City of Carpinteria Skatepark Feasibility Analysis

Study Prepared By

Carpinteria Parks and Recreation

Table of Contents

Executive Summary…….. 1

Purpose of Study…… 1

City Council Directive…….. 1

What is in the study/how was it prepared/organization…… 1

Outcomes and Conclusions……..... 1

Introduction/Background…… 3

Has a local Need Been Voiced…… 4

Why Public skateparks as recreation facilities are becoming more common…. 4

Policy review: Review of related GP/other City policies…… 5

Open Space, Recreation & Conservation Element…… 5

Review of Park Types…… 6

Skate Spots…… 7

Neighborhood Skateparks…… 7

Regional Skateparks…….. 7

Skate Park Design…… 8

Skateable Art……... 8

Street Plaza…….. 8

Halfpipes, Bowls and Pools (Transition)…….…… 8

Fenced or Unfenced…….. 9

Skatepark Design and Layout…….. 9

Construction and Operational Concerns…… 9

Noise Generation…… 9

Crime…… 11

Graffiti…… 11

Drugs and Alcohol…….. 12

Alternative Skatepark Users…… 12

Safety and Injuries and Agency Liability…… 13

Carpinteria Municipal Code…….. 14

Facility Use Goal…….. 15

Siting Process Goal…… 15

Skatepark Program Goals…….. 16

Inventory of Potential Sites in Carpinteria..... 16
City Controlled Sites..... 20
1. APN 004-105-16..... 20
2. APN 004-105-21..... 21
3. APN 003-325-007..... 22
4. APN 001-180-062..... 23
5. APN 001-180-072..... 24
6. APN 001-190-098..... 25
Privately Owned Sites..... 26
1. APN 003-102-025..... 26
2. APN 001-170-004..... 27
3. APN 003-280-017..... 28
4. APN 003-161-001..... 29
5. APN 004-041-016..... 30
Building a Skatepark..... 31
Skatepark Funding and Construction..... 31
Management and Operations..... 32
Monitoring/Supervision/Rules/Etiquette..... 33
Programming/Mentoring/Ownership..... 34
Bikes/Roller Blades/Scooters..... 34
Safety, Emergencies and Injuries..... 35
Conclusions..... 35
Recommendations for City Council Direction to Staff..... 35

Executive Summary

Purpose of Study

This Study evaluates the need for a public skate board park in the City of Carpinteria, reviews park types, sites characteristics and operational models, and makes recommendations for the City Council's consideration. The study aims to provide information sufficient for the City Council to determine whether a public skatepark can be designed and located to be complimentary to the community and a successful recreational amenity that meets local needs and expectations.

Many jurisdictions in the region have developed and operate public skateparks as a part of their park systems. At least ten skateparks exist regionally, including: Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Santa Barbara, Simi Valley, Solvang and Ventura (2).

The report reviews empirical data to identify positive and negative issues that may emerge when a skatepark is built in a community as well as what to expect if one is absent.

City Council Directive

At a City Council meeting on January 13, 2014 the City Council directed that this report be prepared in order to provide information for its consideration regarding the desirability and viability of a skatepark in Carpinteria.

The City Council's interest in studying the potential for establishing a public skatepark in Carpinteria includes a context of a temporary park operated from 1999 to 2001, and petitioning of the Council by many individuals and the Carpinteria Skate Foundation (CSF). The CSF is a 501(c)(3) non-profit corporation that is dedicated to the pursuit and delivery of a skatepark in Carpinteria.

What is in the study/how was it prepared/organization

In preparation of the report, information from many different jurisdictions was reviewed and it became apparent that the relevant concerns and benefits of a skatepark are ubiquitous across North America. They include a recognition of the need, development of competent design and issues related to the sensitivity of adjacent property uses.

Outcomes and Conclusions

The report concludes that the level of liability exposure, participant injury, construction and maintenance costs, crime, drug use and noise are comparable or less than other typically

provided public sports facilities such as soccer fields or basketball courts and consequently, the City of Carpinteria would not be exposing itself to unreasonable risk if the City Council decide to pursue such a facility.

The report acknowledges that locating a skatepark in a community is a sensitive issue. Based upon a review of many skateparks that have been constructed, it appears that it is most common to build in an area with the least level of controversy. Most public skateparks reviewed by Staff are located in areas that already have high ambient noise with ample setbacks from sensitive noise receptors. Often they are included in large existing regional parks or are in locations that minimize potential or perceived conflicts with adjacent uses such as residential.

With this in mind, the report concludes that of the sites reviewed as a part of this report three sites should be given priority consideration in Carpinteria: The Carpinteria City Hall Campus, the Farmer Parcel and the Parcel adjacent to the Spot restaurant.

The report also identifies a model for pursuing the development and operation of a skatepark in the City of Carpinteria that emulates that used for the Tomol Park, involving community partnerships in order to raise sufficient capital for design, permitting and construction, and to share operating and maintenance responsibilities. Finally, in order to guide the work, the report establishes objectives intended to guide the work moving forward.

Santa Barbara

Introduction/Background

Skateboarding is thought to have been invented in the 1950's by surfers who wanted to enjoy their sport on dry land or when the surf wasn't up. The first skateboards were fashioned from wooden boards with steel or clay roller skate wheels. Around 1963, skateboarding was becoming more popular, and corporate interests began to manufacture equipment and recognize the athletic and spectator benefits of the sport. The sport went through a decline in popularity in the mid-sixties only to be revived in the 1970's when urethane skateboard wheels were invented. These wheels represented a major improvement in traction and stability and made modern techniques in skateboarding possible. Equipment continued to evolve and improve with different board and axle (truck) designs. Popularity of the sport has ebbed and flowed several times for various reasons with the latest rise in popularity coming at the end of the last century.

Since then, skateboarding has become more accepted as a youth athletic activity and has enjoyed durable popularity with high profile, professional competitions, an ample selection of affordable equipment and the construction of thousands of skateparks across the continent. The popularity is bolstered in part because participants can enjoy the sport individually or with friends. In addition it has professional level competitions, a low cost to participate and no requirement for an encumbering team or sports league structure.

According to the Sports and Fitness Industry Association in their 2014 Single Sport Participation Report, skateboarding has over 6,350,000 participants in the United States and is most popular in the west coast region. Participation trends show that the sport has seen a modest decline since 2008 but has leveled off for 2013.

Since 1990, many public agencies have evaluated the positives and negatives of providing a skatepark in their community. Much research has been conducted and many studies published allowing City of Carpinteria Staff to acquire a good understanding of the issue.

Skateboard enthusiasts have shown great interest in having a skatepark in Carpinteria since the closure of the first Carpinteria skatepark in 2001. As far back as 1998, there was a push by local skateboarding enthusiasts for the City to provide skateboarding facilities. On October 12, 1998, a portion of Parking Lot No. 3 was set aside in order to provide a space for skate boarders. Local enthusiasts organized and raised all of the funds and volunteers to build the wooden ramp style facility. It was very popular, but the wooden materials used created high noise levels and did not hold up to intense use presenting serious maintenance issues. After about two and and one half years the park became worn out and unsafe from use and weathering. . By that time, the group of individuals who organized the skatepark fundraising and construction had disbanded, leaving no continuing support. It lost popular support as well due to concerns about safety and uncivil behavior. It was subsequently shut down and demolished. The interest of skateboard enthusiasts to have a skatepark in Carpinteria has grown in the last few years and there has been a renewed interest in establishing another skatepark.

The Carpinteria Skate Foundation in a collaborative effort with a skatepark advocacy and development company authored a study in October 2013 that looked at eight potential sites in

Carpinteria and scored them based upon relevant criteria. The study has much well researched information about skateparks, skatepark users and outcomes in communities that installed skateparks. The study involved input from many local skaters and skatepark supporters. It helps define good design characteristics of a skatepark. Also known as the Spohn Ranch Study, the effort focused on feedback from local skaters as to where they would prefer to have a skatepark. The study also discusses issues usually associated with skateparks and attempts to debunk the negative ones. The study is available for review online at:

https://docs.google.com/viewer?a=v&pid=sites&srcid=Y2FycHNrYXRlcGFyay5vcmd8c2thdGUtZ2FyZGVufGd4OjI0NjkzNjVhMWQzM2EzOWI .

