



# ROANOKE PARKS AND RECREATION MASTER PLAN: SKATEPARK FEASIBILITY STUDY

## REPORT BY:

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2018 ROANOKE SKATEPARK FEASIBILITY STUDY

FY 2019



Administered by

Office of Planning and Development

**Project team:**

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**Authorized and accepted by:**

A handwritten signature in black ink, appearing to read "Michael Clark", written over a horizontal line.

1/14/2019

**Michael Clark, Director of Parks and Recreation**

**Date**



## Introduction

Based upon the previous Parks and Recreation Master Plan, the Department chose to investigate the need for improved skate facilities for the City. While at this time, skateboarding was not a top priority based upon citywide survey data, Department staff felt that if the local community desired improved facilities, a jointly-funded and collaborative feasibility study would need to be conducted.

## Public Input

During the first half of 2018, the City of Roanoke and their planning consultant LPDA (Land Planning and Design Associates) embarked on a feasibility and location study for the new Roanoke Skate Park. A public input meeting was conducted on March 28, 2018, at the Berglund Center by LPDA to determine stakeholder needs and preferences. Around 80 participants rated their top three choices from the existing city parks as a potential location for the future skate park. The top choice received three points towards a total score, the second choice received two points, and the third choice received one point.

In order to build a skate park in an existing city park, the City of Roanoke wanted the chosen park to meet the following criteria:

1. Ample existing parking and/or the ability to expand to meet additional demand.
2. Existing restroom facilities.
3. Additional recreational amenities within the park to create a broad usage appeal.
4. Access to public transit (bus line) and/or close to greenway access.
5. Good visibility to ensure safety and security.

The top preferred choices were River's Edge Park-North, Highland Park, Wasena Park, Jackson Park, and Fallon Park. Of these choices, Wasena Park was selected as the best candidate based on:

1. Available space
2. Close proximity to the Roanoke River Greenway
3. Close proximity of the upcoming greenway connector from Main Street Bridge Replacement
4. Existing nearby parking
5. On-site available utilities such as water and sewer
6. Close proximity to the City's new pumptrack



**Public Input (cont.)**

Participants in the public input meeting were also asked to choose an overall design feel from a selection of well known, existing skateparks from around the world, as well as identify specific features they would like to see included in the park.

**Overall design**

- 1. Vans Off the Wall  
Huntington Beach  
California  
118 pts



- 2. Lake Cunningham  
Regional Skatepark  
San Jose  
California  
47 pts



- 3. Camp Woodward  
Woodward  
Pennsylvania  
45 pts



- 4. Rob Dyrdek/  
DC Shoes  
Kettering  
Ohio  
28 pts



- 5. Warren County  
Skatepark  
Front Royal  
Virginia  
28 pts



**Skatepark features**

- 1. Handrails and Steps  
62 pts



- 2. Street Elements  
53 pts



- 3. Large Half Pipe  
46 pts



- 4. Mellow Pump Track  
42 pts



- 5. Full Pipe/  
Shallow Bowl  
26 pts



## Public Input (cont.)

In addition to rating the overall design aesthetic and skatepark features, participants were asked for comments, suggestions, and concerns to assist the team with design recommendations. Some comments of note were filtered from an extensive list of suggestions:

- Variety in sizes of features and obstacles
- Good mix of ramps/ street obstacles
- Space for beginners
- Needs to be centrally located and cater to all levels and styles
- More than just another playground for “kids” - Potential for destination competition
- Track for roller skaters
- Should be inclusive of the BMX community
- Year-round water fountain and restrooms
- Concrete construction-more durable than wood or metal w/less maintenance time and cost, and it will draw more attention from regional skaters creating potential revenue for local businesses
- Shaded areas from summer heat and sudden rain



## Conceptual Layout

Based on input from the public meeting, stakeholders, and the City, LPDA moved forward with a conceptual design to accomplish the following:

