



# Malibu Bluffs Park Skate Park Facility Site Assessment

DRAFT



Prepared For:  
**The City of Malibu**  
Parks and Recreation Department



Prepared on February 28, 2013 By:



## **INTRODUCTION AND PROJECT BACKGROUND**

For more than 12 years, the City had maintained a land use agreement with private property owners for an above ground ramp style skate park. In 2010, the City received a Notice of Termination requiring the skate park to be closed on October 31, 2011.

In January 2011, the City Council formed a Skate Park Ad Hoc Committee to address the loss of the City's skate park. The committee was tasked with assessing the need for a permanent or temporary community skate park, identifying potential locations with favorable zoning and community acceptance, and researching funding sources and costs for new park construction.

The Skate Park Ad Hoc Committee and City Staff came back to the City Council and recommended the City pursue building a new skate park within Bluffs Park. On January 23, 2012, the City Council directed City Staff to issue a Request for Proposal (RFP) for Professional Design Services for a permanent skate facility at Malibu Bluffs Park. Assessing the most suitable location for a skate park within Bluffs Park became the first step in the design development process.

## **SITE ASSESSMENT OVERVIEW**

This Site Assessment sets out to evaluate the opportunities and constraints of the various locations within Bluffs Park that may be suitable for locating a permanent skate park. The Assessment will rank each site within the park against each other based on the established site selection criteria. The site that is ranked the highest shall be the site that is the most suitable and feasible for locating a permanent skate park within Bluffs Park. The Assessment will then recommend a facility type and identify the key opportunities and constraints of developing a skate park within the highest ranked site.

The following assumptions have been made about the development of a skate park within Malibu Bluffs Park:

1. The skate park will be a permanent facility.
2. The skate park shall provide equal opportunities for users of various ages and skill levels.
3. The term "Skate Park" will be used to refer to a facility serving 'all-wheeled' user groups.
4. The skate park will be operated with proper signage to ensure that park users are following the park rules, hours of operations, and wearing the required safety gear.
5. The skate park will operate during the same hours as the Malibu Bluffs Park.

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## MALIBU BLUFFS PARK OVERVIEW

### Land-Use

Malibu Bluffs Park is a City owned 10-acre park with 2 baseball/softball fields, 1 soccer field, picnic areas, community center, restrooms, maintenance building, and on-site parking.

### Existing Site Conditions

Malibu Bluffs Park is located just south of the intersection of Pacific Coast Highway 1 and Malibu Canyon Road. The site is bordered by the Pacific Ocean to the South, Pacific Coast Highway to the North, the Crummer property to the East, and preserved open space to the West.

### Site Access

Pacific Coast Highway 1 intersects Malibu Canyon Road at the entrance to Malibu Bluffs Park. At the Northern edge of the park is a parking lot which services the entire Malibu Bluffs Park. The entrance road continues to the South Eastern corner of the park and terminates in a turnaround in-between the Crummer property and the major baseball field.

Once visitors have accessed Malibu Bluffs Park, a series of concrete trails allow pedestrian access through the entire park site.

### Topography and Climatic Influences

Malibu Bluffs Park lies on a relatively flat piece of land at the base of a steep mountain range to the north, and directly above steep slopes towards the Pacific Ocean from the East, West, and South edges of the park.

The predominantly flat park site receives unobstructed year round exposure to the sun from sunrise until just before sunset with occasional seasonal coastal fog. Malibu averages about 338 days of sunshine a year. Predominant winds are from the Northwest and can be particularly gusty during the spring and summer months.



## SKATE PARK PROGRAM OVERVIEW



The City of Malibu Parks and Recreation Department desires to understand the feasibility of developing a public skate park facility within the Malibu Bluffs Park. The proposed concrete skate park facility would serve user groups from Malibu and nearby communities with a design program as follows:

### **Skate Park Design**

The anticipated user groups include youth and adult bicycle, skateboard, inline-skate and scooter participants with skill levels ranging from beginner to professional. The skate park terrain would be developed via a community workshop driven design process that encourages future users of the park to participate and influence the design of the park. It is assumed the Design Team for the project will work hand-in-hand with City Staff, the Skate Park Ad Hoc Committee, and various community stakeholders throughout the design process.

The selected site for the project shall allow for the design of a skate park with the following design standards:

### **Design for Safety**

Safety must be the number one consideration in the skate park design process. The skate park must be safe for all users at all times. A first time/beginner user must be able to safely enjoy the park without exposure to unnecessary risk. The skate park shall prioritize state of the art design, engineering, and construction in a park configuration that promotes unobstructed visual access and good traffic flow.

### **Design for popularity**

The skate park facility shall provide users with a safe, challenging and exciting place to practice their respective sports. The skate park design should recognize the distinct surf and skate culture that is prevalent and unique to Malibu. The skate park design should provide a variety of terrain types and challenges that users may otherwise seek in the urban environment.

### **Design for multiple skill levels**

The skate park must be designed to serve a wide range of use- from beginner to advanced athletes. The skate park design needs to reflect that the majority of users will be beginner and intermediate. The skate park design should also promote the progression of skills by providing a range of terrain of varying difficulties. Designing the skate park to accommodate a wide range of abilities will facilitate skill development in beginners through modeling the behavior of advanced users. Designing the park for a wide range of skill levels will help maintain user interest, promote safety and significantly contribute to the success of the park.

### **Design for multiple sports**

Similar to designing for multiple skill levels the skate park will be designed to accommodate multiple user types. It is anticipated that the skate park use will include: skateboard, bike, inline-skate and scooters. It is very important that the skate park design includes structures and a layout that adheres to the standards and safely accommodates each respective user type.

### **Design for low maintenance**

A well-designed and built skate park should require very little maintenance and have a minimum half-century lifespan if not much longer. Structural maintenance should not be anticipated. Day to day operations will generate the need for trash receptacle cleaning and cleaning maintenance of supporting infrastructure such as restrooms, etc.

### **Design for every day operations and special events**

It is anticipated that the skate park will primarily be designed for day-to-day walk on use during the regular Bluffs Park hours of operation. The skate park may be used for City run Parks and Recreation classes and will be designed to accommodate special events such as competitions and demonstrations.



## SKATE PARK SUPPORTING ELEMENTS

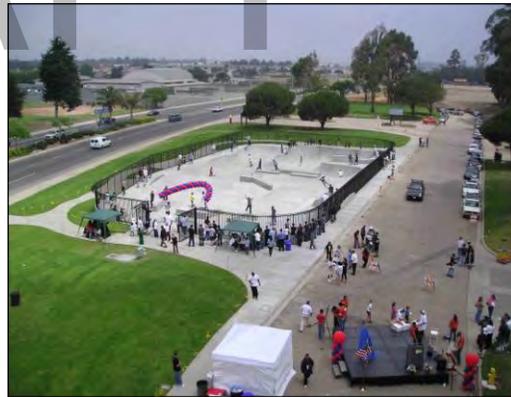
### Parking

The need for parking to support a public skate park is a bit different than most recreational facilities. The average skate park user is approximately 14 years old. Therefore most skate park users are reliant on public transportation, friends, parents, or their own skateboard/bicycle for transportation to the park. An over abundance of parking is less important than efficient and safe pick up and drop off areas.