Has a Local Need Been Voiced?

The magnitude of request for a skatepark in Carpinteria may be measured through the number of supporters. The formation of the Carpinteria Skate Foundation (CSF) and the advocacy they have engendered for a skatepark has lead to the City receiving over 375 requests to be notified when the City is considering action on the addition of a skatepark in Carpinteria. Public relations events staged by the CSF have also inspired public debate in the local newspaper through the letters to the editor that represent both support and opposition for a skatepark in Carpinteria.

Why public skateparks as recreation facilities are becoming more common.

In Carpinteria, public recreation facilities include 6 outdoor basketball courts, 1 public swimming pool, 8 baseball/ softball fields, 4 football / soccer fields, large multipurpose turf areas, 4 gymnasiums, 3 sand volleyball courts and 6 tennis courts. Skateboarding, that has a significant number of participants, currently lacks formal facilities in the City of Carpinteria.

According to the Tony Hawk Foundation, the growth in public skatepark development across the country reflects many benefits that they offer to a community. Skateparks provide social spaces for kids to build interpersonal skills, to learn, to relieve stress, and exercise. Skateparks are also safe places to recreate compared to the alternative of skateboarding on streets and roadways, that are often the location of injuries and even death to skateboarders. The health benefits of skateparks are similar to other sports. By providing a variety of recreational and physical activity options, children are more likely to exercise, which combats health issues such as diabetes and serves as a deterrent to illicit behavior.

Skateparks also provide kids with a sense of belonging, and friendships are made when participating in a shared interest. In addition to the social and health benefits, skateboarding is an individual sport, which creates a non-competitive environment. Participants can socialize and exercise, while not feeling the pressure of an athletic competition.

The low cost of participation allows most people who are interested to participate in the sport. All that the skater needs is a skateboard and safety gear and they are ready to start. The one-time purchase of a skateboard and safety gear can be for a relatively low cost. According to the Sports Authority website, an average-priced skateboard can be purchased for approximately $50 to $100, a helmet for $40 and a three-pack pad set for $40. Local retailers, such as Rincon Designs and Carp Sports already carry skateboarding equipment for sale.

Skateboarding is not just a sport enjoyed by youth; people of all ages enjoy participating or observing skateboarding. Many parents skated when younger and can now enjoy the sport together with their children. Skateparks can provide spaces where social interaction will occur between different demographics. Older adults that enjoy skateboarding can assume leadership roles and serve as both role models for the younger skaters and overseers of the skatepark.

Programming can also be critical in a successful skatepark operation. Skate camps, skate clubs, skateboarding classes and lessons are examples of the types of programming that can add value to a community. Skatepark programming also establishes a regular presence at the park, and the participants serve as overseers of the park that discourage illicit behavior and avoid safety issues. While programming is more common in privately run facilities, it is becoming more common in public skateparks. ***Source:*** *Skaters For Public Skateparks: Skatepark Programming (2009).*

Skateparks can be a source of positive economic activity. Many communities that recently opened a skatepark have reported that tourism is improved due to out of town visitors coming to try out and then to return to the facility. Shops, restaurants and gas stations all stand to benefit. The product mix of some local shops can expand to carry skateboard related equipment including safety gear and skater's clothing further strengthening existing retail businesses. Should the park conduct any special events or competitions, the economic benefit can be greater than without such events.

Policy Review: Review of related GP/other City policies

The Carpinteria General Plan/Local Coastal Land Use Plan (Plan) is the primary planning policy document for the City. The Plan represents the community's collective vision for preserving and improving the quality of life for residents and visitors and maintaining a vibrant economy. The goal of the community is:

…to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

The Open Space, Recreation & Conservation Element recognizes the City's natural resources that create the environmental setting and character of the community. Basic to this principle is preservation of the City's "special resources including beaches, recreation areas, trails, marshland, creekways and agricultural land." This balance of natural resources and constructed resources contributes to the overall community experience of open space (e.g., Bluffs Preserve, Seal Rookery, Salt Marsh) and recreational resources (El Carro Park, Viola Field, Community Pool). These resources and policies to protect them are described in the Plan. Though most policies address the City's natural resources, Objective OSC-14 and Implementation Measure 61 are on point and a brief analysis of what they suggest about pursuing a skatepark is provided.

Open Space, Recreation & Conservation Element

Objective OSC-14. *Provide for adequate park and recreation facilities to meet the needs of the community and visitors.*

Implementation Measure 61. *Support development of new or expanded park and recreation facilities as demand/need dictates. When latent demand for parks and recreation facilities is identified, adequate parkland and facilities shall be identified and pursued.*

Over the past several years, a group of skateboarders has approached the City on numerous occasions to present evidence in support of the demand for a local skatepark. Studies have been conducted to poll local residents and visitors as to their interest in a skatepark in Carpinteria. The results have shown a growing number of individuals who are interested in such a facility. When demand for other recreational uses has been identified, the City has responded with actions including construction of the Thunderbowl Roller Hockey Rink, participation in re-establishing the Franklin Trail, development of the Middle School tennis and basketball courts, an expanded Junior Lifeguard program, and kayak, surfboard and stand-up paddleboard rentals at City Beach. If the Council believes that there is a current demand for a skatepark, then pursuing an adequate site should be continued based on the recommendations included in this study. If there is also latent demand for facilities that support other types of recreation, then the Council could choose to support development of facilities that provide more opportunity for softball, baseball, soccer, etc., or other uses for which there are limited or no facilities such as bicycle track, bocce ball or dog agility, etc. The Council may elect to conduct more study into what other types of recreational demand are not currently being met.

Parks and Recreation facilities are developed and maintained in almost every community because they are desirable and yield substantial public benefit. They provide economic value to a community through increased property values and economic activity. They provide environmental benefits with the preservation of open space and habitat areas for wildlife. They provide fitness and healthy social opportunities improving the quality of life and social interaction allowing for organized events and activities that build a sense of community. Staff has concluded that a skatepark facility, when appropriately sited, developed and operated, can complement the recreational amenities of Carpinteria's parks system.

Review of Park Types.
As mentioned earlier, there are at least ten skateparks in the region that are operated by public agencies. These are all outdoor facilities that do not charge admission fees. Skateparks can and do vary greatly in size and features. See below for these definitions. Communities are currently developing mostly hybrid parks according to representatives from Spohn Ranch, but all styles are popular.

Private or Public. The purpose of this study is to evaluate the possibility of providing a public skatepark, Privately operated skateparks, however, are a viable alternative. The typical operational model of a private skatepark is quite different than a public one. Privately owned skateparks usually have admission fees, while publicly owned skateparks are usually free. Most privately owned skateparks are indoors, usually in warehouses, roller rinks or buildings with high ceilings. Public skateparks are most commonly outdoors.

The Skatelab in Simi Valley is an example of a privately operated indoor skatepark. See http://www.skatelab.com for complete information about skatelab. Generally, the privately run skatepark may have programming, lessons, membership deals, retails sales and other activities similar to the way a roller rink or a bowling alley is operated.

It is common for public skateparks to have no admission fees and rely on public funds to operate. With no direct cost to use the facility, they encourage participation. Public skateparks are less likely to offer structured programming. However, programming may be an emerging offering as demand for such is thought to be increasing and they can generate cash flow for a facility. .

An operational model that is becoming more common is when the City partners with a private organization and develops a publically owned skatepark but allows it to be operated by a private entity. This was the model used for the roller hockey rink in Carpinteria where the City provided the land and a private nonprofit raised the funds to build and operate the facility. With this type of operational model, a skatepark organization may be able to best provide for park advocacy, management, programming and fund raising to better ensure the park is viable over a long term.

Unlike organized sports, like basketball or football, skateboarding has no set field or park dimensions. This allows for some flexibility in park design and site selection.

Skatepark design can vary widely by size, types of features and materials of construction.

Skate Spots are the smallest purpose built skateboarding amenity. These are very small locations where some skateable structure is provided. These are usually provided in a number of proximate locations throughout a larger area. They often feature street scape style features.

