

**PARKS AND RECREATION COMMISSION  
STAFF REPORT**

**MEETING DATE:** March 5, 2013

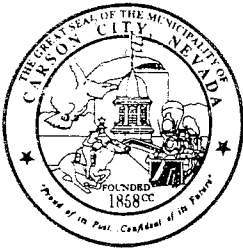
**AGENDA ITEM NUMBER:** 4A

**APPLICANT:** Scott Fahrenbruch, Director of Operations

**REQUEST:** Discussion only regarding the Mills Park Skateboard Park's existing condition, on-going maintenance, and possible future improvements.

**GENERAL DISCUSSION:** Recently there has been some discussion and interest in the Virginia Orcutt Skateboard Park, located directly west of the Pony Express Pavilion in Mills Park. At the meeting we will provide to the Commission an overview of the history of the facility and how it became a reality, the challenges we faced not only in the design and construction of the skateboard park but also in operating and maintaining the park, and what staff foresees the future holds for this facility and possible similar types of facilities elsewhere in our park system in the coming years. In your packet (Exhibit A) is information that staff put together years ago because we had so many requests from individuals and other agencies looking for information on our skateboard park. We will present and discuss this information at the meeting.

**RECOMMENDED ACTION:** This item is for Discussion only. No formal action may be taken.



## CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

July 1, 1997

### CARSON CITY SKATEBOARD FACILITY

#### HISTORY

In September 1993, a private citizen, upset over a skateboarder breaking the window in her downtown business, asked the city Board of Supervisors for funding to build a skateboard facility for the area youth. After much discussion, it was decided to begin the planning and site selection process. Landscape Architect, Ken Wormhoudt of Santa Cruz CA, at (408) 426-8424, was hired to design the facility. He held workshops with the area skateboarders in March 1995 for their input as to what they would like to see in the facility. In June 1995, an outdoor site in Mills Park, next to Highway 50 East was selected and approved. The initial bids on the facility were way beyond the city's budget at the time, and donations of materials and services were sought throughout the community. Most of the base material and rebar, as well as all of the concrete, sod, plumbing fixtures, construction fencing and all survey and testing services were donated. The project once more went out to bid for just the labor, and work started in March 1997. The facility was completed at the end of May 1997, and after a 28-day curing period for the concrete, opened June 28, 1997.

#### LOCATION

The facility is located in an open grassy area within a municipal park. One-third to one-quarter of an acre was suggested as the minimum amount of space for such a facility. The park surrounds the facility on the east, south, and west with Highway 50 on the north, providing buffers to alleviate neighborhood concerns about noise and traffic. Across the highway is zoned commercial and sodded berms encircle the facility as well. Nearby, within the park, are a parking area, restrooms, drinking fountain, and a covered, open-air pavilion used for inline-skate hockey leagues from October through April. The facility is not lighted and is subject to regular park hours. Rules and regulations for the facility are posted, but there is no formal supervision.

#### FEATURES

The facility consists of a concrete oval measuring 142' X 113'. The skateboarding area is edged by a perimeter curb and platforms varying from 6" to 12" in height to prevent skateboards from flying outside the facility. Small gaps for drainage separate the various heights and a 1' mowing strip surrounds the outside. Features include a bowl 3' deep by 30' across connected to a 20' wide valley partially encircling a 2' 6" high plateau; a pyramid 8' X 10' on top and 2' high; two 2' high X 9' long speed bumps; three ramps; and a "street-style" area consisting of a ramp, platform, and steps edged by 8" wide walls 1'6" high rising to 2'8". The grassy areas encircling the area may be used as seating for spectators and skaters.

## LIABILITY, ORDINANCES

Our facility is insured with the Nevada Public Agency Insurance Pool; (702)883-7863, FAX (702) 883-7398, Carson City NV.

In order to reduce the risk of injury, the facility was designed to "low hazard" standards. These include a three foot limit on the bowl height, barrier protection for spectators, rounding of all edges and no sharp transition areas, and an 18" limit to all vertical drops. The facility is surrounded by sod to prevent any shedding of materials onto the surface and to cushion impacts. Signage at the facility states users assume all risks of personal injury and property damage. Safety equipment (helmets, elbow and knee pads) is required at all times and daily debris clean-up and checks on condition of the facility will be made. We are looking into requiring wrist guards as well, and also prohibiting BMX bicycles. In addition, a broom is available for the skaters to use to groom the facility themselves.