### Spectator Seating

Anyone who has visited a skate park can attest to the mesmerizing dynamic that skating and biking have on the spectator. Very often people who are not users of the skate park or who do not know anyone using the skate park will spend hours watching the endless cycle of tricks being performed. For many participants, watching friends and more experienced athletes is an integral part of the sport's culture. In either case, providing spectators with seating options directly influences the success of the park.



Spectator seating options can range from informal seating on lawn berms, to benches and seat-walls. More formal seating can include bleachers and terraced vantage points.



### Support Buildings

A limited amount of buildings are needed to support most skate park facilities. At a minimum, restrooms are needed to serve users and spectators. Restrooms need to be scaled appropriately to the amount of users. In some cases check-in, concessions, equipment storage, and pro-shops buildings are also included.



### Water and Electrical

The need for water to a skate park site is important for periodic washing of the skate park. It is also important to ensure there is drinking water available within a reasonable distance. Electrical service is needed to power any security lighting and to support special events.

## CRITERIA FOR EVALUATION

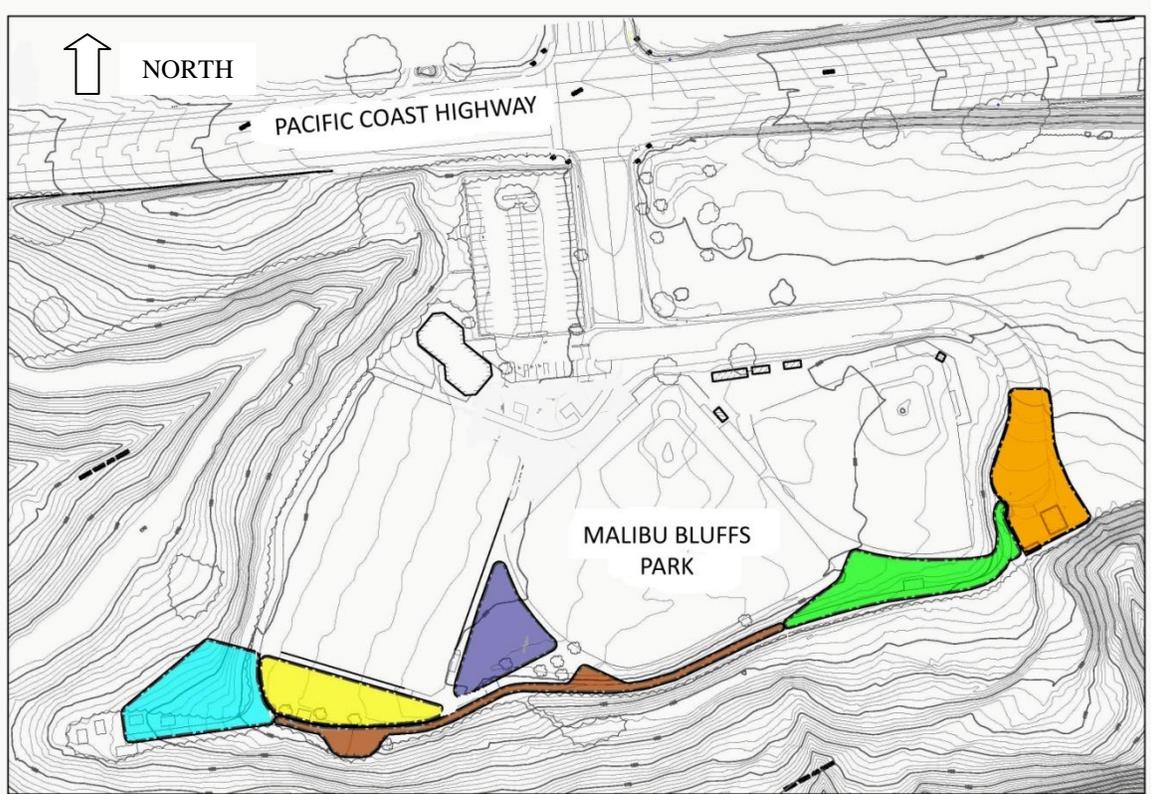
The criteria for this evaluation has been developed specifically for the planning and development of a skate park facility within Bluffs Park. The intent of the criteria is to establish an objective set of site factors that allow potential sites within Bluffs Park to be assessed individually and against each other. Given the outcome of the assessment, it is assumed that subjective factors such as political will, community support, etc. will be considered in the final assessment of the site.

Although this assessment sets out to utilize objective criteria, some of the criteria are subject to personal opinion, experience, and interpretation. As authors of this report we utilize our professional credentials and experience to prepare this assessment.

## SITE LOCATIONS TO BE ASSESSED WITHIN BLUFFS PARK

This Site Assessment evaluates six (6) potential locations for a skate park within Bluffs Park. Each site has been selected based on the concept that a skate park could be built at the site and the existing park uses could be substantially operated and maintained in their current configuration.