Neighborhood skateparks are usually between 6,000 to 10,000 square feet. They may feature a diverse arrangement of skateable features. In addition to trash cans, drinking fountains and seating, neighborhood skateparks usually provide some parking. The provision of restrooms is recommended. Neighborhood skateparks can support dozens of users with about six skating simultaneously depending on the size and design.

Regional Skateparks are the largest parks, (25,000 square feet or more), and provide a full spectrum of opportunities. Regional skateparks often have “neighborhoods” of design intents. For example, a portion of the park may be devoted to street terrain while another to bowls. The park may be appropriate for special skateboarding events and should be prepared for a large number of

visitors. Restrooms, lights, bleacher seating, ample parking, and the support for possible concession sales should all be developed with the skatepark. Regional skateparks have high user capacities. The largest regional skateparks are around 40,000 square feet.

Skatepark Design
There exist several principle types of skatepark designs that are prevalent today. Plaza/street designs, Bowl parks, or hybrid parks that have both types of elements.

Skateable Art: Skateable Art is a creative structure that is designed and built specifically to be "skateboarding friendly." Most skateable art features forms that are of interest to a broader pedestrian audience. In some cases the public may be unaware that the form is intended to be used by skateboarders. Skateable art is usually commissioned specifically for a site though some companies offer these pieces as catalog products.

Street Plaza: Street Plazas are skateparks designed to mimic the type of structures found in an urban environment. Purpose built street plazas are characterized by ledges, stairs, and railings. Modern street plazas strive to create a space that does not resemble a "traditional" skatepark by incorporating structural and cosmetic enhancements such as colored concrete, atypical textures (imprint stamps) or materials (brick or natural stone), as well as integrating small green spaces into the skate space. As most skateboarders today identify as street skaters, most new parks include street elements in their designs.

Halfpipes, Bowls and Pools (Transition): Transition parks are what most non-skating adults imagine when they think of a "skatepark." These parks feature curvilinear forms of smooth, undulating concrete. Older skaters, often those returning to skateboarding

as adults looking for recreation and exercise, will be more interested in this type of terrain. It is generally less strenuous and with lower impact than street skating.

Parks can include viewing areas for spectators and other amenities including restrooms, and equipment sales and rentals. Although skateboarding is not typically an organized sport, skateboarding competitions or exhibitions can be held at skateparks.

Fenced or Unfenced

An important design consideration when developing a skatepark is whether or not access needs to be controlled. Some skatepark designs are built without fences and others include significant fencing and lockable gates used to close the facility at night or when the facility is in need of maintenance. Some operators will use security fencing to close a facility for periods of time in order to access rule enforcement practices. The cost of such fencing can be significant. In order for security fencing to be successful, it must be tall, strong and difficult to climb. Fences with these characteristics have higher costs than less robust fencing.

The decision to have security style fencing depends on the proposed location and the level of control the operator desires. If sensitive noise receptors are nearby, access control may be important to prevent early morning or late night use. At the same time, security fencing can diminish passive surveillance and detract from area aesthetics.

Skatepark Layout

The layout of a skatepark should be prepared by people knowledgeable with skating and experienced in design. The use of a professional design consultant for building a functional park that meets needs of desired users, addresses liability and indemnification and builds in all the types of amenities discussed cannot be underemphasized. The design consultant should involve local skatepark user input as a primary determinant to the scale and difficultly level of the skateable features of the park. Each type of activity in a skatepark requires different spaces thus the consideration of traffic flow within a park is critical to ensure safety and appropriate use. Understanding the space needs, the degree of difficulty and speed of each activity and varying the skill levels required helps to make a park universally appealing and more successful. Professional design services must also incorporate design measures to reduce or eliminate operational concerns such as noise, litter, vandalism and graffiti.

Once the scope of a skatepark is determined in terms of capacity and location, Skatepark design should also incorporate ammenities including spectator and participant resting areas, restrooms, good passive and active visibility, drainage, aesthetics, security, accessibility, durability and landscaping. The incorporation of these elements will improve the viability of the park and support lower operational costs in the future.

Construction and Operational Concerns.

Noise Generation

Noise is a concern when considering the design and construction of a skatepark. Residents and community

members adjacent to skateparks are often concerned with the noise generation that could occur if a skatepark were to be built near them. Any analysis of a skatepark location must consider the adjacent land uses and their sensitivity to noise.

Skatepark design, the materials used and the operational plan of the park can help to reduce noise impacts. Skateparks may be built from a variety of materials such as wood or steel. However, for outdoor public parks, concrete is the preferred material. Concrete is the most durable and has the least noise generation. Concrete is however, the most costly to construct. Concrete parks are now, "pretty much the industry standard", according to an editor of Transworld Skateboarding magazine, they require fewer repairs and less maintenance and generate significantly less noise.

Sensitive Noise Receptors are adjacent land uses typically considered most sensitive to noise. According to the City's General Plan, the most sensitive receptors are residences, schools, churches, hospitals, and convalescent care facilities. When the City of Carpinteria located a skatepark in the western end of Municipal Parking Lot No. 3, wooden skate features were constructed that made noise loud enough to be objectionable by the neighbors. The wooden ramps and half pipes acted as drums as the impacts of skateboards were often forceful enough to cause significant noise. The amplitude or the acoustic energy and intensity of the sound created by wooden ramps is not characteristic of concrete skateparks that are considered to be the least noise generating of all skatepark construction materials.

The City's General Plan Noise Element provides goals and policies with a goal to reduce noise from various sources so that they do not create an unacceptable noise environment. Controlling noise sources can make a substantial improvement in the quality of life for City residents. Using optimal site layout, setbacks, and shielding of sensitive noise receptors with non-noise sensitive uses are the preferred method to avoid noise exposure according to the City's General Plan. Noise is typically defined as any sound that is undesirable. The level of annoyance that noise causes depends upon several factors including, the magnitude of the noise, the duration of the noise event, and the time at which the noise event occurs.

Depending upon site constraints, a skatepark designer can incorporate noise mitigation measures, such as earthen berms and wood or concrete noise barriers. Implementation measures to reduce noise generation by a skatepark also include site layout, including setbacks and open space separation, shielding of noise generators with non-noise-sensitive uses. A skatepark can have features below ground level and when combined all these measures may result in lower noise generation. A well thought out design will have aesthetic and other positive design benefits that also attenuate noise.

Background or ambient noise can also be important to help muffle out the sound from a skatepark, blending with noise levels that are within a similar decibel range as regularly occurring noise in the area (Wixon, 2009). Selecting skatepark site that has high ambient noise, such as adjacent to the freeway or other busy street will reduce or eliminate any noticeable skatepark noise.

If the park is near any sensitive noise receptors, establishing and enforcing skatepark hours is necessary to prevent noise disturbances in the early morning or at night. Access control fencing may be a consideration if use during established closed hours is anticipated to cause disturbances.

Crime

To examine the impact of public skateparks from the local law-enforcement perspective, the Tony Hawk Foundation (THF) surveyed law-enforcement officers in communities where THF has contributed to the construction of a public skatepark. Each municipality included in this survey has had its skatepark open at least one year. In total, 102 officers in 37 states, from Oregon to New Hampshire, were interviewed.[1]

The majority of law-enforcement officers consider their public skatepark a significant community asset. While almost half cited a *decrease* in overall youth crime since the skatepark opened, several officers mentioned the skatepark has not affected overall youth crime, and that the worsening economy is primarily to blame for an overall increase in crime in their towns.

The THF survey results suggest major issues at skateparks are rare. Helmet enforcement was the most frequent issue reported, followed by graffiti and prohibited bicycle use. One officer said members of his department regularly attend meetings to resolve the helmet issue at their skatepark. In a small town in Montana, officers hand out ice-cream coupons to kids who wear helmets at the skatepark, and in another town in Wisconsin, the police force is planning a skate contest with the local Parks and Recreation Department.

The majority of law-enforcement officers surveyed believe the skatepark has been a positive addition to their community. Some officers reported that their departments are actually working with the skaters to improve the skateparks and to promote them in their communities. Only a few were pessimistic about their skateparks, and admitted to having a negative impression of skaters.

