



## **CITY COUNCIL STUDY SESSION REPORT**

STUDY SESSION DATE: OCTOBER 13, 2003

ITEM NUMBER:

**SUBJECT: REVIEW OF POTENTIAL PERMANENT AND POCKET-PARK SKATE PARK LOCATIONS AND THE MOBILE SKATE PARK PROGRAM**

**DATE: OCTOBER 8, 2003**

**FROM: ADMINISTRATIVE SERVICES DEPARTMENT / RECREATION DIVISION**

**PRESENTATION BY: JANA M. RANSOM, RECREATION MANAGER**

**FOR FURTHER INFORMATION CONTACT: JANA M. RANSOM, RECREATION MANAGER  
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### **RECOMMENDATION:**

Review park sites for potential location of permanent and/or "pocket-park" skate parks, and review the current Mobile Skate Park program, for the purpose of making future decisions and providing direction on the building, programming and supervision of skate parks in Costa Mesa.

### **BACKGROUND:**

At the June 16, 2003, meeting of the Costa Mesa City Council, staff was directed to bring back information regarding locations for a potential in-ground, permanent skate park, smaller "pocket-size" skate parks, and report on the current Recreation Division's Mobile Skate Park program.

### **ANALYSIS:**

#### **PERMANENT AND/OR "POCKET" SKATE PARKS -**

City staff has created a matrix of all Costa Mesa City parks (Attachment #1), listing them alphabetically by park size of "over" and "under" 4 acres, for the purpose of identifying parks potentially large enough to provide enough space for either a permanent, in-ground, ten to fifteen thousand square foot skate park and/or approximately five thousand square foot "pocket-sized" skate parks.

#### **PERMANENT SKATE PARKS AND SIZE -**

Skate Parks have developed in size over the last decade, from small parks of minimal size (i.e. 3,000 sq. ft.) with relatively few skating elements to very large skate parks (25,000+ sq. ft) with a great variety of skate elements within them. Skating elements are the features within a park upon which skaters perform maneuvers (i.e. rails, curbs, stairs, fun boxes, pyramids, benches, tables, ramps, banks, quarter pipes, half pipes, bowls or pools, snake runs, etc.).

Skaters also seem to generally fall into two main categories of skaters, the currently popular "street style" skaters who may prefer skate elements commonly found while skating public streets and/or in public building complexes (i.e. rails, stairs, benches, tables, planters, etc.) or the older form of skating known as "vertical" or "old school", who may prefer bowls or pools, quarter or half-pipes, and to cruise freestyle on snake runs or on open skate lanes surrounding individual skate elements or along the exterior of the park.

The skating community greatly prefers permanent skate parks that are of the in-ground, poured concrete style, with all elements made of poured concrete. However, skate park elements may also be constructed of semi-permanently secured modular pieces, placed above ground on top of flat, poured concrete or other acceptable surfaces as well. Other skate parks are hybrids, with combinations of poured concrete elements as well as modular equipment.

Modular skate equipment consists of skate elements that range in style from the small, portable pieces like those used in the City of Costa Mesa's Mobile Skate Program, to much larger, semi-permanent pieces, as can be seen used for the X Games skate events and at Vans Skate Parks. Technological advancements in the larger, semi-permanent modular equipment have made these viable options in building permanent skate parks.

Staff recommends that the skate park provide a safe and quality skating experience, that challenges and meets the needs of skaters of all ages and abilities, is comprised of the appropriate number of skate elements relative to its size, and is designed to safely allow for transitions between elements and skating areas.

Approximately six years ago while investigating and touring over a dozen municipal skate parks in southern California, based on industry standards and compared to skate parks being built at that time, City staff determined a permanent, in-ground skate park should be built of a size no less than 10,000 square feet. Both of the skate parks that have been designed but not built in Costa Mesa (at Lions Park and at Charlie/Hamilton Streets) were based on this minimum size standard of 10,000 square feet of skating area, but they were also designed to try to provide a skate park using the maximum amount of space available at each location. While many skate parks a few years ago averaged 10,000-15,000 square feet in size, with a few larger parks, today the standard is parks that are considerably larger with many in the average range of 25,000 square feet or more.

High quality skate parks today provide areas within them that are both specific to the types of skaters that use them, as well as allow for the varying abilities of skaters. Modern skate parks have evolved significantly and the best newer parks provide for popular "street style" elements (curbs, stairs, benches, rails, etc.) as well as "old school" and "vertical" style elements (snake runs, bowls, half-pipes, etc.). All of these areas and elements are necessary to appeal to and meet the needs of beginner, intermediate, and advanced skaters of both street and vertical styles.

