northeast behind the baseball field. Here, families can utilize the playground while attending games. Similarly, users of the proposed facilities on the new property will have convenient access to the playground. This area of the park will become the center for “active” recreation that tends to generate more noise and commotion.

The horseshoe pits would be relocated just east of the pavilion. Here, those engaged in horseshoe throwing will have convenient access to the shelter and conveniences of the pavilion, and spectators can sit in the shelter to view the activity.

The picnic areas would be located south and west of the pavilion, providing convenient access to the pavilion facilities. The picnic area would be somewhat consolidated, making trash pick-up and other maintenance more convenient.

The tennis courts would remain, however, the realigned pathway would provide access from all areas of the park to the courts.

Within the historic park, the asphalt pathways now in poor condition would be replaced with a walkway system that leads directly to the recreational facilities and forms a continuous walkway system throughout the park. The walkways would intersect at the pavilion. Surrounding the pavilion would be a terrace with tables and chairs that could be used for eating sack lunches, socializing or just resting.

A sidewalk would be added along 6th Street and the south side of Oak Street to provide pedestrian access from surrounding neighborhoods and to form a recreational loop for running, walking, riding toys, etc. A small area in the southwest corner of the park would be paved and planted to form an attractive area for the primary park sign that would be historic in style. Historic appearing street lights would be placed along both Ash and 6th streets to further the historic character.

The existing restrooms north of the baseball diamond would be improved. The restrooms would be enlarged and upgraded as earlier described. A small open shelter would be constructed on the east side of the restrooms and space for concessions, storage, maintenance, etc. would be built. The open shelter would provide a pass-through for those using the ball field area.
Sections of Oak and 9th streets would be eliminated for improved safety and to allow this area to be developed for active recreational facilities. The south section of 9th Street along the railroad tracks could be converted to a parking area with ingress and egress on Ash Street. In the future, if a grade separation at the railroad crossing is created, this parking could be reconfigured or eliminated.

New Northeast Area

At the north end of the new area, a parking lot would be constructed. The lot flanks Myrtle Street where vehicular access would be safe and direct. Head-in parking would be provided along 8th Street where new facilities are planned.

Just east of 8th Street, a skateboard park would be developed. The park would provide facilities for all levels of skateboarders, beginner through advanced. The skate park would be designed using special fabricated components mounted on concrete. The skate area should utilize the existing concrete where possible.

South of the skate park an area would be reserved for other uses including performances. On the north and east sides of the area, broad steps would accommodate the grade change and provide seating for audiences. A new open shelter and water fountain south of that would provide shelter and a center for additional picnicking nearby.

Along the east side of the park adjacent to the railroad tracks sections of concrete would be removed to create a buffer. A bioswale would capture runoff from the site. Trees and wetland species would be planted. The buffer will visually screen the park from the track and from the commercial area farther east. The buffer will also moderate the noise and distraction caused when trains run through the area.

The area west of 8th Street shall remain a paved area for auxiliary park parking or other uses that may be needed to supplement the park.
6. Appendix and Supplemental Information

Park Size Comparisons

Early in the planning process, exhibits were developed to aid the public in understanding the size and recreational capacity of the newly acquired park area. The boundary of the new 2.1-acre Northeast area was overlaid on two established parks in the district, Enos Park and Gehrmann Park.

Traffic Study

After preliminary concepts were developed a general traffic study was conducted by Hanson Professional Services, Inc. The studies determined how the proposed designs would affect circulation and emergency vehicle access around the park. The plans also provided the basis for discussion between the Park District, the City of Springfield, and the Illinois Department of Transportation.
Iles Park Comparison with Enos Park (3.5 Acres)

Springfield Park District
Springfield, Illinois
November, 2008
Iles Park Comparison with Gehrmann Park (3 Acres)

Springfield Park District
Springfield, Illinois
November, 2008

Graphic Scale

Maxie Massie & Associates
MEMORANDUM
(Form QAP 17.2.3, Rev. 2)

TO:       Massie Massie & Associates
FROM:     Matt Heyen – Hanson Professional Services Inc.
SUBJECT:  Iles Park Traffic Projections and Parking Estimated Usage

Iles Park is located at the northeast corner of Ash Street and 6th Street in Springfield, IL. The Springfield Park District selected the team of Massie Massie & Associates along with Hanson Professional Services Inc. to prepare a master plan report for the future layout of the park, including an additional parcel of land acquired from a displaced business at the southeast corner of Myrtle Street and 8th Street.