- A multi-level, multi-ability, all concrete skate and BMX park comprised mostly of street elements and includes competition-grade features
- Distinct areas for different user groups, age ranges, or ability levels
- Flat skateable path for roller skaters, bladers, and long boarders
- Shaded area for skaters and spectators
- ADA connections to parking, restrooms, and greenway
- Improved parking, lighting, signage, and landscaping
- Skatepark should blend into existing park, feel like a safe recreational amenity, and be accessible to all interested participants



### Conceptual Layout (cont.)

Although the conceptual layout plan is intended to show approximate size and style of skatepark feasible for the area, the public input session and professional consultation resulted in a conceptual plan that shows the following features (These are meant to function as examples. Individual features will be determined during the design process):

**(A)** Stair/ Bank combination with Handrail and hubba ledges



**(E)** Planter gap



**(B)** Bank to curb



**(F)** Radial ledge



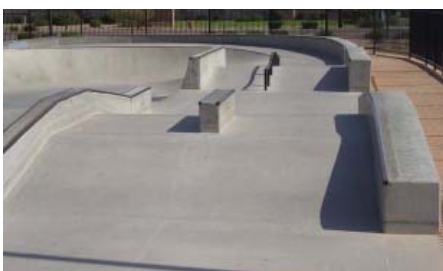
**(C)** Nipple



**(G)** Quarter pipe extension



**(D)** Fun box with grind ledge



**(H)** Set back radial wall





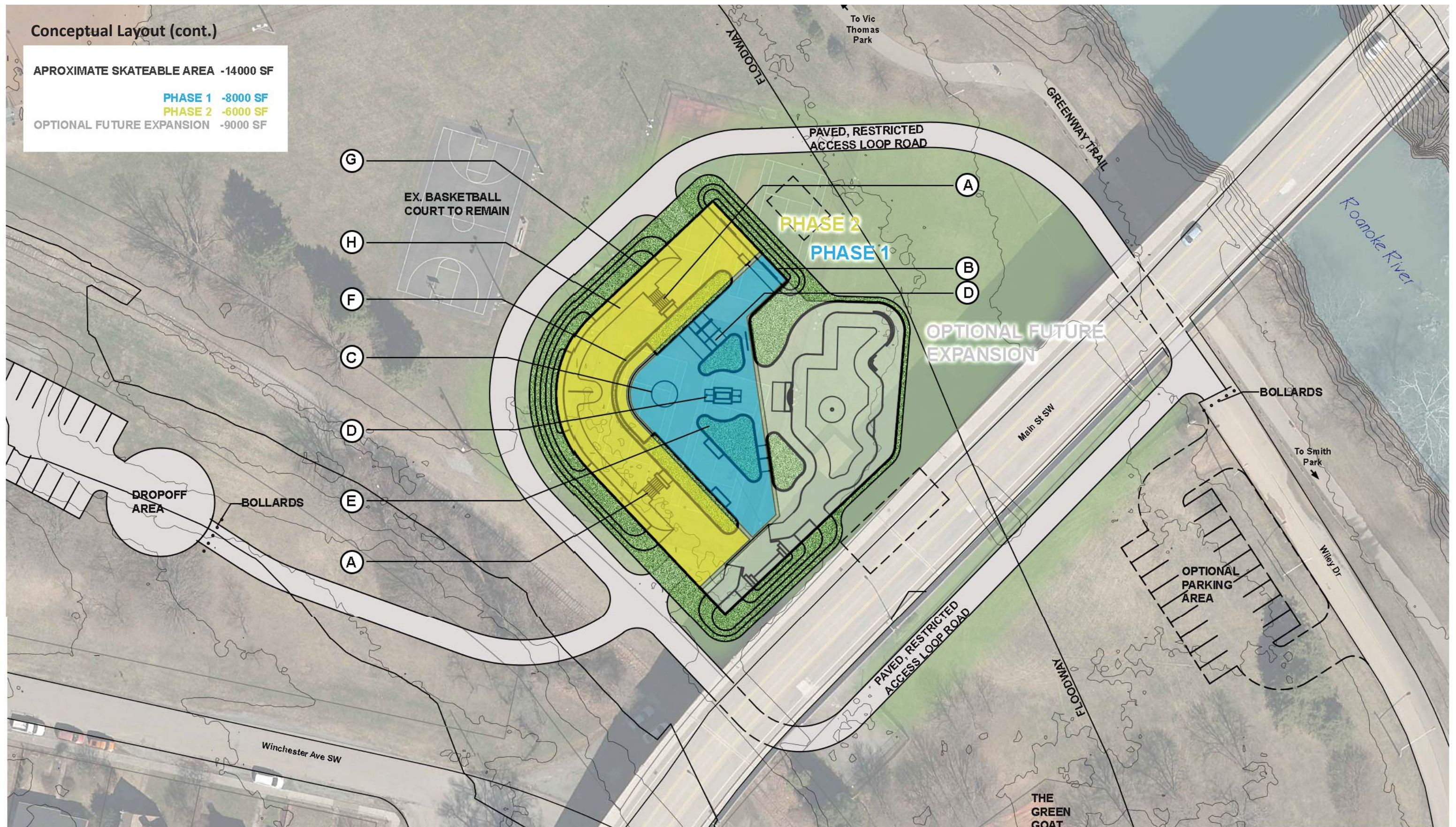
Conceptual Layout (cont.)