It is also important to understand that skate parks should not be built by pouring concrete and placing as many individual elements as possible within the confined space of the park. Larger parks provide for the safe transition and flow of skaters from element to element and area to area. Quality-designed and safe parks are built so skaters can flow from one skate element to the next, and transition from one area to the other, hopefully

without skaters crossing in front of or banging into one another, causing accidents and injuries.

To provide for a safe and quality skating experience that appeals to the majority of skaters, staff recommends a permanent, in-ground skate park (or parks) of at least medium size (approximately 15,000 square feet) designed to meet the needs of youth and adult recreational skateboarders and inline (rollerblade) skaters of all ages, skating styles and abilities.

#### POCKET-SIZED SKATE PARKS AND SIZE -

Staff proposes that "pocket-size" skate parks be approximately 5,000 square feet (i.e. the approximate size of a full-length basketball court, though the shape of a pocket skate park would not necessarily be rectangular). Due to its size and the number of skate elements that could be contained therein, a pocket skate park would be designed primarily to accommodate skaters of beginning to low-intermediate levels of skating ability.

As they are significantly less expensive to build, more pocket-sized parks could be built and spread geographically around the City, making them more available to skaters since they would be closer to their homes. Some communities and skaters have embraced this idea. However, staff have discovered that due to the inherent limitations presented by pocket size skate parks (i.e. less appeal to a wide variety of skaters, limited skate elements), interest in these parks may wane over time, and after conducting cost-benefit analysis studies, some communities have concentrated efforts on providing more medium to larger size parks than trying to provide several smaller, more pocket-size skate parks.

As with larger parks, pocket-sized skate parks could be made of poured concrete, or made of semi-permanently secured modular equipment, or a hybrid of both. While not preferred by most skaters, modular equipment does offer advantages over poured concrete in that it is installed directly onto a slab of flat concrete or appropriate pavement, it is cheaper and easier to install, and it can be more easily replaced, if desired, to create new skating experiences by moving pieces into new configurations, or by adding to and/or removing individual elements. An additional benefit is that if pocket sized skate parks prove unpopular or are sparsely used, modular skate equipment can be removed and the concrete/pavement pad be used to create a different recreational amenity in place of the modular skate equipment.

Staff recommends semi-permanent modular equipment, on flat cement/paved pads of approximately 5,000 square feet, should the Council direct the staff to create one or more pocket skate parks.

#### SKATE BOARDING, IN-LINE SKATING AND BMX BIKES –

Potential Costa Mesa skate parks are intended for use by skate boarders and/or in-line skaters (rollerbladers) only, and not for use by BMX bicyclists. Parks designed for bicyclists need more space than the average skater uses, denser and thicker concrete, as well as provisions for stronger, reinforced edges and lips on skate elements. Staff has found that in parks designed for both bicycles and skaters, that due to safety and use issues these two groups cannot be mixed to use the parks at the same time. If the park were designed for use by both use groups, it would need to be made much larger, the

concrete and elements designed to accommodate bicyclists, and separate hours for use by each group established and enforced.

## CRITERIA FOR DETERMINING POTENTIAL PARKS WHERE A SKATE PARK COULD BE BUILT -

Staff considered several factors in evaluating each park as a potential site in which to locate a skate park. Based on staff interactions with several current municipal skate park operators in Southern California, and after attending several workshops and trainings relative to skate park operations, the criteria listed on the matrix are factors staff believes are the most crucial and necessary to assess potential sites for operation of a successful skate park. These criteria are intended to provide a basis for additional review, discussion, and direction by Council at a later date.

The following identifies individual criteria chosen by staff for placement in the matrix:

- Adequate Open Space Without Loss of Existing Amenities:

Is there enough open space within the park to build a skate park of the proposed dimensions without removing existing recreational amenities (i.e. picnic shelters, tot lots, playgrounds, athletic facilities)?

Staff recommends the park itself be of a large enough size to incorporate an appropriately sized skate park within it. Staff also contends that skating should not be a mutually exclusive recreational activity, where it is placed in a park or area designated only for skating. Community comments and input regarding building and operation of skate parks in Costa Mesa and elsewhere support the bundling of multiple recreation amenities (i.e. a tot lot and/or playground, picnic structure) in one area and in proximity of a skate park, so families can recreate together in a variety of activities in one park and/or area.