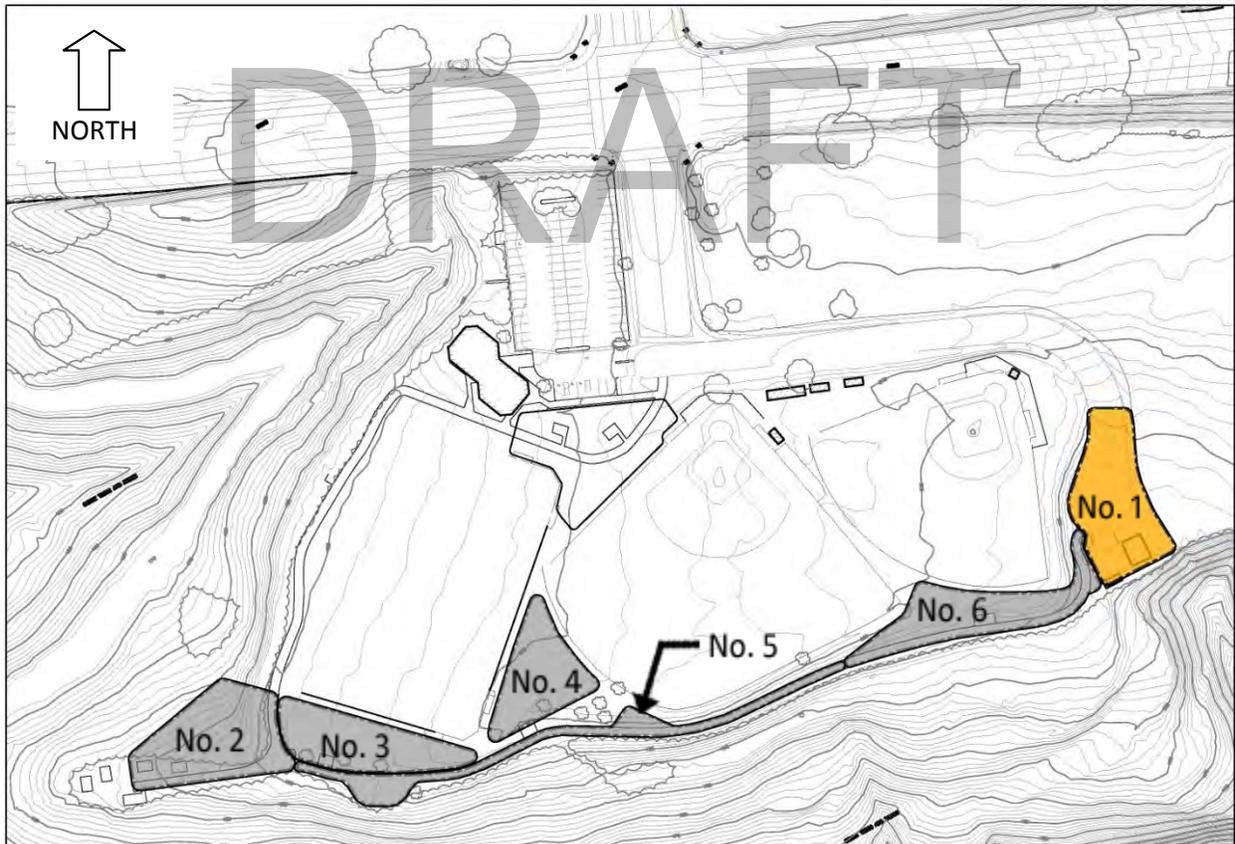
A brief overview and description for each site is provided in the following pages.



**BLUFFS PARK SITE NUMBER 1**

13,000 Square Feet

Site Number 1 is located at the Eastern boundary of Bluffs Park in the area of the service road turnaround and the park maintenance building. Site Number 1 is bordered by the Crummer property to the East and slope turf and the major baseball field to the West. Site Number 1 is currently used as Bluffs Park service road turnaround and as the location of the Bluffs Park maintenance building.



**Site Number 1**



**Site number 1 looking North**

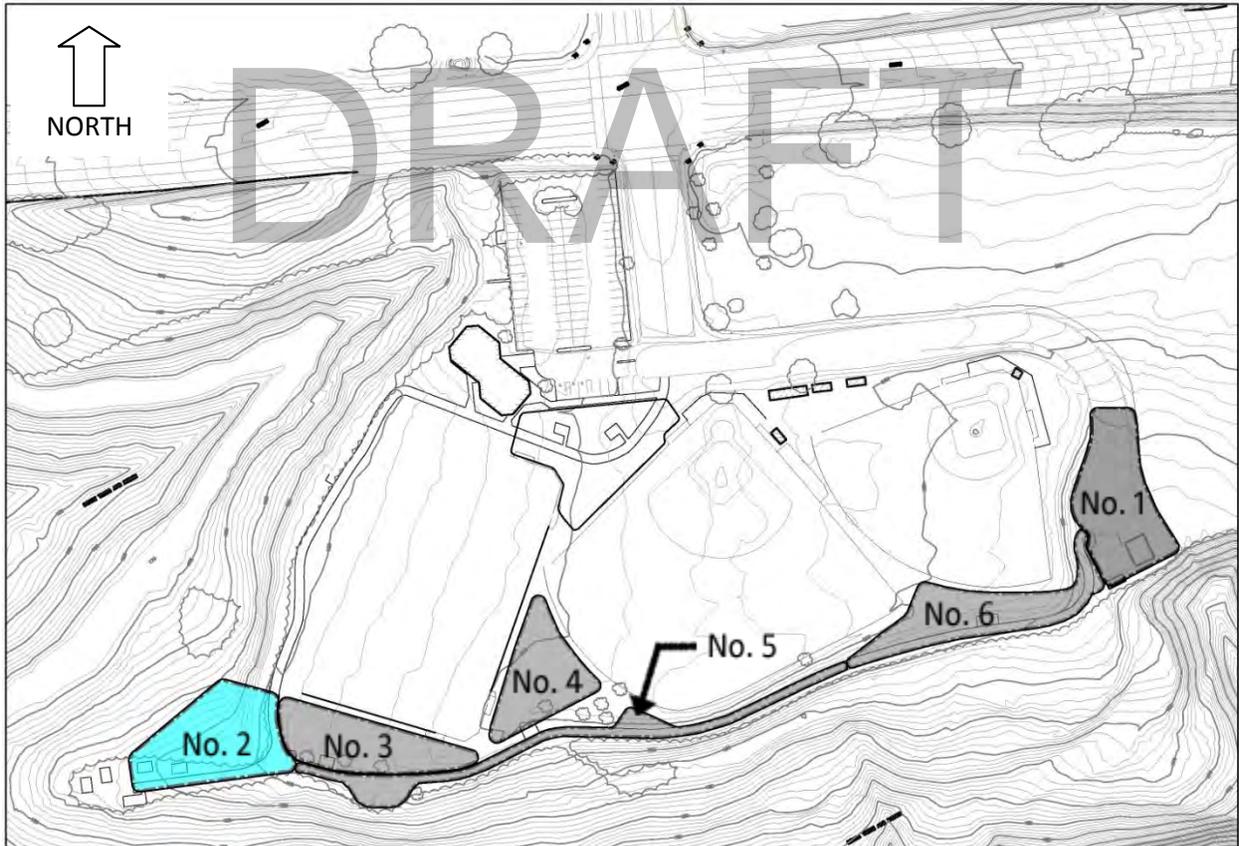


**Site Number 1 looking South**

**BLUFFS PARK SITE NUMBER 2**

13,500 Square Feet

Site Number 2 is located at the Western edge of Bluffs Park in area of the ocean view picnic tables and in the immediately adjacent undeveloped land directly to the North. Site Number 2 is primarily undeveloped hillside with dense native shrub growth. The developed portion of Site Number 2 is currently used for picnicking and is the terminus of the Bluffs Park paved pathway.