A 20-minute video is being produced here in town, starring local skaters with many more local children as extras. The video emphasizes safe skateboarding and etiquette procedures and will be distributed free of charge in local video stores as a public service. Parks & Recreation as well as other local businesses have contributed to fund this production, and by using all local talent it is hoped to increase the "buy-in" by our children.

Carson City has no ordinance prohibiting skates or skateboards in town, but many of the malls and city businesses post signs prohibiting them on private property. Rules are posted at the skateboard facility, and Carson City Parks and Recreation Code states that delegates of the Parks and Rec Dept. are authorized to eject or expel anyone not in compliance with these rules. Violators are guilty of a misdemeanor and subject to up to \$500 fine and/or six months imprisonment. Amplified sound exceeding twenty-five watts total output is prohibited and decibel levels must be low enough to avoid being heard beyond the facility.

Carson City has an ordinance prohibiting graffiti. The facility was tagged the same night the concrete work was finished, but the perpetrator was found and is paying restitution, and the graffiti has been removed. The Sheriff's Department has declared zero tolerance for any tagging within the city, including the skateboard facility, and will patrol the area (and will even go so far as to install surveillance cameras if necessary to combat the problem). Depending on the type of paint used, a number of graffiti removers will be used, as well as a concrete-colored paint as a cover-up when necessary. It is hoped that a strong initial stance against any graffiti will discourage any additional tagging.

## CONSTRUCTION

The site was excavated and mounded, with the shape of the features being incorporated into the base material. This was compacted to 95% and the area for the grass berms compacted to

85%. Drains with 4" pipe were placed in the bottom of the bowl and valley, leading to a 2' X 10' deep dry well outside the concrete area. The rebar used was #4 on 12" centers; shaped to be within 2 1/2" of the concrete surface on the features as well as the flat surfaces. The perimeter curbing was poured first. Then the features were formed and each poured and finished separately. The remaining surface was poured, using a minimum depth of 5" of concrete. Loose gravel was scattered over the finished concrete to prevent the skateboarders from using the facility before the curing process was complete, as chipping of edges could occur if used too soon. The irrigation system is placed so as not to throw water on any part of the concrete.

**SIGNAGE** (posted in four places around the facility)

## **SKATEBOARD RIDERS AND SKATERS**

USERS OF THIS FACILITY ASSUME ALL RISK OF PERSONAL INJURY OR DAMAGE TO PERSONAL PROPERTY. THIS FACILITY DOES NOT PROVIDE SUPERVISION.

THE FOLLOWING RULES WILL BE OBSERVED

1. HELMETS, ELBOW AND KNEE PADS WILL BE WORN AT ALL TIMES.
2. NO GLASS CONTAINERS OF ANY KIND.
3. UNLESS SKATING, STAY OUT OF THE SKATING PATH.
4. KEEP ALL OBSTRUCTIONS OUT OF SKATERS PATH.
5. NO HORSEPLAY OR FIGHTING.

**PLEASE USE COMMON COURTESY**

## **OTHER CITIES TO CONTACT**

Benicia CA  
Mike Alvarez  
(707) 746-4285

Palo Alto CA  
Dave Brees  
(415) 329-2510

Davis CA  
Patty Dumont  
(916) 757-2065

Santa Cruz CA  
George Lundquist  
(408) 429-3663

South Lake Tahoe CA  
Mary Kay Henniger  
(916) 542-6024

Napa CA  
Jean Piscia  
(707) 257-9529

Santa Rosa CA  
Dave Coles  
(707) 543-3295

## COST AND MATERIALS

ITEM	AMOUNT	PAID	DONATED*
Project design		\$ 12,000	
Project Coordinator		2,000	
Labor (concrete & site work)		50,671	**
Base material	1,050 tons	5,520	\$ 3,400
Rebar	21,000 pounds	983	3,000
Concrete	250 cubic yards		13,750
Curing compound	1 drum		1,200
Drains, pipe, fittings	2 drains, 100' pipe		300
Construction fencing	400 linear feet		1,200
Testing and surveys			4,000
Sod	18,412 sq. ft.		4,787
Advertising		<u>100</u>	<u>          </u>
Total		\$ 71,274	\$ 31,637

\* Approximate market value of donated materials and services

\*\* Park personnel removed and replaced irrigation system, removed and relaid sod

Total price if everything were paid for at market value: \$102,911

For a facility of 16,046 square feet, the cost would average out to about \$6.50 per square foot. Our research (mostly California cities) said expect to budget between \$6 and \$10 per square foot, so Carson City is on the low end of the scale. Once all the bureaucratic permissions had been received, the actual construction of the facility took about three months, with one more month for the concrete to cure.