Graffiti

Every community is susceptible to graffiti and vandalism, and skateparks are equally subject to this type of crime. It is likely that a skatepark will experience at least some graffiti or vandalism, however if the space is used frequently, the presence of skate boarders in the skatepark can deter others from the temptation to vandalize it.

[1] The complete study may be accessed at the following link:
http://tonyhawkfoundation.org/content/pdf/2009-THF-police-survey.pdf

Graffiti can degrade the skating surface making it slick, so most knowledgeable skaters won't do graffiti, at least on the skating surface. However, non-skating areas and adjacent surfaces may be more likely to be damaged. The occurrence of graffiti and vandalism can be reduced however, with the selection of a site with good viability that allows for passive surveillance.

In Carpinteria, areas with low visibility are commonly the most chronically plagued with graffiti. The concrete panels of storm water channels such as Franklin or Santa Monica Creeks are examples where graffiti is common. A skatepark location with high passive visibility will reduce the graffiti potential.

Drugs and Alcohol

Drugs and alcohol in skateparks are another cause for concern among many community members and decision-makers. Similar to graffiti and vandalism, the presence of drugs and alcohol in skateparks is often not caused by the skateboarders themselves. Those individuals involved in illicit activity usually prefer privacy. Skateparks may be seen as ideal places to use drugs and alcohol due when the location is out of sight of law enforcement or the park's design inadvertently provides hiding spaces. Through careful design and creating visibility to and from the surrounding area, people will be less comfortable with participation in illicit forms of behavior.

The presence of skateboarders themselves will also deter many of the temptations for people to use drugs and alcohol in skateparks. Including the skateboarders and community members in the design and construction process of the skatepark creates a sense of pride in the community and often results in the users respecting and valuing the space more. ***SOURCE:*** *Spohn Ranch Feasibility Study*

Additionally, the propensity for problems with drugs, alcohol and other crime is often not generated from the presence of a skatepark itself but rather is a reflection of existing problems within a community.

Alternative Skatepark Users

In most communities where a skatepark has been built, other users such as in-line skaters, bicyclists and scooter users will also desire access. The variety of wheeled appliances can lead to management issues such as increased potential for injuries and facility wear and tear. The size and intensity of use of the skatepark will help to determine what management tactics should be employed to best serve the community. Some skatepark operators will schedule times for the different user groups. Other operators disallow bicycles to prevent the additional wear and tear they allegedly cause. Should the City pursue a skatepark, incorporating appropriate design and operation rules will be needed to best manage the facility.

Safety and Injuries, and Agency Liability

Injury rates sustained while skateboarding are similar to mainstream core sports. A table depicting sports-related injuries in the year 2012 was created by *Safe Kids Worldwide* for children under the age of 19 (Figure 1). This table includes many of the mainstream sports, such as football, basketball, soccer, etc., but did not include skateboarding. However, according to the data provided by the U.S. Consumer Product Safety Commission, skateboarding injuries would fall low on this list. According to the CPSC, 15,600 persons need hospital care annually for injuries sustained while skateboarding. When compared to Safe Kids Worldwide data for 2012, skateboarding falls between Lacrosse and Ice Hockey for injuries. For illustrative purposes, the skateboard data has been inserted into the table below. Additionally, according to the *Canadian Amateur Skateboarding Association*, only 5% of skateboarding injuries occur in skateparks.

Sport	Number of Injuries
Football	394,333
Basketball	389,815
Soccer	172,356
Baseball	119,869
Softball	58,140
Volleyball	43,185
Wrestling	40,805
Cheerleading	38,016
Gymnastics	28,239
Track and Field	24,999
Lacrosse	19,490
Skateboarding	15,600
Ice Hockey	12,736
Tennis	7,512
Field Hockey	4,382

FIGURE 1

Another study done by National Electronic Injury Surveillance System (NEISS) recorded the number of reported injuries per 100,000 participants by sport in 1998. Skateboarding injuries were shown to be lower than some of the mainstream core sports. Basketball, baseball and soccer all had higher injuries rates per 100,000 participants according to this report (Wixon,2008). The results of the study are depicted in figure 2.

Sport	Injuries per 100,000 participants
Basketball	223.5
Baseball	115.7
Soccer	62.0
Skateboarding	20.2

FIGURE 2

According to *Skaters For Public Skateparks*, in 2012 there were 30 deaths in the United States related to skateboarding. All 30 deaths occurred on a roadway, with none occurring in skateparks. Additionally, 24 out of 30 were a result of being struck by a vehicle (Waters, 2013). The 2013 statistics show 21 fatalities in the United States due to skateboarding. Again, of the 21 fatalities, not one of the reported incidences occurred in a skatepark (Waters, 2014).

Even with data suggesting low injury rates. many cities are hesitant to provide a skatepark due to liability concerns. Liability is an increasingly important issue when deciding on any public improvement, whether considering the design of a new street intersection or a skatepark. While skateboarding liability and safety concerns are valid concerns when determining the feasibility of a skatepark in a city, the legal protections and injury and death rate statistics suggest that there is no more cause for concern than any of the other mainstream core sports. Many of the mainstream sports injury rates are higher than skateboarding, and most agencies provide public facilities for those sports.

When an injury does occur in a skatepark, due to legislation relating to liability of public entities in skateparks, few lawsuits are known to have been filed. California Health and Safety Code 115800 is helpful if injury claims arise. It provides permanent immunity to skateboard park operators who meet the law's requirements. The law now indefinitely extends the classification of skateboarding as a "hazardous recreational activity". By classifying skateboarding as such, it extends local agencies' qualified immunity for injuries sustained in skateparks.

In order to take advantage of state law, local agencies must implement state law requirements to absolve themselves of any legal responsibility for injuries sustained in skateparks. This requires adopting an ordinance requiring anyone riding a skateboard at the facility to wear a helmet, elbow pads, and knee pads and post signs that inform skateboarders that they must wear those items and that failing to do so will subject them to a citation (Health and Safety Code 115800). The City of Carpinteria has already adopted such regulations. See CMC 10.62.010 et. Seq.

Carpinteria Municipal Code

- **10.62.010 - Definitions.**

As used in this chapter:

A. "Roller skate" means a shoe, metal frame that can be fitted to the sole of a shoe, or similar device with wheels attached.

B. "Skateboard" means a rectangular board or other surface mounted on wheels for the purpose of personal locomotion, sporting activity or similar purpose.

(Ord. 570 § 1 (part), 2001: Ord. 549 § 1 (part), 1998)

- **10.62.020 - Prohibitions.**

Except as provided in this chapter, no person shall ride or propel a skateboard or engage in roller skating upon any public street, or upon city sidewalks, parkways, walkways or public ways or easements maintained for purposes of ingress, egress, and passage by the public and/or construction of pedestrian and street improvements in the following locations:

A. Linden Avenue between Carpinteria Avenue and the railroad tracks;

B. In public parking facilities, public parking lots, or other public areas which are posted with signs prohibiting skateboarding and/or roller skating.

(Ord. 570 § 1 (part), 2001: Ord. 549 § 1 (part), 1998)

- **10.62.030 - Publicly-owned or publicly- operated skateboard facilities.**

A person may ride or propel a skateboard in any publicly-owned or publicly-operated skateboard facility, which shall be so designated by resolution of the city council.

(Ord. 570 § 1 (part), 2001: Ord. 549 § 1 (part), 1998)

- **10.62.040 - Prohibitions for publicly-owned or publicly-operated skateboard facilities.**

A. It is unlawful for any person to enter, remain in, or use any publicly-owned or publicly-operated skateboard facility unless the person satisfies the following requirements:

1. The person is wearing a helmet, elbow pads and knee pads ("safety equipment") in accordance with the safety equipment manufacturer's recommendations. The safety equipment must be in a serviceable condition.
2. The person must file with the city clerk a wavier and release of liability, in a form provided by the city clerk. In the case of persons under eighteen years of age, such waiver and release of liability must be executed by the person and the person's parent or legal guardian.