**Site Number 2**



**Site Number 2 looking East**

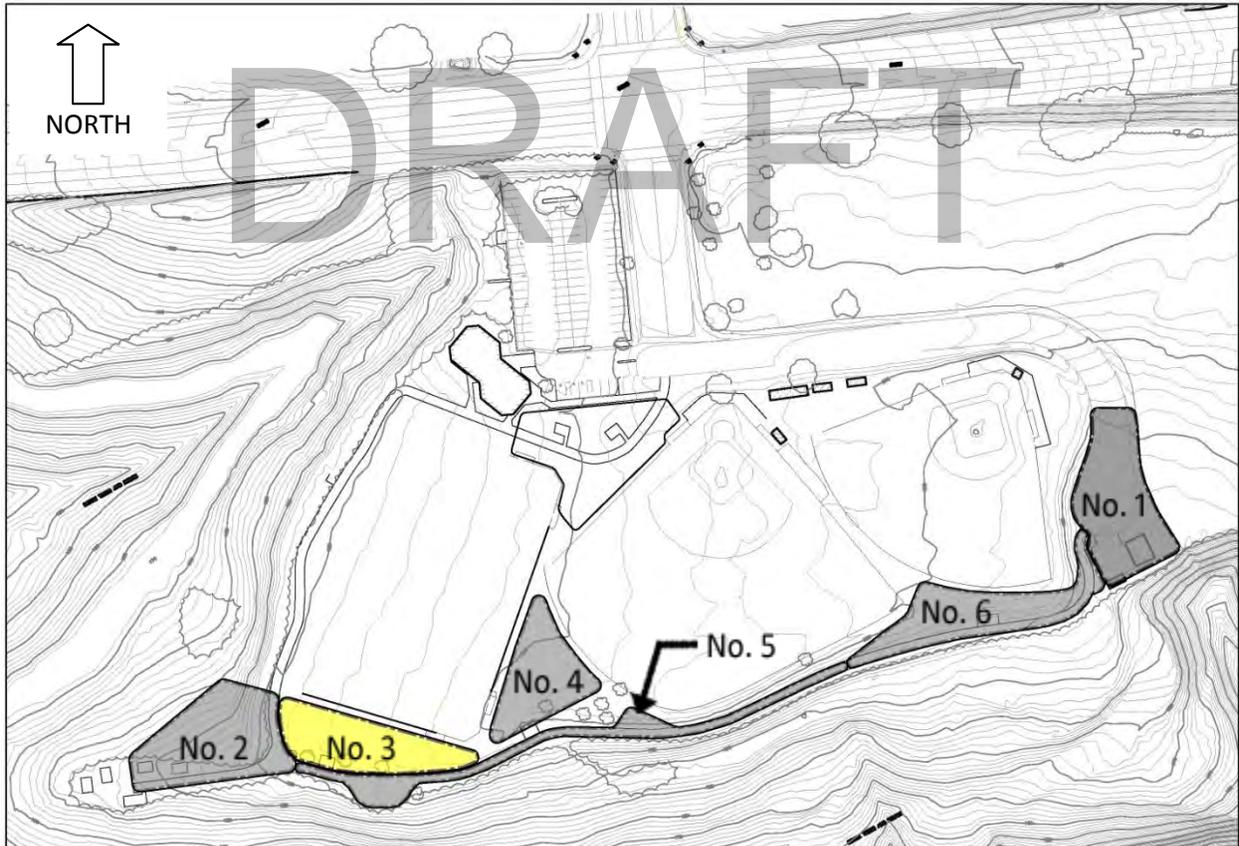


**Site Number 2 looking North East**

**BLUFFS PARK SITE NUMBER 3**

10,000 Square Feet

Site Number 3 is located in the Western section of Bluffs Park just South of the multi-purpose field. The site is additionally bordered by the Bluffs Park concrete pathway. Site Number 3 is currently maintained turf with several medium size California Live Oak trees. Site Number 3 is open space and used as a staging area in support of the multi-purpose fields.



**Site Number 3**



**Site Number 3 looking East**

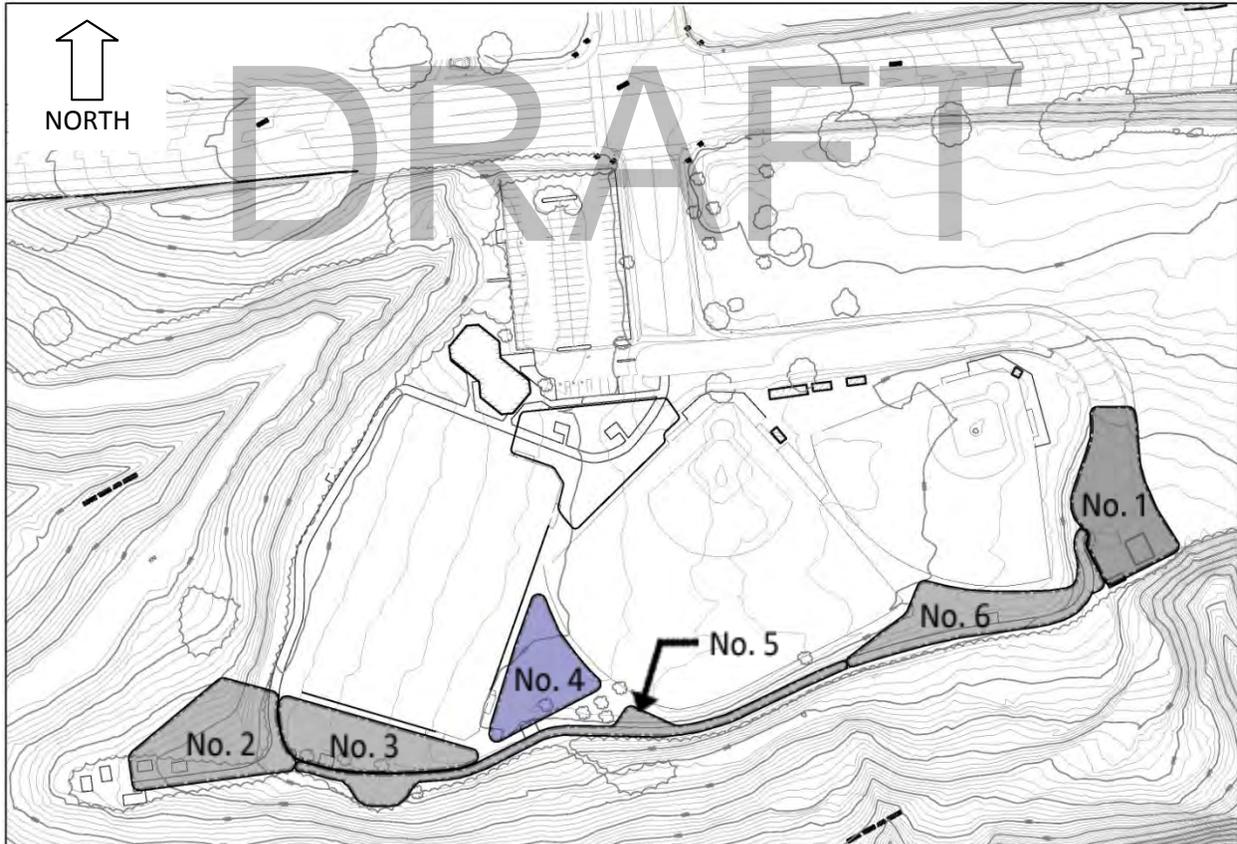


**Site Number 3 looking West**

**BLUFFS PARK SITE NUMBER 4**

9,000 Square Feet

Site Number 4 is located to the East of the multi-purpose fields and South West of the pony baseball field. The Southern edge of the site is bordered by the Bluffs Park concrete pathway. Site Number 4 is currently maintained turf with a medium size California Live Oak tree. Site Number 4 is open space and used as a staging area in support of the multi-purpose fields.