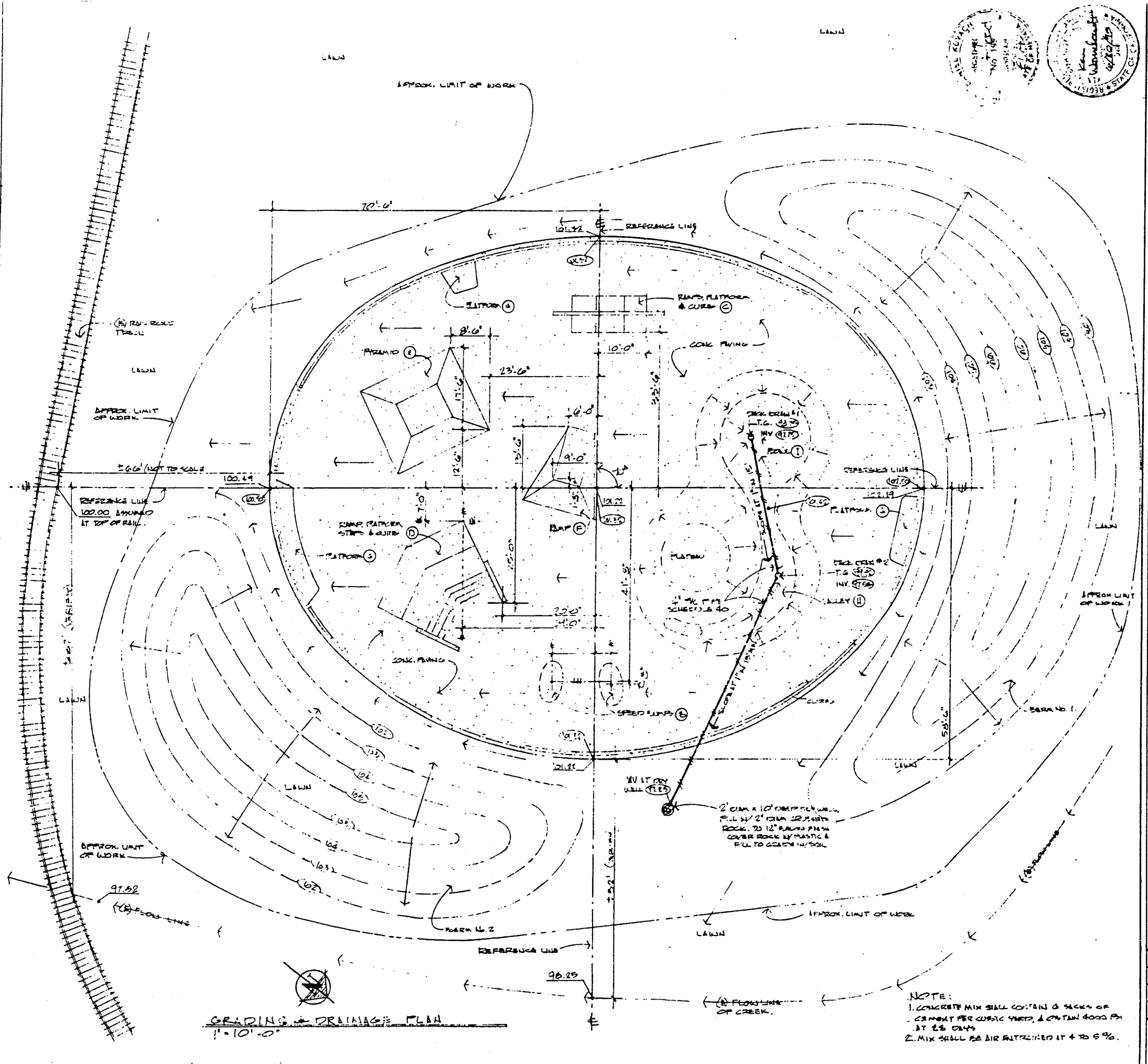
Please do not hesitate to contact us if we can be of further assistance.