B. No person may possess, propel or ride a scooter, bicycle, or other pedal or chain driven device within the boundaries of any publicly-owned or publicly-operated skateboard facility.

C. This section shall not apply to any officer, agent or employee of the federal, state, or local government who enters any publicly-owned or publicly-operated skateboard facility in furtherance of an official duty, nor shall it apply to a parent or guardian engaged in the supervision of a minor who is using the skateboard facility, so long as the parent or guardian is not riding or propelling a skateboard.

(Ord. 570 § 1 (part), 2001: Ord. 549 § 1 (part), 1998)

An update of these code provisions would be analyzed and recommended to the City Council should a skatepark be authorized.

However, even with liability protection as afforded by current state law, not properly maintaining skatepark grounds or equipment could expose the City to liability for injuries sustained in the skatepark. Routine written inspections and regular maintenance would be required to ensure conditions are safe. The cost of inspection and maintenance must be considered when planning a skatepark.

Should the City Council decide to move ahead with selecting a possible skatepark site, Staff encourages the following site selection and operational goals and objectives be endorsed.

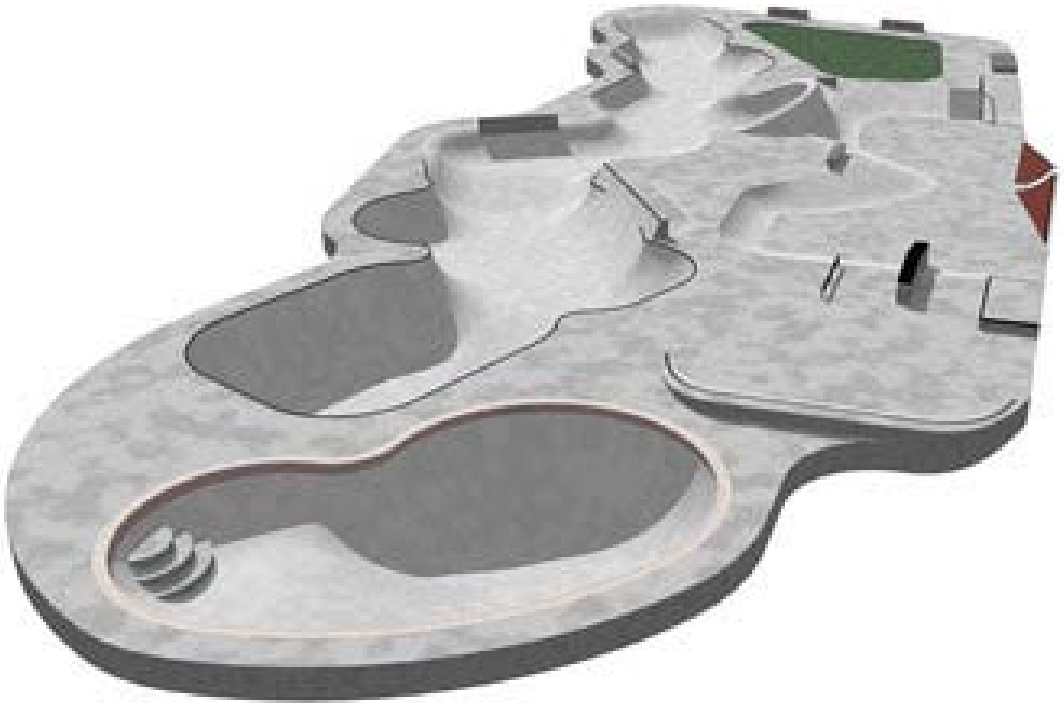
A. **Facility Use Goal**: Meets needs and expectations of the community and is complementary to the City's parks & recreation system and the neighborhood/district where it is located.
   - Objective A1: The facility is outdoors and unfenced.
   - Objective A2: The facility accommodates users of a wide age and skill range
   - Objective A3: The facility is sited and designed with high visibility to discourage vandalism and other illicit activities.

B. **Siting Process Goal:** An agreed upon set of siting criteria are used as the basis for identifying and evaluating prospective sites. Users and community members are involved in the process and have input on criteria that is important to them.
   - Objective B1: An adequate number and variety of sites are identified and analyzed.
   - Objective B2: The site is City owned or it is reasonable to expect that it can be acquired for development of the facility.

Objective B3: Selection criteria includes adequate space for desired skatepark features as well as appropriate landscaping, parking, restroom facilities, passive surveillance, and other features determined necessary.
Objective B4: The site can be found to be consistent with City policies and regulations for the siting and development of active recreation facilities.

C. **Skatepark Program Goals**: Includes community education to address stereotypes and misperceptions about skateparks and skaters and encourages facility users and other community members to take pride and responsibility for the facility.
Objective C1: A community based skatepark organization be involved that is capable of developing and maintaining long term and on a day to day basis the skatepark facility as a collaborative effort.
Objective C2: A community organization exists that can operate safe and fun special events at the facility that benefit local skaters and the community.
Objective C3: An endowed organization that operates a perpetual fund with a purpose that includes skatepark maintenance.

With these guidelines in place, the next step of site selection can begin.



Inventory of Potential Sites in Carpinteria

Determining a location for a skatepark to serve skateboard enthusiasts is very similar to locating any outdoor recreational facility. Outdoor basketball courts or soccer fields will have nuisance issues such as game noise and loud voices that will be heard off of the project site. City Staff's experience with various projects such as the Carpinteria Middle School athletic facilities or the Monte Vista Park restrooms confirm that almost all project need to take into consideration what changes they may bring into a project neighborhood and if those changes are tolerable. Neighbors to the City's El Carro Park experience noise and lost ball issues related to soccer play there. While many of the neighbors enjoy the park and the benefits it provides, others may complain about nuisance issues such as the noise its creates.

In many jurisdictions that have built a skatepark, it has been located in large regional parks with ample setbacks or in areas with the fewest sensitive noise receptors. Other jurisdictions have placed skateparks in areas with higher than average ambient noise such as near a high traffic road so as to avoid conflicts with neighbors. At the same time, for a recreational facility to be successful, it needs to possess some ambiance and features that encourage its use. The same can be said to its location. Putting a skatepark on the outskirts of a community where skaters will either need to drive or walk a great distance will likely reduce patronage.

Another factor in selecting a location may be the site's existing attributes. Is a proposed site already equipped with public rest rooms, parking, water fountains, shelters, and electrical and plumbing hookups? If these amenities are desired but not included in the proposed location of a skatepark, they will have an upward effect on the final costs.

Other factors can also contribute to a possible site's desirability. Low ground water, the absence culturally significant areas or environmentally sensitive habitat such as a wetlands, enough space to allow for setbacks, parking, landscaping and future expansions should all be considered.

Additionally, sites that are already publically owned by the City should be evaluated first. Owners of privately owned sites listed in this report have not been surveyed to see if they are willing sellers.

	Name	Address	Size	APN	Ownership	Current Use
1	5th Street Site	4835 5th Street	29,000 square feet	004-105-16	City	Vacant
2	Location near Spot Restaurant	395 Linden Avenue	66,000 square feet	004-105-21	City	Vacant
3	Roller Hockey Rink	5775 Carpinteria Avenue	10,000 square feet	003-325-007	City	Outdoor Storage
4	Farmer Parcel	6140 Carpinteria Avenue	1.54 acres	001-180-062	City	Vacant
5	Viola Field	6145 Carpinteria Avenue	21.89 Acres	001-180-072	City	Play Field
6	Lagunitas Parcel	Via Real Avenue	2.54 Acres	001-190-098	Available	Vacant
7	Former Carrows Site	4405 Via Real	42,250 Square Feet	003-102-025	Private	Vacant
8	Veneco Property	5650 Carpinteria Avenue	11.27 acres	001-170-004	Private	Vacant
9	De Conde Property	5437 Carpinteria Avenue	1.95 acres	003-280-017	Private	residents/ vacant
10	Verizon Ogan Rd	5115 Ogan Road	1.40 acres	003-161-001	Private	Vacant
11	Torrey Pine	5150 Carpinteria Avenue	1.4 acres	004-041-016	Private	Vacant