**Site Number 4**



**Site Number 4 looking North**

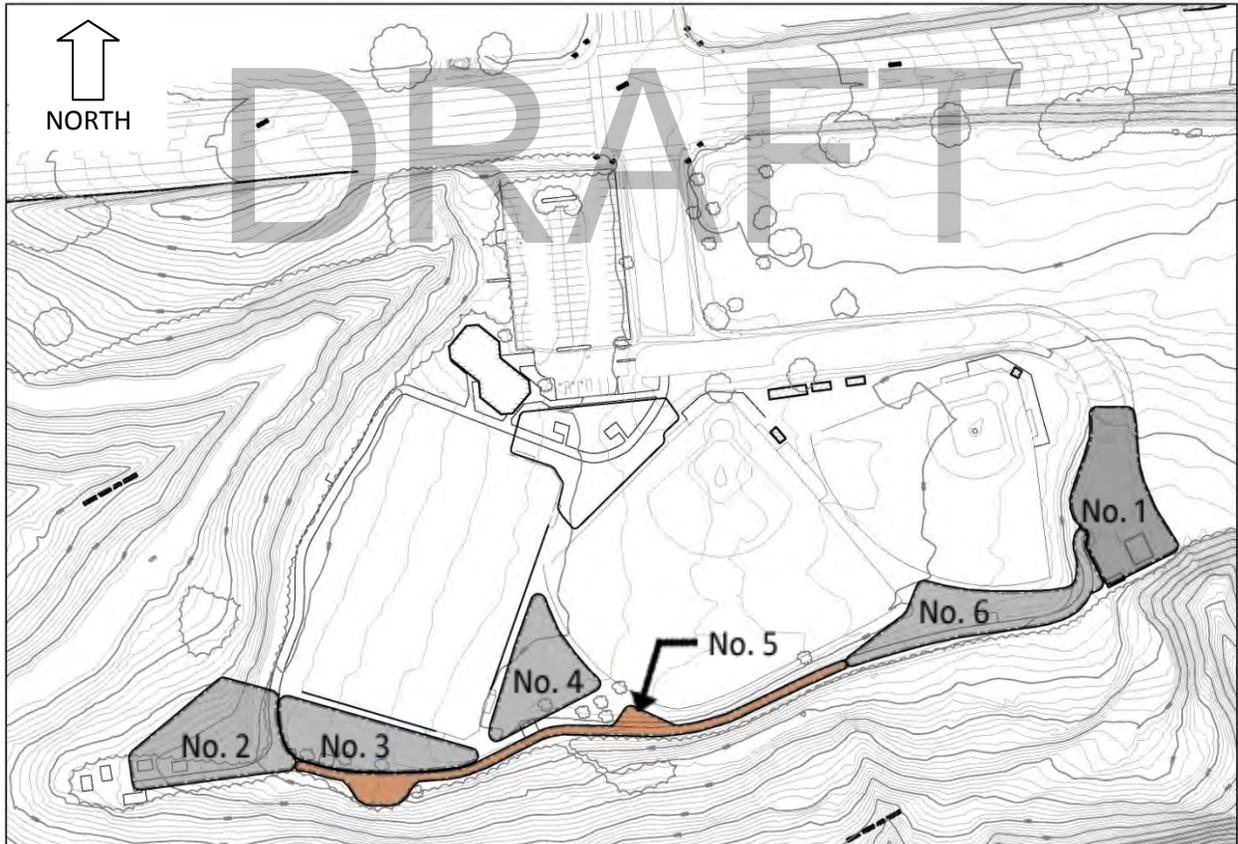


**Site Number 4 looking North West (beyond trees)**

**BLUFFS PARK SITE NUMBER 5**

8,000 Square Feet

Site Number 5 is located along on the Bluffs Park concrete pathway on the Southern edge of Bluffs Park. Site Number 5 is bordered by undeveloped slopes to the South, the pony baseball field to the North and the areas described as Site 3 and 4 to the North. Site Number 5 is currently used as a pedestrian pathway.