CONSTRUCTION LEGEND	
Symbol:	Description:
	new concrete paving
(E)	existing
R.	radius
Ea.	each
Verify	with Landscape Architect
Conc.	concrete
Min.	minimum
o/c	on center
Typical	typical throughout project
w/	with

- CONSTRUCTION NOTES**
- Details of the skateboard track's features (platforms, ramps, etc.) showing areas to be filled with "concrete rubble" may be filled solid with concrete.
  - Steel rebars shall be 2; inches away from all surfaces of concrete and forms, spaced at 12 inches on center, both directions.
  - Details (A) through (H) shall be formed separately and shall be inspected and approved by the Landscape Architect before pouring concrete. Extend rebars for a minimum of 18 inches away from around bottom edges of forms.
  - Once the features A through H have been poured, the remaining areas of concrete paving shall be poured monolithically, but shall not be poured until subgrades and steel rebars have been inspected and approved by the Landscape Architect.
  - Concrete shall be a minimum of 5 inches thick throughout all concrete work.
  - All edges and corners of concrete features shall have a 1/4 inch radius, unless shown otherwise.

GRADING LEGEND	
Symbol:	Description:
	existing spot elevation
	new spot elevation
	new contour line
	deck drain
T.G.	top of grate
INV.	invert
	drain line
	center line
	direction of surface flow