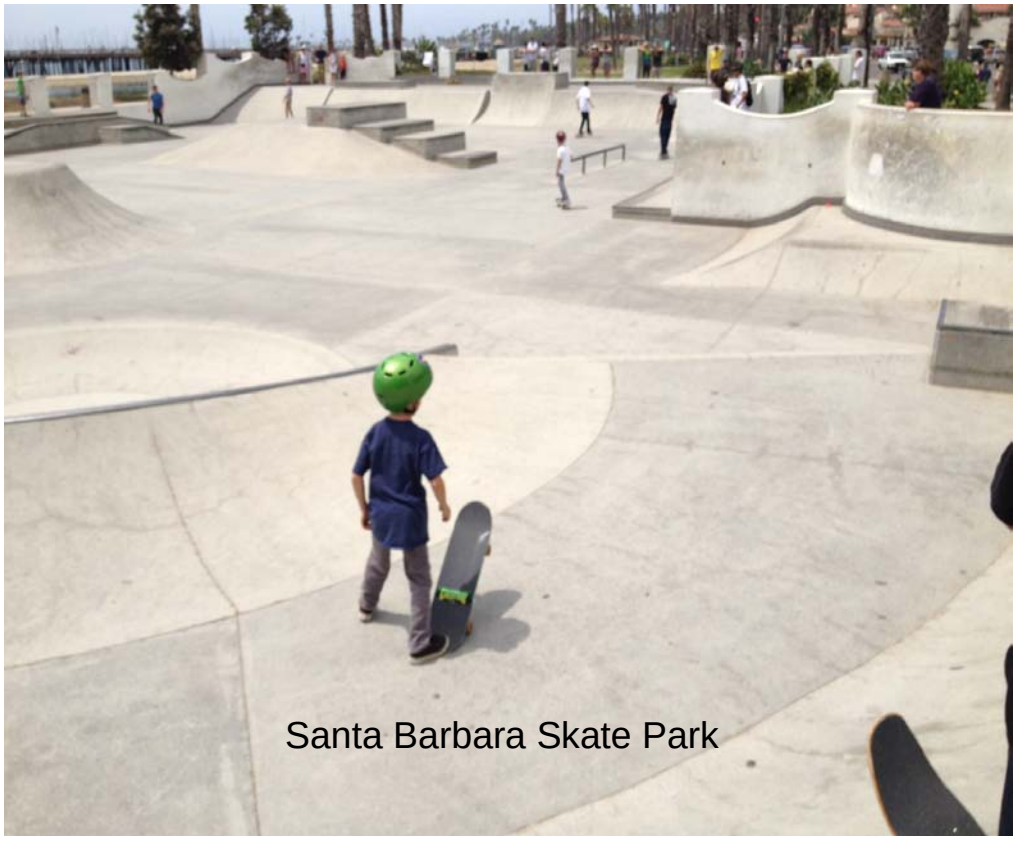
In most instances, communities select a site for park and recreation facilities that is attainable, convenient for use and compatible with the uses of adjacent property. In evaluating sites within the City of Carpinteria, certain criteria being met will favor specific locations. In addition, the Spohn Ranch Study also evaluated eight sites on the basis of visibility, accessibility, design canvas, shovel

readiness, amenities and infrastructure and impact to surrounding environment. The Spohn Ranch Study ranking is included below when available.

The following list is criteria that can help guide decision makers toward a specific site. They are not presented in any rank as each site will demand a unique analysis.

1. Does the City own the site?
2. Is it large enough to allow for an adequately sized skatepark, perhaps ¼ acre or more?
3. Is the site highly visible to passing pedestrian and vehicle traffic?
4. Is the site currently in use with a different activity?
5. Does the site have easy access to basic utilities?
6. Is the site close to adjacent sensitive land uses such as residential?
7. Does the site have environmental or cultural constraints.

Many local agencies will select an existing large regional park or a site isolated from adjacent residential uses when considering the questions above.



Santa Barbara Skate Park

City Controlled sites.

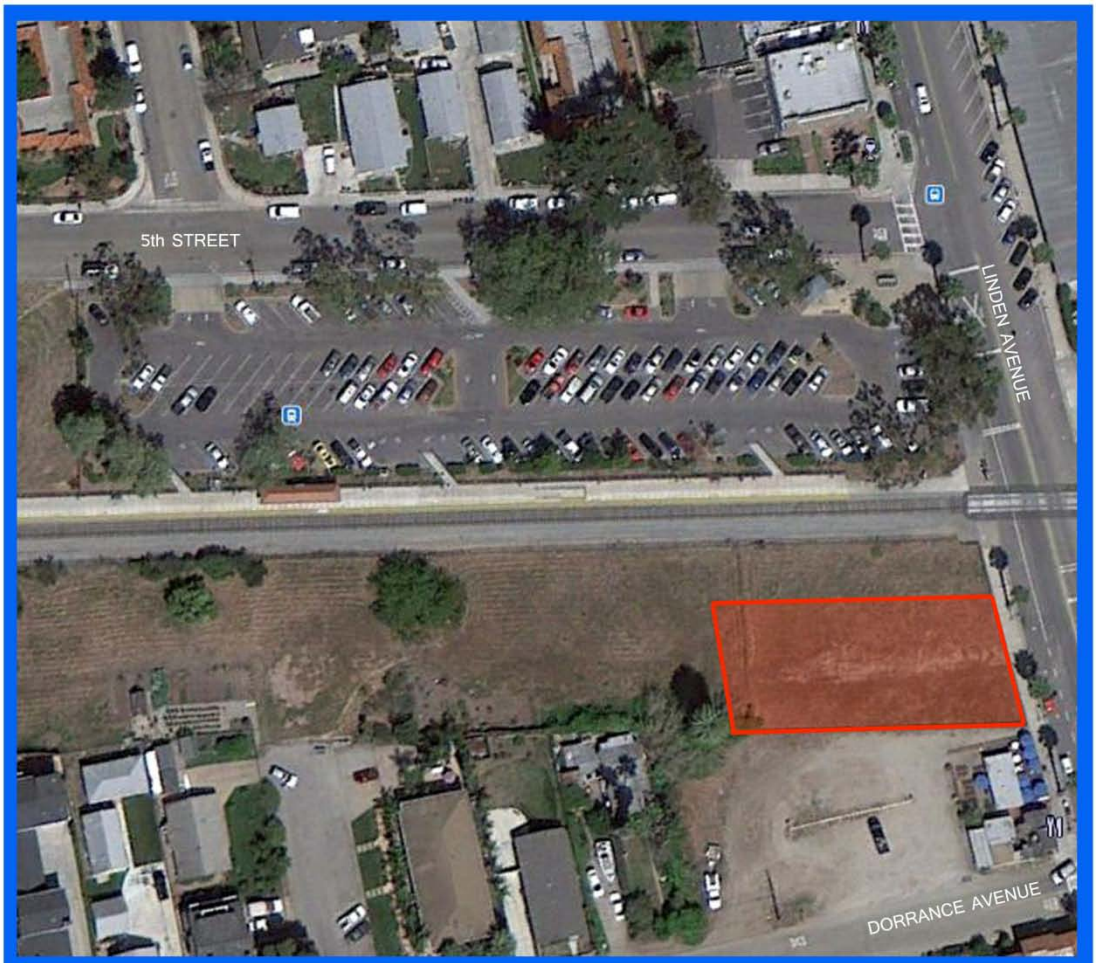
1. APN 004-105-16. 5th Street Site. This site was acquired by the City in 2012 for parkland uses. The site has been identified as a location for a community garden and a grant has been awarded to construct it. The colocation of a skatepark is physically possible and the adjacent parking lot could serve both activities. Residential properties to the north and south have expressed opposition to the use of the site as a skatepark due mostly to concerns about noise. High ground water in this area may increase development costs. The site would have high visibility and good access to utilities. The Spohn Ranch study rated this site 1st out of eight.

