

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Matthew Fertal
Dept.: City Manager
Subject: SKATE PARK SITE RECOMMENDATION

From: Kimberly Huy
Dept.: Community Services
Date: February 12, 2008

OBJECTIVE

To provide City Council with conceptual designs and possible locations for the development of a skate park in Garden Grove.

BACKGROUND

At the October 23, 2007 study session with City Council, staff provided information related to local skate parks and the potential locations for the development of a skate park in Garden Grove. Included in this information were the results of a survey that reviewed other skate park facilities throughout the County. At the close of the study session, City Council directed staff to return with a conceptual design as well as alternative locations and costs for the development of a skate park.

DISCUSSION

Staff conducted a more thorough analysis regarding the potential development of a skate park and identified four locations, which include West Haven Park, Twin Lakes Park and two locations along the OCTA Right-of-Way: Bixby/Brookhurst and Nutwood/Stanford (see attached site maps). Other locations, including Eastgate, Woodbury and West Grove Parks, were also considered, but are not being recommended at this time due to their proximity to residential neighborhoods. Other issues considered throughout the analysis included: proximity to other facilities (i.e. restrooms, parking), visibility and noise levels.

The skate park would be secured, unsupervised and serve as a multi-use facility, accommodating skateboarders, skaters and bicyclists. Staff has also provided approximate development costs for both a concrete skate park and custom skate park. A *concrete skate park* is often referred to as "in-ground," as most often the site is excavated and either all or a portion of the park is built below surrounding grade. Concrete skate parks can also be built above grade. A *custom skate park* consists of modular, above ground skate equipment sold in individual sections that are bolted onto a concrete surface.

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Site Analysis

OCTA Right-of-Way (Bixby/Brookhurst)

This property is owned by the Redevelopment Agency and is available for the development of a skate park. The Bixby/Brookhurst portion of the Right-of-Way allows for the expansion of park space, however, it does not provide a restroom facility, parking or lighting, and public utility services (electricity and water) are not readily available on site.

In addition to the site being adjacent to a shopping center delivery access road, the site is approximately 1.9 acres in size, and the 16,200 square feet being proposed for the park, would leave approximately 67,275 square feet as uncovered dirt, centered between the skate park and the Agency parking lot.

OCTA Right-of-Way (Nutwood/Stanford)

The City does not own this portion of the Right-of-Way, and a long-term lease would have to be negotiated with the Orange County Transit Authority. In the past, OCTA has not been willing to approve a long-term lease, and most state and federal grants require a significant lease term, at least 25 years; the Land and Water Conservation Grant requires that the property be designated as parkland in perpetuity. Like the Bixby/Brookhurst Right-of-Way, the site does not provide a restroom facility, parking or lighting, and public utility services are not readily available on site.

Staff would recommend West Haven Park or Twin Lakes Park as the most viable sites for the development of a skate park. These park sites provide existing restrooms and parking, good visibility from a main street and limited proximity to adjacent residential neighborhoods.

Development Costs

The cost to develop a secured, unsupervised, multi-use concrete skate park would be approximately \$600,000 for a 16,000 square foot facility (see Conceptual Plan A). This estimated amount includes only the direct costs for a concrete skate park. Other amenities such as perimeter fencing, grading, and signage could be up to an additional \$100,000 depending on the selected location.

The cost to develop a secured, unsupervised, multi-use custom skate park would be approximately \$200,000 for a 16,000 square foot facility (see Conceptual Plan B). This estimated amount includes the costs for the purchase and installation of equipment pieces for a custom skate park. Other amenities such as perimeter fencing and signage could be up to an additional \$50,000 depending on the selected location.

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Operating Costs

Operating costs would include the costs related to periodic maintenance, supplies and equipment. Other items that may impact the cost to develop a skate park include public utility services (electricity and water) and landscaping either throughout or around the site. Based on the analysis, the operating costs will be nominal.

FINANCIAL IMPACT

The cost to develop a secured, unsupervised, multi-use skate park is estimated up to \$700,000. At present, there are not sufficient funds within the Park Development Fund to pay for the development of this facility. The City could seek additional funding through future budget allocations, grants and/or local vendors or sponsors to develop this project.

One potential source of income currently available is the federal Land and Water Conservation Fund. This grant requires at least a 50 percent match with local dollars, and staff is preparing a \$100,000 grant request for the skate park project.

COMMUNITY VISION

The development of a multi-use skate park meets the goals of the Community Vision by improving quality of life in the City and by providing additional quality community facilities, including gathering places for recreational activities.

RECOMMENDATION

Staff is requesting direction regarding the development of a secured, unsupervised, multi-use skate park in Garden Grove.

KIMBERLY HUY
Director

By: Janet Pelayo
Administrative Analyst

Attachment A: Site Maps
Attachment B: Conceptual Plan A
Attachment C: Conceptual Plan B