**Site Number 5**



**Site Number 5 looking East**

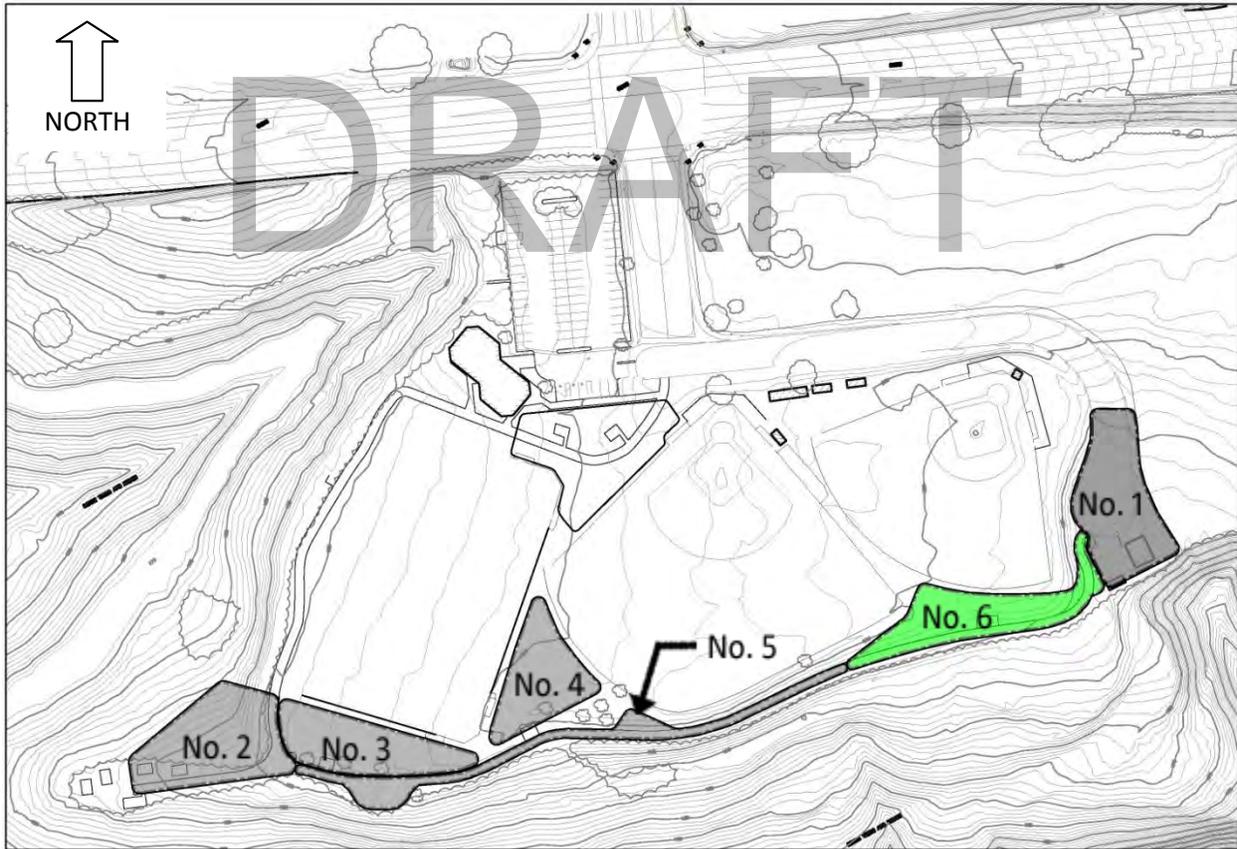


**Site Number 5 looking East (at Whale's Tail)**

**BLUFFS PARK SITE NUMBER 6**

11,500 Square Feet

Site Number 6 is located along the Bluffs Park concrete pathway and on the sloped turf open space South of the major baseball field. Site Number 6 is additionally bordered by undeveloped slopes to the South and the Bluffs Park maintenance building to the East. Site Number 6 is currently used as a pedestrian pathway and as open space.