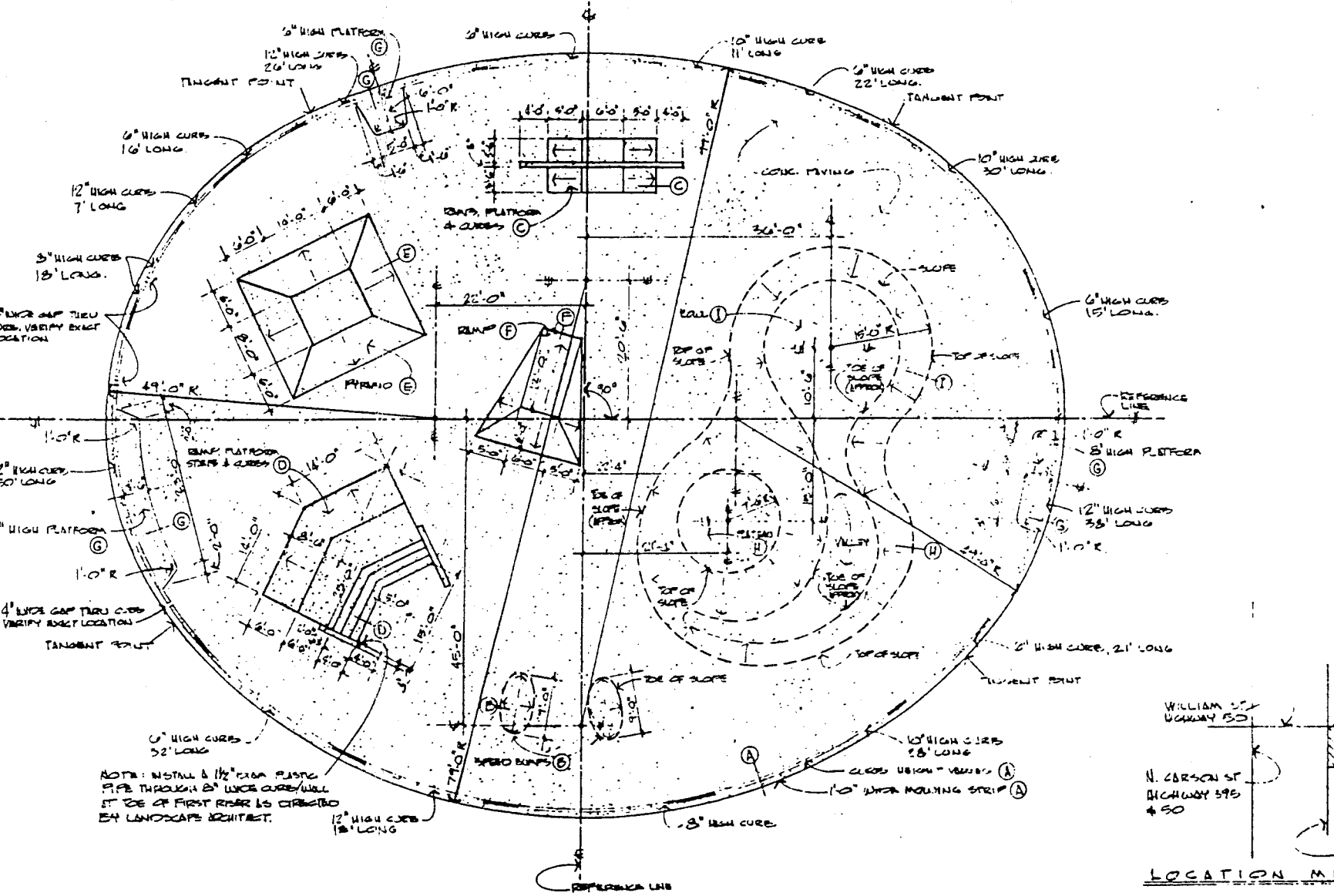
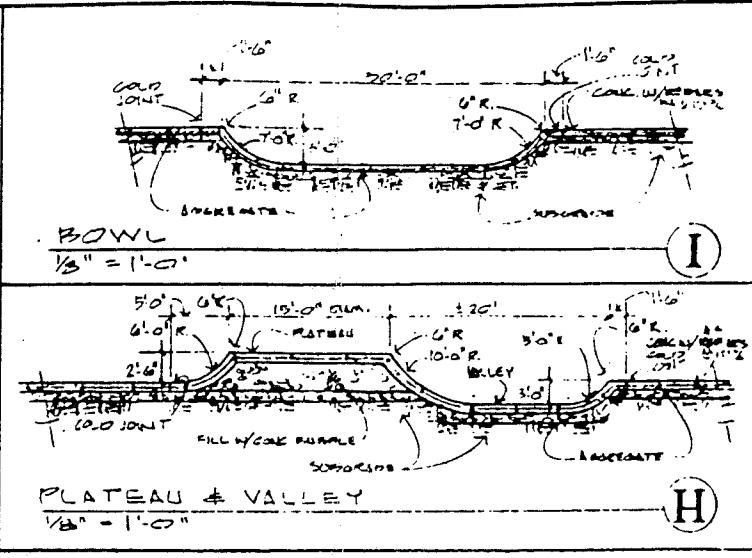
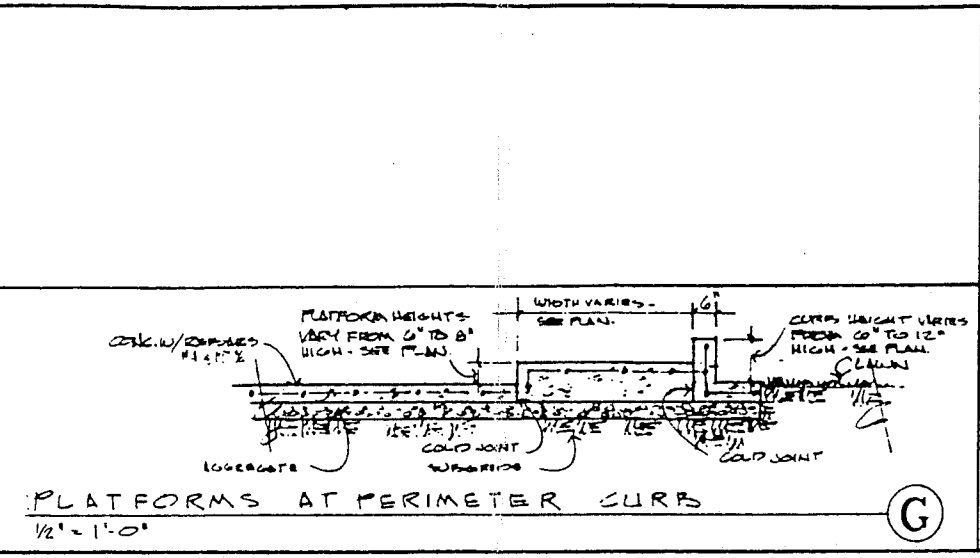
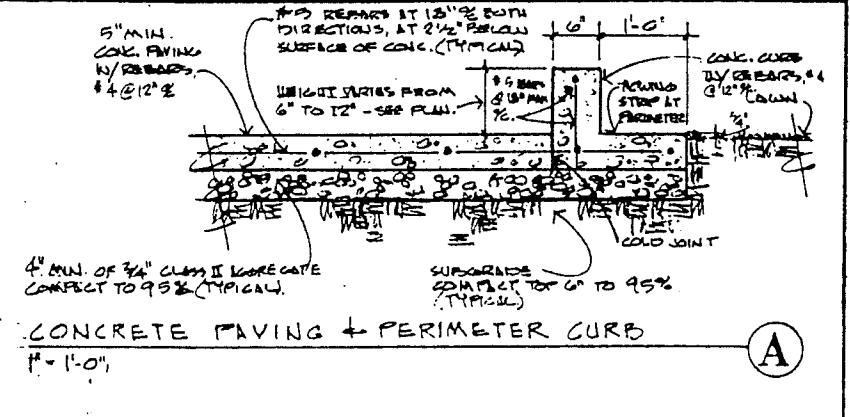
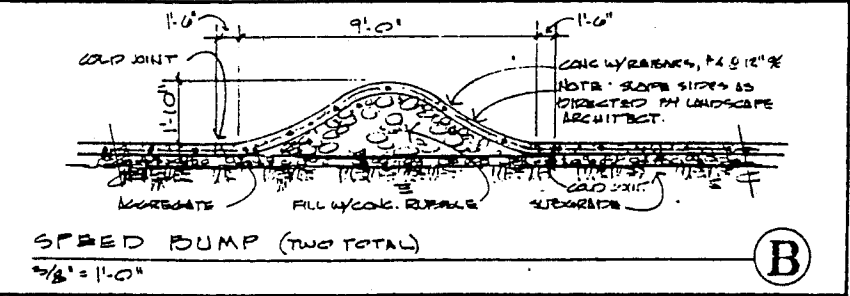
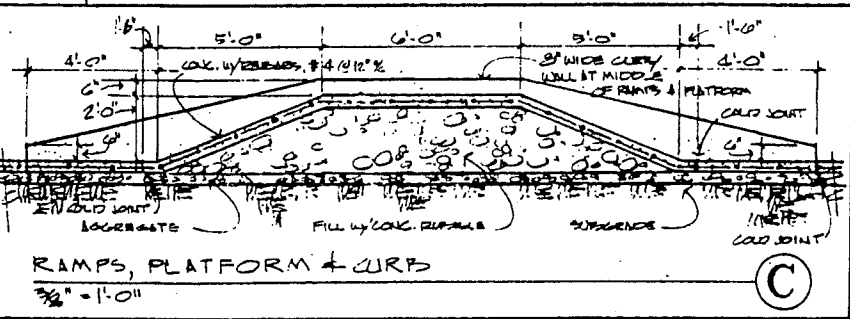
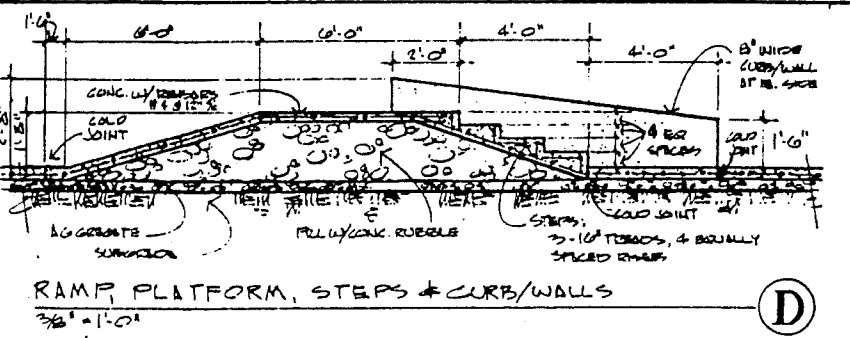
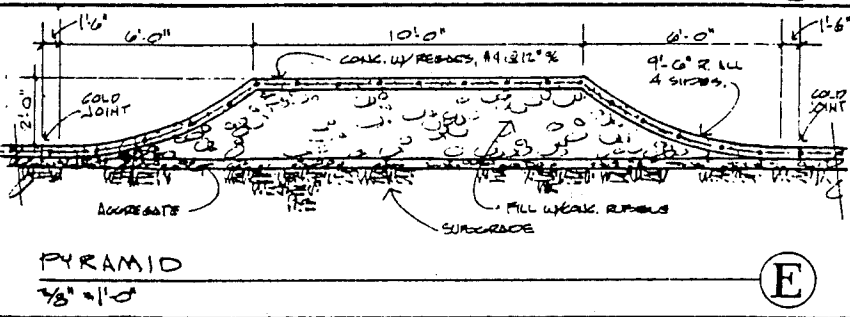
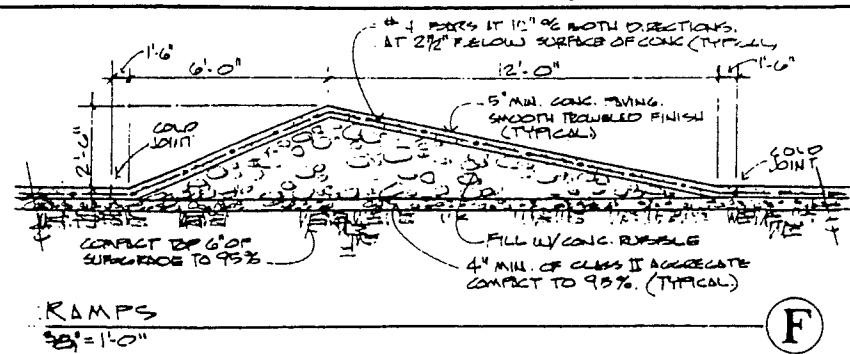
- DEMOLITION AND GRADING NOTES**
- Locate and remove all existing irrigation heads, valves and pipes within the limit of work area. Cap cut lines at limit of work area. Clean and deliver the salvaged irrigation equipment to the Parks and Recreation Department.
  - Remove the existing lawn, including roots, within the limit of work area. Remove the debris from the site.
  - The top 6 inches of soil and any imported fill soil within the area to be paved for the skateboard track shall be compacted to 95 percent.