- Adequate Open Space With Loss of Existing Amenity or Amenities:

Is there enough open space within the park to build a skate park of the proposed dimensions if an existing amenity (i.e. a picnic shelter, tot lot, playground, athletic facility) is downsized, eliminated or relocated within the park to accommodate a skate park of the proposed dimensions?

- City-owned:

Indicates whether the park is or isn't owned by the city of Costa Mesa.

- Compatible with Master Plan of Park:

Is there a "Master Plan" for the individual park identified, and if so, is a skate park compatible with that park's master plan? If there isn't an individual park master plan, is the park at build-out, based upon the park's design?

- Close Proximity To and/or Visibility From Street:

If a skate park was built in the identified park, could it be built in close proximity to the street and/or be easily visible from the street?

To help maintain and enforce proper use of the facility and to deter vandalism, inappropriate, or illegal activity, staff recommends skate parks be built in close proximity to and/or be easily visible from the street.

- Close Proximity to Public Transportation:

Is the park within close walking or skating distance of accessible public transportation (i.e. bus routes)?

Youth or persons without their own mode of vehicular transportation should have a form of public transportation that can get them close to the skate park.

- Adequate Current Parking:

Determines if the park currently has adequate parking if a skate park were to be added to the park. If there isn't any current parking, or not enough of it to support an additional recreational use (a skate park), staff recommends that additional appropriate parking be added if a skate park is built.

- Currently Has Restrooms:

Indicates if park has restrooms currently in close enough proximity to be useful to the proposed location of a skate park.

To avoid inappropriate behavior, staff recommends a skate park either have restrooms directly in or adjacent to the skate park, or close enough within the general park for easy access to skaters using the skate park.

- Currently Has Building For Staff:

Indicates if there is currently a City building in the park that could provide for a staff office for skate park supervision and operations.

If the skate park is to be supervised and/or operated (either by in-house staff or a contract operator), staff recommends an office or other such building/room be made available for housing staff, appropriate files and paperwork, concession sales, etc.

- Close Proximity to City-staffed Facility(s)\*:

Indicates if there is a City facility from which staff could operate and/or monitor use of the park, in close proximity to, but not in the park where a proposed skate park would be located.

Staff believes in an ideal situation a skate park located in close proximity to a current City facility already housing City staff could possibly be used to house skate park supervisory or programming staff if space in that facility is available.

- \*Close to Which Staffed Facility(s):

Identifies which City facility already housing City staff that is in close proximity to where a proposed skate park could be located.

- Potential for Lighting And Minimizing Its Effect on Nearby Residents:

Is there a potential for placing the skate park in an area where it could be lit with minimal effect to surrounding residents?

Skate Park lighting would be more akin to the lighting one sees at side-by-side tennis courts (i.e. the Costa Mesa Tennis Center) than one would see at an athletic field facility (i.e. The Farm Sports Complex or TeWinkle School or Park Athletic Fields).

Could a lit skate park be placed in a park that would provide for more space between the lights and residents than is currently provided at lit City athletic field complexes, thereby minimizing the effect of lights of adjacent and/or nearby residents?

A skate park is a significant investment in the community for recreational use, and as such, the more use the park is able to have by having longer operational hours, the sounder the investment. Lit skate parks provide for longer operational hours, particularly during fall and winter when it gets dark earlier in the evening. Lights provide for longer periods of use time by youth and adults after their school and/or workday. By having lights and expanded use times into the evening, skate parks are not as likely to reach their maximum skating capacity at prime use times (due to compaction of hours available for use), thereby reducing the possibility for accidents and injuries due to overcrowding.

Another factor to consider in future discussion is that by lighting a skate park, the City, in essence, opens the park after dusk (when parks without lit facilities currently close).

#### SUPERVISED VS. UNSUPERVISED SKATE PARKS AND NEED FOR FENCING –

Municipally operated skate parks have liability issues relative to enforcement of use rules (i.e. ensuring skaters wear appropriate safety equipment).

Supervised skate parks are fenced and have staff present whenever the park is open, whereas unsupervised parks are not fenced and enforcement of rules is accomplished by random drive-bys and/or walk-through by City staff. Staff is in the process of determining liability issues and the pros and cons of supervised versus unsupervised municipal skate parks. This issue will be addressed in future reports when potential sites for a permanent and/or “pocket-size” skate parks are decided.