Hanson Professional Services Inc. has reviewed the existing traffic volumes on the surrounding streets, has determined anticipated traffic volumes based on the Iles Park Master Plan (Massie Massie & Associates, February 2009), and has estimated the number of parking spaces that would be required for the estimated park usage. The values listed below are for park usage in Spring, Summer and Fall.

**Trip Generation**

According to the Institute of Transportation Engineers Trip Generation, 7th Edition, trip generation values are given for a city park (Section 411). For a weekday estimate of traffic based on the acreage of the park, the average user rate is 1.6 vehicles per acre, based on three studies with an average number of 142 acres and a 50% split of entering and exiting vehicles.

Since this park is much smaller, 13 acres, as compared to the study, is surrounded by residential development and would have two high usage facilities (softball/baseball and a skate park) the user rate assumed for weekday usage was increased to a value of 7 vehicles/acre, which is conservative as compared to the listed 1.6 vehicles per acre. Using this value, it is estimated that approximately 90 vehicles per weekday would be using the park.

For weekend usage, the base value of 90 vehicles was added to an estimated number of trips for each of the major traffic generators as listed below:
- Softball/Baseball – Assume 120 vehicles for a weekend day
- Intermediate/Advanced Skate Park – Assume 20 vehicles for a weekend day
- Beginner Skate Area – Assume 20 vehicles for a weekend day
- Tennis Courts – Assume 5 vehicles for a weekend day

Hanson Professional Services Inc.
- Playground Area/Tot Lot – Assume 5 vehicles for a weekend day
- General Park Usage – Assume 5 vehicles for a weekend day

The values listed above would be the total daily use per facility. Using the base weekday value and adding the assumed weekend trips, the total value is 265 vehicles on a weekend day.

The weekday and weekend day peak trips account for very small percentages of the total traffic on the adjacent streets that access the park. The addition of the new park usages as listed in the master plan would have little to no impact to traffic on the existing streets.

The master plan layout shows that one parking area is not contiguous to the park and that some street crossing of pedestrians is anticipated to access the facilities. The low existing traffic volumes on Oak Street and 8th Street along with the relatively low anticipated pedestrian traffic is not seen as an encumbrance for pedestrian or traffic movements.

**Parking Generation**

According to the Institute of Transportation Engineers Parking Generation, 3rd Edition, parking generation values are given for a city park (Section 411). This resource was used as parks are not specifically listed in City Code Article V. Off-Street Parking and Loading. For a weekend parking generation rate, the peak parking demand was 5.1 parked vehicles per acre. In relation to Iles Park, the peak demand would require 66 parking spaces.

A conservative estimate of peak parking usage using the value of 10 parking spaces per acre would yield a requirement of 130 parking spaces.

The proposed Master Plan shows the following parking areas:
- Parking area off Ash Street along NS Railroad – 30 spaces
- Parking area off Oak Street between 7th and 8th Streets – 27 spaces
- Asphalt Parking at southwest corner of Myrtle and 8th Streets – 60 spaces
- Parking area along 8th Street between Oak and Myrtle Streets – 17 spaces
- Parking lot south of Myrtle, east of 8th Street – 51 spaces

The total of the parking areas shown on the master plan is 185 spaces, 55 more than the anticipated peak parking usage. The available parking for this park is more than adequate based on the anticipated park usage.
Iles Park
Neighborhood Meeting Minutes

Date:
November 25, 2008

Attendance:
Amanda Gleason, Neighborhood Association (NA)
Patrick Gleason, NA
Jess Hunter, NA
Connie Preston, NA
Polly Poskin, NA
Mark Mahoney, Ward 6 Alderman
Mike Stratton, Springfield Park District
Kent Massie, Massie Massie & Associates (MMA)
Neil Brumleve, MMA

Iles and Harvard Park Neighborhood Associations were represented.