  - Fill soil to build Berms No. 1 and 2 and any fill soil added near the edge of the skateboard track shall be compacted to 85 percent.
  - Slope soil from the edge of the concrete paving until it meets existing grade at the rate of 1 foot in 5 feet.
  - Contractor shall be careful not to overcut subgrade in any areas to receive concrete. Overcut areas shall be re-compacted to 85 percent or filled with concrete at Contractor's expense.
  - Contractor shall modify the existing irrigation system, between the limit of work line and the edge of the skateboard track, to provide coverage in disturbed lawn areas. No irrigation heads shall throw water onto the track. Contractor shall follow the Parks and Recreation Department's irrigation installation specifications.
  - All disturbed lawn areas within the limit of work area shall be either seeded or sodded as described and specified by the Parks and Recreation Department's specifications.



**Ken Wormhoudt Landscape Architect ASLA**  
 687 California Street, Santa Cruz, CA 95060 438-8484

**SKATEBOARD TRACK**  
 MILLERS PARK, GARDEN CITY, NEVADA

Date: 1/24/96  
 Scale: AS SHOWN  
 Drawn by: [Signature]  
 Job: GARDEN CITY SKATEBOARD  
 Sheet: 2  
 of 2



**GENERAL NOTES:**

- THE EXIST. TOPOGRAPHY SHOWN ON THESE DRAWINGS IS BASED ON A FIELD SURVEY, DATED 1/15/79, PERFORMED BY DICK RUTHER & THE CITY OF CARSON CITY.

NOTE: SEE SHEET 2 FOR GRADING PLAN, ADDITIONAL DETAILS, LEGENDS & NOTES

Ken Wormhoudt  
4/20/79

Ken Wormhoudt  
Landscape Architect ASLA  
527 California Street, Santa Cruz, CA 95060 426-8424

**SKATEBOARD TRACK**

Date: 1/24/79  
Scale: AS SHOWN  
Drawn: K.W.  
Job: SKATEBOARD TRACK  
Sheet: 1