#### OTHER OPERATIONAL ISSUES -

Other operational issues that will be addressed in future reports include whether or not waiver/release forms will be required of users, if there will be fees associated with use of the skate park, whether recreational programs (i.e. lessons, etc.) will be offered at the park, maintenance and inspections of skate elements and skate surfaces, if an outside contract concessionaire might be available to operate the park once it is built, etc.

## GEOGRAPHICAL LOCATIONS FOR MULTIPLE SKATE PARKS –

Similar to other recreation facilities like community centers, athletic fields and/or facilities, tot lots, playgrounds, etc., several medium or large in-ground, permanent and/or “pocket size” skate parks could eventually be located in several different geographic areas of Costa Mesa, so residents could have a skate facility in their neighborhood. Multiple facilities in different geographical areas of Costa Mesa would create less of a need for vehicular transportation to and from a skater’s residence.

Staff believes multiple skate facilities also serve to diffuse the total number of skaters at any one park, improving the overall skating experience by not having overcrowded facilities, also serving to reduce the number of participants present at any given time and thereby reducing the potential for accidents due to overcrowding.

Staff recommends that consideration be given to identifying both the first Costa Mesa Skate Park, as well as potentially other medium to large, permanent, in-ground skate park sites, and possibly several potential sites in which “pocket size” skate parks could be located.

## TEWINKLE PARK AS THE “PRIMARY” LOCATION FOR A SKATE PARK –

The individual “TeWinkle Park Master Plan” has recently gone before the City’s *Parks and Recreation Commission* and *Planning Commission*. The corner of Junipero and Arlington Streets have been identified by the *Parks and Recreation Commission* as open space and as an alternative site for a skate park, while the *Planning Commission* identified this as a primary location for a skate park.

## OTHER POTENTIAL SKATE PARK SITES AND/OR POTENTIAL COLLABORATIVE EFFORTS WITH THE NEWPORT-MESA UNIFIED SCHOOL DISTRICT (NMUSD), THE CITY OF NEWPORT BEACH, AND OTHER GOVERNMENTAL AGENCIES –

- NMUSD:

The City of Costa Mesa is continuing to work with the NMUSD for a potential site for a permanent, in-ground skate park. Several possible sites have been explored. Restricted use times that limit skate park operational hours to after-school use only on traditional school days would be necessary. It is likely that design approval from the State Architect’s office would be needed, which could delay the project. Staff is working to determine if these issues could be mitigated.

- The City of Newport Beach:

The City of Newport Beach has been approached in the past by Costa Mesa staff, and has been approached once again to discuss the possibility of a joint-collaborative effort in building and operating a skate park somewhere between the two cities. Potential locations where the cities of Costa Mesa and Newport Beach could collaborate on an in ground, permanent skate park of medium size are very limited, would necessitate additional agreements between the agencies and involve an unknown time delay. Given current economic conditions, as well as Newport Beach’s existing commitments toward capital projects currently planned for and allocated, their ability to be a financial contributor towards the effort for building and operating a joint-skate park is unknown at this time.

- Other Governmental Agencies:

A potential skate park site on County property in Costa Mesa is being explored. Multiple factors must be addressed before this could be considered a feasible option. The time delay is unknown as to when or if these factors could be mitigated.

## **MOBILE SKATE PARK PROGRAM –**

The Mobile Skate Park program was created February 5, 2001, at the direction of the Costa Mesa City Council as a stop gap measure and skate program for Costa Mesa's when the proposed permanent, in-ground skate park at Charle/Hamilton Streets was not approved by Council to move forward.

The program uses small, portable modular equipment, stored in a mobile van and transported for set up on any site with an open paved area that is appropriate for skating. Due to the nature of the skate element equipment and locations where the skate park can be set up, the program is most suitable for use by beginning to low-intermediate skilled skaters.

Since its inception, the program has been offered three times a week, in many different locations around Costa Mesa, for either three or six hours a day dependent on whether or not NMUSD School is in session.

Over 1000 skaters have registered and completed the necessary paperwork and waiver forms to participate in the program. Monthly attendance averages vary greatly from 10 to 70 participants per site per month, depending on a variety of issues including: the desirability of participants to skate at any given location; the location and its proximity to adequate numbers of youth and skaters; program closures due to holidays, inclement weather, in-service vehicle maintenance and/or staff training days; that the skate park is limited to use by only 14 skaters at any given time; that the skate program and skating elements are geared toward beginning to low-intermediate skaters; and that due to the limited number of skating elements and park configurations, skaters may become bored and take advantage of the program sporadically or on an occasional basis only.