4835 Fifth Street

APN 004-105-16

PROS	CONS
1. Site has adequate size, about 0.68 acres	1. Sensitive noise receptors nearby
2. Site is owned by the City	2. Safety concerns due to proximity to railroad
3. Passive surveillance may be adequate	3. Joint location with commintiy garden
4. Joint location with community garden	

2. APN 004-105-21. This parcel of land was acquired by the City in 2013 and fronts onto Linden Avenue, just north of the Spot restaurant. The parcel is only 75 feet wide but is over 800 feet long. The portion of the parcel closest to Linden Avenue could be a long and narrow skatepark. For the western most portions of the property to be accessed for by vehicles for additional municipal parking, an access drive from Linden will need to be maintained or an access easement will need to be obtained from the owners of the parcel to the south. The site does have some residential neighbors to the south and west but fewer than the 5th street site. High ground water in this area may increase development costs. The site would have high visibility and good access to utilities. The Spohn Ranch Study did not evaluate this site.



395 Linden Avenue

APN 004-105-21

PROS

1. Site has adequate size, about 12,000 square feet
2. Site is owned by the City
3. Area has good pedestrian access
4. Passive surveillance may be adequate

CONS

1. Sensitive noise receptors nearby
2. May require additional acquisition to achieve desired outcome including expanded public parking.

3. APN 003-325-007. This location is part of the City Hall campus. The area was once developed as a roller hockey rink that has fallen into disuse. The area is currently utilized by the city for storage of equipment and supplies. This site does not have any residential property nearby. Development of this site as a skatepark could be viable, however doing will require the City find some alternate storage and may frustrate the future use for City Hall and emergency services purposes. The site is also not located near retail services. The site does have night lighting potential. The site would have sufficient visibility and good access to utilities. The Spohn Ranch Study ranked this site 3rd out of eight.

5775 Carpinteria Avenue

APN 003-325-007

PROS	CONS
1. Site has adequate size, about 0.75 acres	1. Current use of area must be relocated
2. Site is owned by the City	2. May frustrate future uses envisioned
3. High ambient noise	3. Not centrally located
4. Passive surveillance may be adequate	
5. No sensitive noise receptors	

4. APN 001-180-062. This parcel is located between Carpinteria Avenue and the US 101 freeway just east of Bailard Avenue. The site is owned by the City of Carpinteria. Due to high ambient noise from the freeway and no nearby residential use, a skatepark here would likely not generate any noise complaints. There are no nearby retail services, and the site has environmental constraints with a known wetland on a portion of the property. The site would have high visibility and but potentially poor access to utilities. The Spohn Ranch Study ranked this site 6th out of eight.

6140 Carpinteria Avenue

APN 001-180-062

PROS	CONS
1. Site has adequate size	1. Parcel has wetlands limiting developable size to 32,000 sf.
2. Site is owned by City	2. Not centrally located
3. High ambient noise.	3. Difficult access
4. Passive surveillance may be adequate	4. No convenient site ammenities/restroom
5. Project could be complimentary to adjacent park	

5. APN 001-180-072. This City owned parcel is the location of the Viola Fields. The land is protected by a conservation easement owned by the Land Trust for Santa Barbara County. For a skatepark to be located here an amendment to this legal document would be required. This would likely be opposed by the Land Trust as well as local supporters of the Carpinteria Bluffs. The Spohn Ranch Study did not rank this site.

6145 Carpinteria Avenue

APN 001-180-072

PROS	CONS
1. Site has ample size.	1. Conservation Easement prohibits new use
2. High ambient noise from street	2. Not centrally located
3. Site is City owned	

6. APN 001-190-098 This parcel of land is offered for dedication to the City of Carpinteria by the owners of the Lagunitas Development. It was set aside for open space and habitat purposes. The partial use of this for a skatepark may conflict with the original reason the parcel was offered for dedication. The site has ample size and access to utilities. Visibility is also thought to be adequate. The location is outside the center of town and not convenient for skaters to transit by skateboard or bicycle. The Spohn Ranch Study did not rank this site.

Privately Owned Sites

7. APN 003-102-025. The parcel of land known as the former Carrows restaurant site is not publically owned. The adjacent property uses are thought to have low susceptibility to the noises of a skatepark as the area has very high ambient noise from the freeway. The lot size is much larger than may be needed although it could allow for significant parking or appurtenant facilities or the acquisition could be shared with an adjacent business. The site would have high visibility and good access to utilities.

4405 Via Real

APN 003-102-025

PROS	CONS
1. Site has adequate size	1. Site is privately owned, acquisition required.
2. Area has high ambient noise	2. Sensitive noise receptors to east.
3. Passive surveillance	3. Not centrally located

8. APN 001-170-004. This site is located along Carpinteria Avenue just west of Dump Road. The Site is privately owned. The site is of adequate size to develop a larger skatepark with appurtenant facilities but does have some residential uses to the west. The site has sufficient visibility and access to utilities. The Spohn Ranch Study did not rank this site.

5650 Carpinteria Avenue

001-170-004

PROS	CONS
1. Site has ample size	1. Site is privately owned
2. Sensitive noise receptors	2. Zoning not consistent
3. Not centrally located	3. Site has less than optimal passive surveillence.

9. APN 003-280-017. This site is located just to the west of Carpinteria Creek along Carpinteria Avenue. The parcel is privately owned and has a current use of some residential apartments on the western most portion of the property. The site was once a motel. The eastern most portion of the property is vacant. A skatepark here would not likely generate noise concerns due to the high ambient noise of Carpinteria Avenue and the ample setbacks from residential property. The partial acquisition for park purposes could also help to complete a public trail from eighth street to Carpinteria Avenue. Visibility and access to utilities here would be good. The Spohn Ranch Study did not rank this site.

5437 Carpinteria Avenue

APN 003-280-017

PROS	CONS
1. Site has ample size	1. Privately owned
2. Site acquisition would help complete trail	2. Sensitve noise receptors
3. Centrally located	3. Environmental constraints may affect design
4. Areas to east may also be aquired for open space.	

10. APN 003-161-001. This site is located just north of US101 and south of Ogan Road east of Linden Avenue. The parcel is privately owned. The eastern most half of the property has a telephone company facility and the western half is vacant. A partial acquisition will be required to construct a skatepark. High ambient noise in this location makes it unlikely that noise complaints would occur. While visibility and access to utilities is thought to be good, pedestrian access would need to be carefully considered. The Spohn Ranch Study ranked this site 5th.

5115 Ogan Road

APN 003-161-001

PROS

1. Site has adequate size
2. Area has high ambient noise.
3. Passive surveillance may be adequate.

CONS

1. Site is privately owned, partial acquisition required
2. Would require lot split
3. Difficult access for pedestrains.

11. APN 004-041-016. This site is currently known as the Torrey Pine property. This centrally located property is largely vacant. It does not have any residential uses nearby and has high ambient noise from Carpinteria Avenue. Utility access and visibility is good. The site is large enough to accommodate a skatepark with a large portion of the property still being available for other uses. The Spohn Ranch Study did not rank this site.

5100 Carpinteria Avenue

APN 004-041-016

PROS	CONS
1. Ample size; 1.40 acres.	1. Site is privately owned
2. High ambient noise from street	2. Sensitive noise receptors
3. Centrally located	
4. Good passive surveillance.	

Building a Skatepark

Cost, fundraising and partnerships, construction and materials.
The Public Skatepark Guide estimates that a 10,000 square foot skatepark would cost approximately $50 per square foot to build, which would equal the total cost of $500,000 for a 10,000 square foot skatepark. This estimated cost can vary significantly upward depending upon the amenities and site conditions. There may be additional costs that depend on factors specific to the project including the uniqueness of the skating features, access improvements, the addition of sport lighting and ambiance enhancement. Drainage to an in ground facility can increase costs. Concrete skateparks will have storm water runoff so accommodation for winter rains may be needed. Ultimately, estimating the actual project costs with a high level of accuracy is only possible when a specific site is analyzed with its unique attributes and challenges. Often, due to local economic conditions, costs can be higher than those in inland areas.

Skatepark Funding and Construction

The City of Carpinteria has constructed many park and recreation amenities over the life of the City. Funding sources have included a variety of sources including development impact fees, government grants, donations and city general funds. The City's need for park maintenance has been growing with an expanding park system and with aging infrastructure. Combined with other General Fund demands, the City's general fund is not seen as a likely funding source for new park and recreational amenities. Primary sources therefore are donations, grants and development impact fees dedicated to park acquisition and improvement.