Iles Park Neighborhood Association boundaries:
- South Grand to Ash Street from 6th to 9th Street

Harvard Park Neighborhood Association boundaries:
- Ash to Stanford Street from 6th to 11th Street

Approximately 90% of the adjacent neighborhoods surrounding the park are rental properties or commercial.

Reducing crime and creating a positive image of the park and surrounding neighborhoods is important to a successful revitalization.
- Increasing activity in the park might help reduce crime by encouraging more users.
- Shifting the type of park users by providing more youth and family activities might help reduce crime.

“Hundreds of people” use the park on the weekends for events and gatherings. Site furnishings such as picnic tables and trash receptacles are not adequate and properly maintained for such use.

Myrtle Street to the north of the acquired park property is currently one-way east-bound and limits access to the park. Converting this street to 2-way traffic may improve access and visibility into the park.

The recently acquired parking lot to south of Myrtle Street is needed and should be utilized in the plan.

9th Street along the east border of the park bisects the existing park and the acquired property. The intersection of 9th Street and Ash Street is very dangerous. Closing this section of 9th Street would improve connectivity within the park.
The three private properties along 8th Street are problems for the neighborhood and not well kept. The same was also expressed for the area across 6th Street. It was suggested the City actively encourage redevelopment of this area to make a better park setting.

Possible park activities/improvements

- Performance Stage
- Compact Skate Park with vandal resistant ramps and slides
- Attractive fence or barrier near railroad tracks to discourage park user access
- Emphasize entry points into park
- Improved signs
- Increase site furnishings
- Perimeter walkway for walkers, joggers, dog walkers
- Fenced playground for smaller children (help confine)
- Ice skating rink
- Small soccer field and open play area
- Increase vegetation in the area
- Use “green” recycled materials
- Tennis Courts - improve
- Baseball field - improve

Existing negative park elements

- Diagonal walkway system
- Stone pavilion (not inviting)

Controversial possible activities

- Basketball courts
- Dog park (many pit bulls in the area)

Stratton suggested applying for an OSLAD grant for this park in 2009. Grant applications are due in the late Spring.

MMA will develop concepts for the park in December. The neighborhood associations and public will be informed when these are presented for review and comment in January.
Iles Park
Traffic Meeting Minutes

Date: January 12, 2009
Time: 10am

Attendance:
Mike Norris, City of Springfield
Tim Sheehan, City of Springfield
Dan Mlacnik, IDOT
Kyle Armstrong, IDOT
Mike Stratton, Springfield Park District (SPD)
Elliott McKinley, SPD
Matt Heyen, Hanson Professional Services
Kent Massie, Massie Massie & Associates (MMA)
Neil Brumleve, MMA

Massie discussed the project history and planning schedule. He then gave an overview of three park concepts with different traffic/parking scenarios.

- Concept A – Maintain existing pattern with additional parking on 9th Street
- Concept B – Remove 9th Street. Add perpendicular parking along Oak Street.
- Concept C – Remove 9th Street and sections of 8th Street. Create a new central parking area

Heyen discussed possibilities for alleviating some existing and potential traffic concerns associated with the proposed park concepts.

- Traffic counts and possible closures/modifications of existing streets were provided.

Heyen discussed the possibility of modifying the existing Business 55 route to allow 2-way traffic on Myrtle Street.

- Mlacnik stated if modification to Business 55 occurred:
  1. IDOT would likely be responsible for maintaining more signal lights along 5th/6th streets.
  2. Possibility of more trucks entering the downtown area.
  3. The current intersection offset at 9th and Laurel streets would need to be corrected by widening the street.
     a. Approval by the Illinois Commerce Commission would also be needed for railroad crossing signal modifications.
  4. Truck turning radius at 6th/Myrtle streets would need to be evaluated and other possible needed intersection enhancements would be necessary including curb re-location, modified signal lights, and pavement striping.

Massie mentioned residents around the park described confusion by motorists with existing one-way traffic circulation in the residential area. Massie wondered whether traffic improvements could be tied together with neighborhood and park redevelopment projects.
Stratton asked what the City process would be to eliminate 9th Street so the existing park could adjoin newly acquired properties. Norris replied the SPD would first need to formally notify the City of the plans. The City would then require a traffic study, utility relocation assessment, and an appraisal of the property/street value.