However, secondary outcomes and benefits from the Mobile Skate Park Program, other than attendance and total participant numbers, include supervision and monitoring of skaters and the ability for staff to mentor and serve as role models to younger skaters in an attempt to influence and promote positive and socially responsible behavior.

Also, it is hoped that by having the Mobile Skate Program and skaters in neighborhoods all around Costa Mesa, that residents will have the opportunity to see a skate park program in operation and assuage fears and/or anxieties some members of the community might have towards the skater population. To date, only one complaint has been received from a neighbor adjacent to where the Mobile Skate Park Program operates.

The current FY '03-04 budget for the Mobile Skate Park is \$96,365. The primary cost is for staff salaries to set up and tear down the skate park daily, and to monitor and supervise program participants while the program is in operation.

Staff recommends when permanent and/or “pocket-size” skate parks are built, the Mobile Skate Park be used for special events, etc. and that staffing costs be used in conjunction with operation of the permanent parks to provide supervision and/or skate programming.

## **FOR COUNCIL CONSIDERATION IN PROVIDING DIRECTION TO STAFF:**

1. Designate a Costa Mesa park site to build one permanent, in-ground skate park.
2. Designate several Costa Mesa park sites to build more than one permanent, in-ground skate park.
3. Designate a Costa Mesa park site to build one pocket-sized skate park.
4. Designate one or more Costa Mesa park sites to build several pocket-sized skate parks.
5. Provide direction to staff to prioritize several parks for consideration of a mix of skate parks, appropriate to the park size, as funding becomes available.
6. Provide direction to staff that a skate park or parks be built in Costa Mesa parks only and cease negotiations with other agencies for potential sites.
7. Provide direction to continue investigating a park or parks be built on NMUSD or County property and/or in cooperation with the City of Newport Beach.
8. Build no skate parks and return funds identified for a skate park to the general fund.

## **FISCAL REVIEW:**

### PERMANENT SKATE PARK -

Current funding available and designated toward the building of a permanent, in-ground skate park is \$527,950.

### POCKET-PARK SKATE PARK -

The concept and funding of “pocket-size” skate parks is not budgeted for FY '03-04. Cost to build a 5,000 square foot flat cement slab is approximately \$10,000-15,000 (depending on a variety of factors). Outfitting the skate park with semi-permanent, modular equipment is approximately \$15,000-20,000 (depending on the manufacturer and how many skate elements are purchased).

## **CONCLUSION:**

City Council has been presented with a variety of Costa Mesa park sites where a single and/or multiple skate parks could be built, be they large, in-ground permanent cement skate parks and/or smaller “pocket sized” skate parks, with poured cement, or semi-permanent modular skate elements, or hybrid parks with combinations of cement and modular skate elements.

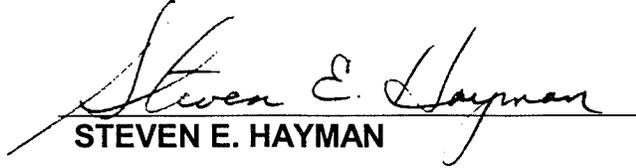
Staff hopes that at a future Council meeting, the vision for Costa Mesa’s skate parks is better defined and direction is provided on the location(s), quantity and types of skate parks staff should begin planning for, and in what priority one or more parks should be

built. Based on Council direction, staff will then concentrate on moving forward with the development of one or more skate parks.



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DISTRIBUTION: Parks and Recreation Commission  
Planning Commission  
Bill Morris, Public Services Director  
Bruce Hartley, Maintenance Services Manager  
Richard Brunette, Recreation Supervisor

ATTACHMENTS: 1. Matrix of Potential Skate Park Locations in Costa Mesa Parks  
2. Map of Costa Mesa Parks

POTENTIAL PERMANENT AND POCKET-PARK SKATE PARK LOCATIONS IN COSTA MESA

PERMANENT SKATE PARK - Sites with 4 or more acres for an approximate 10,000-15,000 sq ft, in-ground, permanent skate park &/or a 5000 sq ft "pocket" skate park