**Site Number 6**



**Site Number 6 looking East**



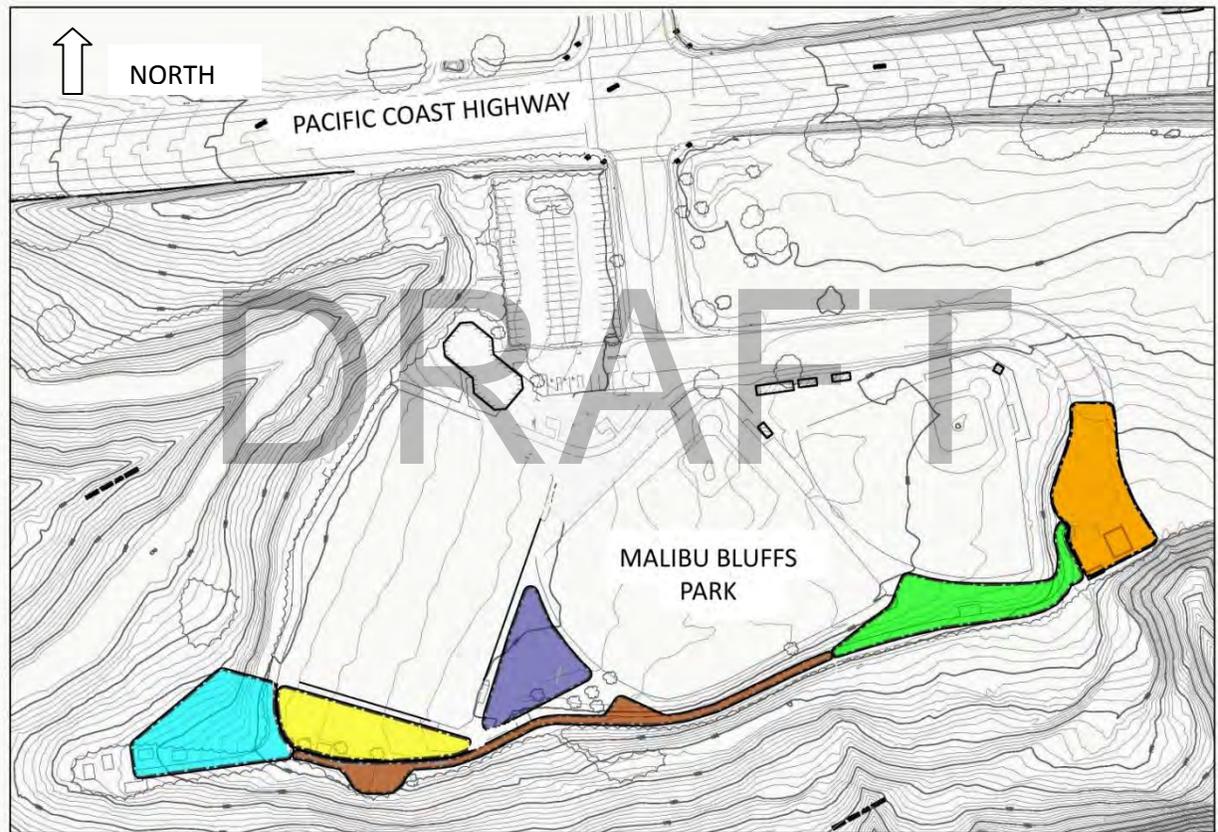
**Site Number 6 looking West**

## CRITERIA FOR EVALUATION

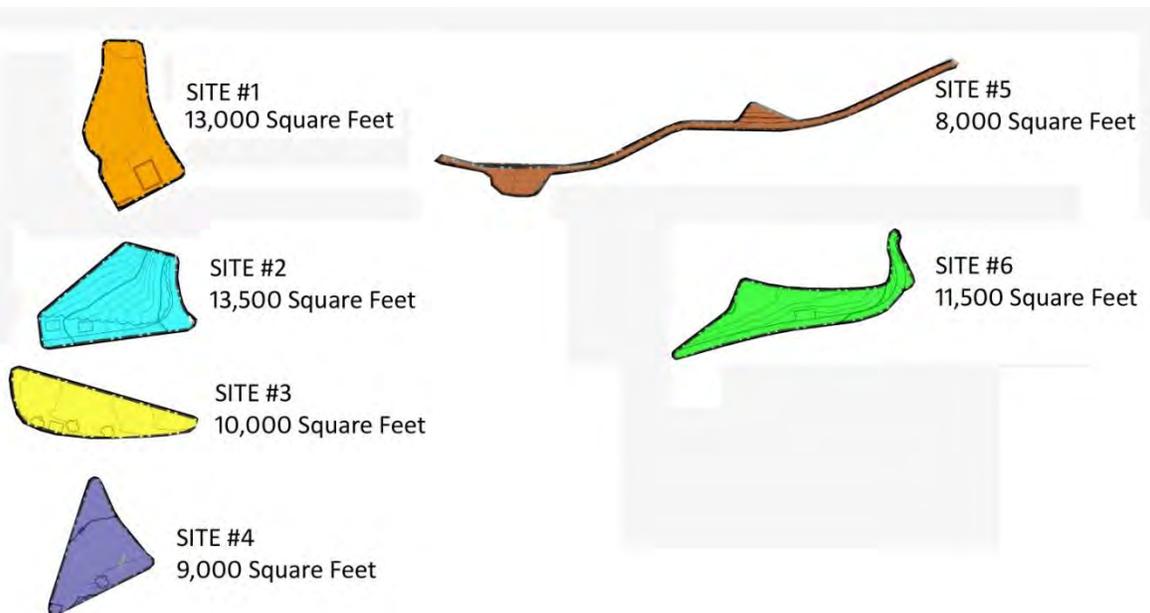
The criteria for this evaluation has been developed specifically for the planning and development of a skate park facility within Bluffs Park. The intent of the criteria is to establish an objective set of site factors that allow potential sites within Bluffs Park to be assessed individually and against each other.

Criteria Type	Criteria Description
Acoustical Impacts	Will there be significant acoustical impacts on adjacent site uses?
Adequate Size	Is the site large enough to accommodate the proposed project?
ADA Accessibility	Accessible to those with physical impairments?
CEQA	Can the project be constructed at the site and pass CEQA review/requirements?
Construction Access	Is there practical and cost effective access to the site for construction?
Coastal Plan	Can the proposed project be built in compliance with the City's Coastal Plan?
Cost of Development	Is the site capable of being developed at an industry standard cost?
Depth of Water Table	Is the depth of the water table acceptable for the proposed development?
Drainage	Capture urban and storm water to prevent off site runoff?
ESHA Requirement	Can the project be constructed at the site and comply with ESHA requirements?
Exposure To Debris	Do falling debris such as, leaves, twigs, seeds, and fruit occur at the site?
Fees For Use	Will the site allow for the collection of fees for general and private use?
Include OFG Elements	Can "Ocean Friendly Garden" concepts be incorporated into the site?
Local Coastal Program	Can the project be constructed at the site and comply with the Local Coastal Program?
Low Impact Development	Minimized construction impact on park and environment?
Mass Transit	Is the site currently accessible via public transportation?
Night Lighting	Will the site allow for the incorporation of night lighting?
Parking Availability	Does adequate parking exist to support the proposed project?
Permits and Inspections	Compliance with all City Codes and ordinances?
Rainwater Harvesting	Does the site allow for rainwater harvesting?
Recycled Materials	Does the site allow for the use of recycled materials?
Soil Conditions	Are the soil conditions suitable for the proposed project?
Supporting Infrastructure	Is the site within reasonable distance to restrooms, drinking Fountains and a telephone?
Topography	Is the topography of the site suitable for the proposed project?
Traffic	Will the project generate significant impacts to off-site uses in the immediate area?
User Accessibility	Is the site centrally located within the city and is it accessible for most users?
Use Compatibility (On-Site)	Will the proposed project create any conflicts for existing/proposed on site uses?
Use Compatibility (Off-Site)	Will the proposed project create any conflicts for existing/proposed off site uses?
Visitor Servicing Element	Will the site allow for the project to be open for public use?
Visual Access	Is the site visually accessible to the public and for enforcement purposes?
Visual Impacts (Off-Site)	Will there be any visual impacts from off-site areas?

## SITE LOCATION MAP



## SITE NUMBER AND AREA



**SITE EVALUATION MATRIX**

CRITERIA TYPE	WF	#1		#2		#3		#4		#5		#6	
		xWF		xWF		xWF		xWF		xWF		xWF	
Acoustical Impacts	5	1	5	1	5	1	5	2	10	0	0	1	5
Adequate Size	3	3	9	3	9	3	9	3	9	1	3	3	9
ADA Accessibility	5	3	15	3	15	3	15	3	15	3	15	3	15
CEQA	5	2	10	0	0	2	10	2	10	1	5	2	10
Construction Access	2	4	8	2	4	2	4	2	4	2	4	2	4
Coastal Plan	5	1	5	0	0	2	10	2	10	1	5	1	5
Cost of Development	4	2	8	1	4	3	12	3	12	2	8	2	8
Depth of Water Table	2	2	4	2	4	2	4	2	4	2	4	2	4
Drainage	5	3	15	1	5	3	15	3	15	2	10	2	10
ESHA Requirements	5	0	0	0	0	1	5	2	10	0	0	0	0
Exposure to Debris	2	4	8	4	8	2	4	3	6	2	4	4	8
Fees For Use	1	2	2	1	1	1	1	1	1	1	1	2	2
Include OFG Elements	2	2	4	2	4	2	4	2	4	2	4	2	4
Local Coastal Program	5	1	5	0	0	2	10	2	10	1	5	1	5
Low Impact Development	5	2	10	0	0	2	10	2	10	1	5	1	5
Mass Transit	1	3	3	3	3	3	3	3	3	3	3	3	3
Night Lighting	2	1	2	0	0	0	0	0	0	0	0	0	0
Parking Availability	2	2	4	2	4	2	4	2	4	2	4	2	4
Permits and Inspections	5	2	10	2	10	2	10	2	10	2	10	2	10
Rainwater Harvesting	1	3	3	2	2	2	2	2	2	2	2	2	2
Recycled Materials	1	3	3	3	3	3	3	3	3	3	3	3	3
Soil Conditions	2	2	4	2	4	2	4	2	4	2	4	2	4
Supporting Infrastructure	1	2	2	2	2	2	2	2	2	2	2	2	2
Topography	3	2	6	4	12	3	9	3	9	0	0	1	3
Traffic	2	2	4	2	4	2	4	2	4	2	4	2	4
Use Compatibility (On-Site)	3	2	6	1	3	1	3	1	3	0	0	0	0
Use Compatibility (Off-Site)	5	0	0	0	0	1	5	1	5	0	0	0	0
User Accessibility	3	2	6	2	6	2	6	2	6	2	6	2	6
Visitor Servicing Element	2	2	4	2	4	2	4	2	4	2	4	2	4
Visual Access	4	3	12	0	0	1	4	1	4	1	4	1	4
Visual Impacts (Off-Site)	3	2	6	1	3	2	6	2	6	1	3	1	3
<b>TOTAL</b>	~	~	<b>183</b>	~	<b>119</b>	~	<b>187</b>	~	<b>199</b>	~	<b>122</b>	~	<b>146</b>
<b>RANKING</b>	~	<b>3rd</b>		<b>6th</b>		<b>2nd</b>		<b>1st</b>		<b>5th</b>		<b>4th</b>	