Sheehan was concerned about traffic exiting the park during peak times if 9th Street was abandoned. Oak Street may require an additional turn lane and more traffic would be redirected. Closing 9th Street would also make it less convenient for park users traveling from the south and east to access the park.

Norris voiced concern that the concept plans show a insufficient number of off-street parking for the activities proposed. The City would prefer all the parking to be located off-street with no perpendicular parking in the rights-of-way or parking that may encumber adjacent residences.

Stratton mentioned the time frame for the SPD to develop this area is dependent on Board approval and when funds become available. SPD would probably apply for OSLAD funds for this project.

Norris stated if the SPD is looking to develop this area within 8-10 years, the option of eliminating 9th Street may work well with a proposed railroad overpass at Ash Street.

IDOT will review concepts and respond to the City and Park District.

A public meeting is scheduled for January 13, 2009 at 5:30 pm to discuss these park options and activities. IDOT and the City requested a summary of the public’s comments from the meeting.

MMA will serve as project coordinators and distribute minutes and correspondence.
Iles Park Master Plan
Public Meeting Minutes

Date: January 13, 2009
Time: 5:30 PM
Location: Springfield Park District Board Room
Attendance: See attached list

Trustees and participants introduced themselves.

Presentation:
Massie outlined the purpose of the meeting and presented the park site and project history. Similar park comparisons and potential park uses were illustrated. Three park concepts with different traffic/parking scenarios were presented.

  Concept A – Maintain existing pattern with additional parking on 9th Street.
  Concept B – Vacate 9th Street. Add perpendicular parking along Oak Street.
  Concept C – Vacate 9th Street and sections of 8th Street. Create a new central parking area.

An open discussion followed concerning the park concepts.

It was mentioned a park is appealing if it is easy to access and has adequate and convenient parking. The location of the park along 6th Street and close to downtown makes the park very popular to a wide variety of users. A resident stated on several occasions that buses carrying groups of people visit and park along Oak Street. Current residents are agreeable to parking along Oak Street.

Leslie Sgro prefers not paving anymore of the park than necessary but feels more parking is necessary around the softball/baseball field. A possible parking area north of Ash Street was discussed to provide more parking near the softball/baseball field.

Jim Fulgenzi favors the idea of combining the acquired property to the north with the existing park. He also prefers buffering the area adjacent from the railroad with vegetation instead of a fence. Sgro agreed.

A participant mentioned the performance area could be moved into the more passive section of the park creating space for other activities around the existing concrete slab in the new area.

Bocce ball and roller hockey were discussed. It was concluded these activities are not widely popular in the Springfield area and could be eliminated for a larger skate area, other recreational activities, and/or parking. Gathering and spectator areas for the skate park are also desired.

Participants mentioned the current skate park at Centennial Park is not protected from wind and rain and is too isolated for many potential users. They also mentioned the existing skate park is too advanced for many skaters and lacked sufficient support facilities. A new skate park should be designed with improvements in these matters.
Participants recommended the skate park incorporate different levels of skating from beginner levels to more advanced levels. Mini ramps and small rails are desired in the skate park area and are the key to a successful skate park.

Participants mentioned skate parks attract people from surrounding communities. A centralized park in downtown would be a convenient option for those traveling and ideal for local residents who cannot travel far distances to skate. In-city park users could take a bus to the park. In good weather conditions, the participants estimated traveling to a skate park 4-5 days per week.

Decatur’s Fairview Park and several of Bloomington’s skate parks were mentioned as good facilities. A participant stated Fairview Park’s skate ramps are made of a high impact rubber material which is preferred over concrete or metal ramps.

Lights, restrooms, drinking foundations, and vending machines were viewed as important for a successful skate park. Neighborhood residents mentioned the possibility of a concession stand within the park.

Massie concluded with the master plan schedule and time frames for any construction within the park. Stratton announced his desire to have the Iles Park project defined for an OSLAD (Open Space and Land Acquisition and Development) grant application to the Illinois Department of Natural Resources late this spring.
# Iles Park

**Public Meeting January 13, 2009**

## Sign In

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Iles Park
Public Meeting January 13, 2009

Sign In

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<tr>
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