City Parks & Recreation Sites	Acreage	Adequate Open Space Without Loss of Existing amenities	Adequate Open Space With Loss of Existing amenities	City-owned	Compatible with Master Plan (PMP) of Park	Close Proximity To &/or Visibility from Street	Close Proximity to Public Transportation (within 1/2 mile of bus stop)	Adequate Current Parking	Currently Has Restroom Close to Potential Skate Park Location	Currently has Building for Staffing	Close Proximity to City-staffed Facility(s)*	Close to Which Staffed Facility(s) ?	Potential for Lighting & Minimizing Its Affect On Residents
Balearic	10	No	Yes	No	No PMP	No	Yes	No	Yes	Yes	Yes	Balearic Center	Yes
Canyon	35	Yes	---	Yes	No PMP	No	Yes	Yes	No	No	No	---	Yes
Del Mesa	4	No	Yes	Yes	No PMP	Yes	Yes	Yes	Yes	No	No	---	Yes
Estancia	10	Yes	---	Yes	No PMP	No	Yes	Yes	Yes	No	Yes	Balearic Center	Yes
Fairview	210	Yes	---	Yes	No	Yes	Yes	Yes	No	No	No	---	Yes
Gisler	4.1	Yes	---	Yes	No PMP	Yes	Yes	Yes	No	No	No	---	Yes
Lions	10	No	Yes	Yes	No *	Yes	Yes	Yes	Yes	Yes	Yes	Neighborhood &/or Downtown Centers & CMPD	Yes
Shiffer	6.72	Yes	---	Yes	No PMP	Yes	Yes	No	Yes	Yes	No	---	Yes
Tanager	7.4	Yes	Yes	Yes	No PMP	Yes	Yes	Yes	Yes	No	No	---	Yes
Te Winkle	49	Yes	---	Yes	Yes	Yes	Yes	Yes	No	No	Yes & No	---	Yes
Vista	7	Yes	---	Yes	No PMP	Yes	Yes	No	Yes	No	No	---	Yes
Wakeham	10	Yes	---	Yes	No PMP	Yes	Yes	No	Yes	Yes	Yes	Field House	Yes

(\* No individual "park master plan" technically exists, however, design plans for the park indicate park at build-out for recreation amenities)

**POCKET-SIZED SKATE PARK – Sites with less than 4 acres for an approximate 5000 sq ft “pocket” sized skate park**

City Parks & Recreation Sites	Acres	Adequate Open Space Without Loss of Existing amenities	Adequate Open Space With Loss of Existing amenities	City-owned	Compatible with Master Plan (PMP) of Park	Close Proximity To &/or Visibility From Street	Close Proximity to Public Transportation (within ½ mile of bus stop)	Adequate Current Parking	Currently has Restroom Close To Potential Skate Park Location	Currently has Building for Staffing	Close Proximity to City-staffed Facility(s)*	Close To Which Staffed Facility(s) ?	Potential for Lighting and Minimizing Its Affects to Residents
Brentwood Civic Center	1.45	No	Yes	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
Harper Heller	2.49	Yes	---	Yes	No PMP	Yes	Yes	No	No	No	Yes	CMPD / City Hall	Yes
Jordan Ketchum-Libolt	1	No	Yes	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
Lindbergh Marina View	2.6	Yes	---	Yes	No PMP	Yes	Yes	Yes	Yes	No	No	---	No
Mesa Verde	3.5	No	Yes	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
Moon Paularino	0.34	No	Yes		No *	Yes	Yes	No	No	No	No	---	No
Pinkley	1	Yes	---	Yes	No PMP	Yes	Yes	Yes	No	No	No	---	No
Shallimar	2.5	Yes	---	Yes	No PMP	Yes	Yes	Yes	No	No	No	---	No
Smallwood	2.5	Yes	---	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
Suburbia	1.7	No	Yes	Yes	No PMP	Yes	No	No	No	No	No	---	No
Wilson	2.3	Yes	---	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
Wimbledon	2.58	Yes	---	Yes	No PMP	Yes	Yes	Yes	No	No	No	---	Yes
	0.17	No	Yes	Yes	No PMP	Yes	Yes	No	No	No	No	---	No
	3.4	Yes	---	Yes	No PMP	Yes	Yes	Yes	Yes	No	No	---	No
	0.6	No	No	Yes	No PMP	Yes	No	No	Yes	No	No	---	No
	3.45	No	Yes	Yes	No PMP	Yes	Yes	No	Yes	No	No	---	No
	3.36	Yes	---	Yes	No PMP	Yes	Yes	Yes	Yes	No	No	---	No

(\* No individual “park master plan” technically exists, however, design plans for the park indicate park at build-out for recreation amenities)