An advocacy group, often formed as a nonprofit organization, may be tasked with fund raising for projects that are their passion. Examples in Carpinteria where an advocacy group conducted and accomplished significant fundraising to deliver a new recreational amenity include: the Carpinteria Community Pool, the Carpinteria Bluffs Nature Preserve and Viola Fields and the Tomol Interpretive Play Area. These new facilities were made possible only through the advocacy work of the respective organizations and the fund raising they accomplished. In all cases above, the advocacy group continued to function and provide financial support to the project after the project was constructed. The

continued support is important to ensure that new facilities be properly operated and maintained.

A nonprofit organization may also be able to obtain private organization grants that can add significant funds to an acquisition or construction project. Private grantors usually want to see a well organized nonprofit that has identified a specific and obtainable goal prior to committing funds. Knowing that the local government agency is a working partner willing to take ownership to ensure long term public access of the project is important to most grantors. The Carpinteria Skate Foundation could be an example of such a nonprofit group that helps guide the community to a skatepark being constructed and continue in its involvement in oversight and operational funding of the facility.

Management and Operations

Consideration of routine operations and management of a skatepark must be considered when planning for a skatepark. This analysis should begin with site selection, design and ongoing operations. Avoidance of liability exposure to the City, should a decision be made to pursue and skatepark facility will be a compelling management goal. Just as with all City facilities, regular written inspections will be required to ensure safety issues are identified and remediated. A new skatepark should have fewer issues and a complete safety audit would be prepared prior to the public's use. As the facility ages, inspections would need to be ongoing and more frequent to identify and remediate defects in the skating and other areas.

The experience of local agencies' in our region pertaining to the maintenance costs of a concrete skatepark suggest that these costs are low when the new park has been initially well built. These costs are comparatively favorable when weighed against those of sport fields or a community pool. Several local agencies estimate their ongoing costs to be less than $6,000 annually Operational costs typically include landscape maintenance, routine and non-routine repairs, utilities such as water and electricity, trash service and regular written site inspections. Quantifying these costs is difficult without knowing a facility's design

features such as the amount of landscaping, whether a restroom is included, if night lighting is included and the location of a facility. One compilation by the Charleston County, SC Parks and Recreation Commission involved a survey with 17 skatepark operators in 12 states including three in California. In the study, several of the parks were staffed, charged admission and operated concessions. Those skateparks that were outdoor concrete and not staffed reported operational costs of between $5,000 and $20,000 annually.

The City of Arlington, TX compiled a maintenance cost comparison table of their existing park facilities in a skatepark master plan (see below). The table shows that skateparks cost, on average, $6,600 per year to maintain. This is significantly less than soccer fields, which cost $22,000 annually and baseball fields, that cost $35,000 annually, to maintain. According to the information provided in the table, skateparks are just slightly more expensive to maintain than playgrounds, which are estimated to cost, on average, $5,000 annually. This shows that sports facilities that are routinely provided by cities often cost significantly more to maintain than skateparks. It should be noted that the dollar amounts shown would likely be adjusted upward for Carpinteria to reflect high costs in Southern California, especially for water, sewer fees, and labor.

Many communities have restrictions to prevent skate board use in areas of high pedestrian traffic, on sidewalks or other public facilities such as schools or community centers. Some communities have experienced a reduction in skate board activity and damage to public infrastructure such as street curbs, benches and school grounds when a skatepark was installed so it is possible that some maintenance savings can be derived from providing a skatepark. However such savings have not been quantified and it should not be assumed that illicit skate board use will be eliminated once a skatepark is built in a community.

Park Amenity	Average Annual Cost
Playgrounds	$5,000.00
Tennis Courts	$3,000.00
Outdoor Basketball Courts	$2,000.00
Soccer Fields	$22,000.00
Baseball Fields	$35,000.00
Skateparks	$6,600.00- $20,000.00

Source: City of Arlington Skatepark Master Plan

Monitoring/Supervision/Rules/Etiquette.

An operational plan for a new skatepark is an important element to the park to be widely enjoyed. Carpinteria's previous experience with a skatepark in Parking Lot No. 3 bears witness that too many skaters in a facility with lightly built wooden amenities will create tension among users of different skill levels as well as neighborhood

nuisance issues. Different types of uses such as bicyclists also can add some tension to a recreational facility. At that time, there were few other skateparks in the region so the park had many users each day. Beyond the fact that the park was heavily used, many users exhibited bad behavior and did not respect the facility or the rules used to help protect the City from liability exposure. This management issue establishing a local advocacy group that takes assumes the role to monitor and encourage rule compliance is important to the facility's success.. In California, the Health and Safety Code puts an administrative burden on the City to enforce helmet and pad requirements if it desires to benefit from liability protection embodied in the law. The same laws discourages full time monitoring of a skatepark. If a skatepark is pursued, the City will need to develop a reasonable approach to helmet and pad use enforcement that demonstrates its effort to gain compliance yet not overburden law enforcement resources

The local Sheriffs Department has expressed concern to the City over expectations regarding the enforcement of skatepark rules and its ability to do this effectively without affecting overall service levels and with the public relations impacts to the Department.

Programming/Mentoring/Ownership

The role of a skatepark advocacy organization can be important in how the facility integrates into a community as well as to ensure the park remains viable. Park users being organized into an advocacy group can instill ownership and pride in the facility. Leaders from the group are likely to be active skaters themselves and bring an informed perspective to management and operational issues. This in turn can lead to better compliance with facility rules, socialization, opportunities for community and leadership skills to be cultivated among area youth and fewer nuisance and maintenance problems associated with the park. Ideally, the skatepark advocacy group will contribute to or take on daily maintenance and develop an endowment to fund non-routine repairs. .

Bikes/Roller Blades/Scooters

A skatepark is likely to attract other users beyond just skateboarders. While roller blades and even lightweight scooters are similar enough to skateboards in terms of weights and speeds, BMX bicycles can present a hazard if allowed to use the facility simultaneously with skateboarders. They can be much faster and with their metal construction can accelerate the wear and tear of a skatepark. With greater speeds, the bikes can obtain greater heights and the length of their jumps can be much longer. BMX bicycle injuries can be more frequent and more severe. If the skatepark is intended to be shared with BMX bicycles, it must be designed for it and scheduled times should be considered to reduce the potential for injuries between user groups.

Safety, Emergencies and Injuries.
A skatepark is not thought to require more emergency services than other park and recreational facilities in the City as evidenced by the statistical injury information presented previously in this report.

Conclusions

The information presented above in this report can be summarized by making several key points.

1. Skateparks are an apt addition to a local agency's park and recreational facilities as is evidenced by the growing number of skateparks constructed over the past decade in California and North America. Nuisance issues related to a skatepark are similar to other outdoor public recreational facilities.

2. The demand for a skatepark in Carpinteria has been durable over the last decade and skateboarding will likely continue to be a popular recreational activity.

3. The local agency exposure to liability is equal to or less than traditionally provided core sports facilities such as basketball or soccer.

4. Site selection, quality design and a local private sponsoring organization are critical to successfully building and operating a skatepark in any community.

Recommendations for City Council direction to Staff

1. Formally initiate a public skatepark program.

The City Council can pursue a public skatepark as a new addition to its recreation facilities. The currently project list includes the installation of a community garden, the completion of the Carpinteria Coastal Vista Trail, the renovation of Franklin Creek Park and improvements to Memorial Park.

As funding for a skatepark is not yet identified a more refined development of a partnership between the Carpinteria Skate Foundation and the City could be cultivated along with pursuit of nonprofit agency fund raising. The City can assist with grant writing and possibly be the "landed partner". The City Council could direct staff to work with the CC Committee and Skatepark Foundation to develop an MOU for design, capital project fundraising, and operations and maintenance.

2. The second step is to select a site or sites to be evaluated more closely. Designate the following potential sites for further study to determine preferred site:

    City Hall roller hockey site

    City property adjacent The Spot

    Farmer Property