APPROXIMATE SKATEABLE AREA -14000 SF

PHASE 1 -8000 SF

PHASE 2 -6000 SF

OPTIONAL FUTURE EXPANSION -9000 SF



## Conceptual Layout (cont.)

Concept Design



Design Views



\*Concept renderings provided by Pillar Design Studios

**Cost Estimate**

The conceptual skatepark template shown in this feasibility study is 14,000 sq ft (Phases I and II). At \$40/sq ft, the total for the skatepark area would be approx. \$560,000 (see cost estimate below). If in the future, The City of Roanoke decides to add on to the total area, Phase III is shown as an example of where a future phase could be located. However, a 13,000-15,000 square foot facility is very reasonable for a city of Roanoke’s size and location.

Phase I	• “Street” skatepark -8000 sf (\$40 sf)	<b>\$ 320,000</b>	
	• Base construction cost (includes construction mobilization, demo, site grading, survey, E&S, Planting etc.)	<b>\$ 65,000</b>	
	• 14’ wide Paved , restricted access path-19,800 sf	<b>\$ 89,000</b>	
	• Bollards -10	<b>\$ 15,000</b>	
	• Concrete tent pad -600sf (optional)	\$ 3,500	
	• Pave and stripe main parking lots -36000 sf (optional)	\$ 110,000	
	• ADA accessible & event parking lot -8500 sf (optional)	\$ 38,000	
	• Signage -2 (optional)	\$ 6,000	
	• Lighting -10 (optional)	\$ 45,000	
		(skatepark)	<b>\$ 320,000</b>
	(base construction + other skate areas)	<b>\$ 169,000</b>	
	(optional amenities)	\$ 202,500	
	<b>Total</b>	<b>\$ 489,000 - \$691,500</b>	
Phase II	• “Street” skatepark expansion-6000 sf (\$40 sf)	<b>\$ 240,000</b>	
	• Base construction cost (if not built in conjunction with Phase I)	\$ 25,000	
	• Concrete bleacher pad -1500 sf (optional)	\$ 9,000	
	• Additional lighting -5 (optional)	\$ 23,000	
		(skatepark)	<b>\$ 240,000</b>
		(base construction if constructed after Phase 1)	\$ 25,000
		(optional amenities)	\$ 32,000
	<b>Total</b>	<b>\$ 240,000 - \$297,000</b>	
Phases I & II	Total(skatepark)	<b>\$ 560,000</b>	
Totals	Total (base construction + other skate areas)	<b>\$ 194,000</b>	
	Total (optional amenities)	\$ 234,500	
	<b>Total</b>	<b>\$ 754,000 - \$ 988,500</b>	
Optional Future Expansion	• “Competition” skatepark expansion-9000 sf (\$40 sf)	\$ 360,000	
	• Base construction cost (if not built in conjunction with Phase II)	\$ 33,000	
	• Concrete bleacher pad -1500 sf	\$ 9,000	
	• Additional restrooms and water fountain	\$ 210,000	
	• Expanded main parking lot -21000 sf	\$ 100,000	
		Total(skatepark)	\$ 360,000
		(base construction)	\$ 33,000
	(additional amenities to accommodate competition events)	\$ 319,000	
	<b>Total</b>	<b>\$ 712,000</b>	

\*Costs are conceptual only and do not include design and engineering fees, furnishings, stormwater mitigation, or landscaping.