<p><b><u>Weighting Factors (WF)</u></b></p> <p>1 = not very important                  2 = somewhat important                  3 = important                  4 = very important                  5 = essential</p>	<p><b><u>Applying Weighting Factors</u></b></p> <p>Assignment of the weighting factors is the City’s opportunity to apply values to the evaluation process so that the final scores for each site reflect local issues that will have a significant bearing on the project.</p>
<p><b><u>Criteria Ranking Scores</u></b></p> <p>0 = unacceptable (least desirable)                  1 = poor                  2 = fair                  3 = good                  4 = excellent (most desirable)</p>	<p><b><u>Applying Ranking Criteria</u></b></p> <p>Following the assignment of the weighting factors, each site is evaluated according to established criteria and ranked on the simple five point scale from 0 to 4.</p>

## MATRIX SCORING SUMMARY

Utilizing the Matrix system (previous page) the Bluffs Park sites have been ranked in order of suitability as follows:

Ranking	Site	Score
1st	Site Number 4	199
2nd	Site Number 3	187
3rd	Site Number 1	183
4th	Site Number 6	146
5th	Site Number 5	122
6th	Site Number 2	119

(Highest Score = Most Suitable Site | Lowest Score = Least Suitable Site):

### **Site Number 4 Summary (Highest Ranked Site)**

Significant *benefits* of locating a skate park at Site Number 4 include:

- Site Number 4 has the most suitable configuration and topography for developing a permanent skate park facility..
- Site Number 4 has the greatest potential for being developed with the least amount of potential impacts to the nearby Environmentally Sensitive Habitat Areas.
- Site Number 4 is the least likely site to have potential impacts on adjacent off-site uses.

Potential *disadvantages* of developing a skate park on Site Number 4 include:

- The need to relocate or design around the existing Oak tree and play structure.
- Potential space limitations from the adjacent Multi-Use Field and the Pony Baseball Field staging and spectator areas.
- Limited visual access for enforcement purposes.

### **Site Number 3 Summary (Second Highest Ranked Site)**

Significant *benefits* of locating a skate park at Site Number 3 include:

- The configuration and topography of Site Number 3 are very suitable for developing a permanent skate park facility.
- Site Number 3 has good potential for being developed with minimal impacts to the nearby Environmentally Sensitive Habitat Areas.
- Site Number 4 is unlikely to have potential impacts on adjacent off-site uses.

Potential *disadvantages* of developing a skate park on Site Number 3 include:

- Exposure to debris from existing trees on the site's northwest boundary.
- Potential conflict or need to relocate existing sand play area.
- Potential space limitations from the adjacent Multi-Use Field staging and spectator areas.
- Limited visual access for enforcement purposes.

### **Site Number 1 Summary (Third Highest Ranked Site)**

Significant *benefits* of locating a skate park at Site Number 1 include:

- The site would allow for drive-by visual access for enforcement purposes.
- The configuration, topography and size of the site are very suitable for developing a permanent skate park facility.

Potential *disadvantages* of developing a skate park on Site Number 1 include:

- The need to reconfigure the existing turnaround.
- The need to relocate or reconfigure the existing maintenance and facilities building.
- A skate park at this site may be perceived as having potential impacts to the nearby Environmentally Sensitive Habitat Areas.
- A skate park at this site may have potential impacts on adjacent off-site uses.
- Cost of development would be greater than most of the other sites.

### **Site Number 6 Summary (Fourth Highest Ranked Site)**

Significant *benefits* of locating a skate park at Site Number 6 include:

- The configuration and size of the site is suitable for developing a permanent skate park facility.

Potential *disadvantages* of developing a skate park on Site Number 6 include:

- A skate park at this site may have potential impacts to the nearby Environmentally Sensitive Habitat Areas.
- A skate park at this site may have potential impacts on adjacent off-site uses.
- The Topography of the site is not ideal for locating a permanent skate park.
- There will likely be a conflict the existing use of the paved pedestrian pathway.
- Limited visual access for enforcement purposes.
- Cost of development would be greater than typical industry average because of the site's topography and need for retaining walls.

### **Site Number 5 Summary (Fifth Highest Ranked Site)**

Significant **benefits** of locating a skate park at Site Number 2 include:

- The site would necessitate a creative and distinctive design layout that may help contribute to making the skate park distinct and unique to Malibu.

Potential **disadvantages** of developing a skate park on Site Number 2 include:

- A skate park at this site may have potential impacts to the nearby Environmentally Sensitive Habitat Areas.
- A skate park at this site may have potential impacts on adjacent off-site uses.
- The Topography of the site is poor for locating a permanent skate park.
- A skate park at this site would conflict with the existing use of the paved pedestrian pathway.
- Limited visual access for enforcement purposes.
- Exposure to debris from existing trees adjacent to the site.

### **Site Number 2 Summary (Sixth Highest Ranked Site)**

Significant **benefits** of locating a skate park at Site Number 5 include:

- A skate park at this site would not conflict with any other existing onsite active uses.

Potential **disadvantages** of developing a skate park on Site Number 5 include:

- A skate park at this site would have potential impacts to the nearby Environmentally Sensitive Habitat Areas.
- A skate park at this site may have potential impacts on adjacent off-site uses.
- A skate park at this site would likely not be able to comply with the requirements of the Malibu Coastal Plan.
- The Topography of the site is not compatible for locating a permanent skate park.
- There may be a conflict with a skate park at this site and user access via the existing paved pedestrian pathway.
- Limited visual access for enforcement purposes.
- The loss of or need to relocate the existing picnic area on the southern boundary of the site.
- Cost of development would be greater than typical industry average because of the site's topography and need for retaining walls.
- Fire risk at this site is extremely high and would be difficult to mitigate.

## **CONCLUSION**

Site Number 4 was ranked as the most suitable location for a skate park facility within Bluffs Park. It is estimated that the site could accommodate a permanent skate park facility up to 8,000 square feet in size.

The existing park uses adjacent to Site Number 4, i.e. the Multi-Use Field, Pony Baseball Field, and play structure are a "good fit" for a skate park facility. The location, surrounded by high activity use, integrates the skate park with these other activities without compromising valuable green space in the "bluffs" area of the park. The site is also dynamic because visitors could enjoy various family-oriented recreation activities in nearby park areas.

As a result of this site evaluation and for the enumerated reasons, Site Number 4 is recommended for preliminary engineering and design development. Said work shall proceed contingent upon the design successfully providing a strong sense of place, and a positive total site experience for all park users while meeting the design criteria that has been established for the project as defined herein.