### **Life Cycle Costs/ Maintenance Costs**

Poured concrete skateparks require significantly less yearly upkeep and maintenance than wooden or metal ramp system skateparks. For the first 8-10 years, expect regular maintenance to include cleaning and general park maintenance. Between 8-15 years, some portions of the concrete may need minor repairs (coping repair, sealing cracks, etc.). After 15 years, portions of the concrete may need significant repair.

City of Huntington WV has been maintaining their concrete skatepark for 4 years with no costs for repairs or maintenance (other than regular park maintenance such as blowing off leaves and mowing the surrounding grass).

Warren County, VA has been operating and maintaining their skatepark for eight years. There were no notable maintenance costs for the first 6 years. Within the last 2 years, they have spent approx. \$8,000 repairing cracks and chipped tiles for 1 large bowl and 2 smaller bowls (15,500SF total size).

City of Charlottesville is currently constructing a destination-quality skatepark which will be used for skateboarding instruction, recreation, competition, and demonstrations. Their anticipated budget for maintenance supplies each year (primarily for blowing off the park every day, performing vegetative maintenance, and making minor repairs) is \$5,200.

### **Funding Options**

Based on the facility priority rankings of the 2018 Master Plan, the City should partner with like-minded private agencies, organizations, and corporations to help fund future capital park facilities, such as the skatepark. Because the amount of available capital funds is unknown at this time, the City should collaborate with local funders, community-minded foundations, and skating enthusiasts to secure the necessary funding over the course of a multi-year phased approach, to design and develop the new facility. If the skatepark project includes park improvements with an array of community benefits, the likelihood of community-focused funding will increase. Visit [www.guidestar.org](http://www.guidestar.org) for possible local partnership opportunities.

In addition to collaboration and fundraising, the City should pursue grants and financial assistance from programs such as:

- Community Development Block Grants Entitlement Program- provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
- Dept. of Environmental Quality Stormwater Local Assistance Fund- funding for Non-Point Source Nutrient Credit purchases and stormwater projects including: i) new stormwater best management practices; ii) stormwater best management practice retrofits, iii) stream restoration; iv) low impact development projects, v) buffer restorations, vi) pond retrofits, and vii) wetlands restoration.
- Tony Hawk Foundation- funding for organizations seeking to build free, public skateparks in low-income communities.
- Horace G. Fralin Charitable Trust- provides grants to qualified charitable organizations in Roanoke Valley, VA for the purchase, construction, renovation or expansion of buildings, equipment and other capital assets of a long-term nature that help the organizations to further their goals.

## Conclusion and Recommendations

Wasena Park, the location of the current skate facility in Roanoke, offers an excellent opportunity for the City and its partners to develop a new, sustainable, user-friendly skate park for the community. By designing and constructing a facility that is between 13,000-16,000 sf, the City allows for multiple experience levels, age groups, and user types to enjoy the facility together.

In addition to the primary skate park facility, it is recommended that the paved perimeter path be constructed simultaneously in order to provide access to roller skates, BMX bikes, in-line skates, and non-motorized scooters. As the design process progresses, the skatepark project may include park improvements with an array of community benefits (improved parking, additional comfort stations, additional playground, bleachers or vendor areas, etc.). This would increase the likelihood of community-focused funding, enhance the user experience, and increase safe access for users and spectators.

By partnering with other local agencies, non-profits, and like-minded individuals, in all likelihood, the City can employ a variety of creative and conventional ways to raise the design and construction funds to create an exemplary community facility.

