

AMENDED 10/28/21

Pursuant to Government Code Section 54953(e), members of the Board of Directors and staff will participate in this meeting via a teleconference. Members of the public can submit written comments to the Board Secretary at boardcomment@cambridcsd.org



CAMBRIA COMMUNITY SERVICES DISTRICT

I, Cindy Steidel, President of the Cambria Community Services District Board of Directors, hereby call a Special Meeting of the Board of Directors pursuant to California Government Code Section 54956. The Special Meeting will be held: **Saturday, October 30, 2021, 10:00 AM**, . The purpose of the Special Meeting is to discuss or transact the following business:

AGENDA

SPECIAL MEETING OF THE CAMBRIA COMMUNITY SERVICES DISTRICT BOARD OF DIRECTORS

Saturday, October 30, 2021, 10:00 AM

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/82286181025?pwd=VGcyK1lHY3NNSEozUnp5RVlykdkiUT09>

Passcode: 654001

Or One tap mobile:

US: +16699006833,,82286181025# or +13462487799,,82286181025#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 929 205 6099 or +1 301 715 8592 or
+1 312 626 6799

Webinar ID: 822 8618 1025

International numbers available: <https://us06web.zoom.us/j/82286181025>

1. OPENING

- A. Call to Order
- B. Pledge of Allegiance
- C. Establishment of Quorum

2. PUBLIC COMMENT ON AGENDA ITEMS

3. REGULAR BUSINESS

- A. Presentation, Discussion, and Consideration of Skate Park Design Attachments Added Late

4. ADJOURN

CAMBRIA COMMUNITY SERVICES DISTRICT

TO: Board of Directors

AGENDA NO. **3.A.**

FROM: John F. Weigold, IV, General Manager

Meeting Date: October 30, 2021

Subject: Presentation, Discussion and
Consideration of Skate Park Design**RECOMMENDATIONS:**

Staff recommends that the Board discuss and consider the Skate Park Design following a presentation by Spohn Ranch.

FISCAL IMPACT:

This is a multi-year project which is budgeted in General Fund – PROS Department at \$7,215, funded with General Fund reserves.

Based on Board's direction in proceeding with the next phase of the project, a future budget adjustment may be required.

DISCUSSION:

The District previously directed staff to engage with a designer for a skate park at the site of the former skate park facility which was demolished in 2019 due to its poor state of repair and unsafe condition. Spohn Ranch was awarded the contract for the skatepark design, and the PROS Commission has been working with District staff and Spohn Ranch on the design for the skate park.

Spohn Ranch has refined its design plan following guidance from the PROS Commission and the Cambria skating community. Spohn Ranch has estimated the construction of the skate park at approximately \$661,000. Spohn Ranch will present their final report to the Board today per the design contract.

Following the presentation by Spohn Ranch, the District Engineer/Utilities Manager, Ray Dienzo, acting as project manager, will make a presentation to the Board following his meeting with the San Luis Obispo County planning department to assess the requirements for the skate park project. The permitting process will follow a discretionary process which will allow the District to request certain exemptions that will need to be approved by the County Planning Commission. Exemptions relating to parking, bathroom facilities, and setback requirements will present a challenge to project approval; but not insurmountable. These challenges could add costs to the current project estimate, but it is difficult to determine until the project moves through the permitting process.

Attachment: Spohn Ranch presentation

Cambria Skatepark Feasibility Report

APN: 013-101-072

10/27/21

OVERVIEW - APN 013-101-072

OWNER - Cambria Community Services District (CCSD)

ADVISORY COUNCIL - North Coast Advisory Council

LEGAL DESCRIPTION 001.42AC VACANT

PLANNING AREA(S) - North Coast Planning Area, Coastal Zone

ZONING – Commercial/Recreation

LAND USE DESIGNATION - Commercial Retail

COMBINING DESIGNATIONS - Local Coastal Program, Geologic Study Area,
Archaeologically Sensitive Area, Flood Hazard,

PLANNING AREA STANDARDS - 22.14.070, 23, 23.070.176, 66474.02, T23 CZLUO,
T23 North Coast

PARCEL FLAGS AS - Archaeologically Sensitive Area, CR - Commercial Retail, CSC -
Coastal Special

Introduction

Several years ago the Cambria Community Services District (CCSD) and the community of Cambria collaborated to build a skateboard park on a district-owned property on Main St. across from the Vet's Hall and northwest of the Cambria Public Library. As the park has since been removed, a shared effort is underway to raise funding and rebuild a park in the same location. To help realize that goal the District contracted Spohn Ranch Skateparks to create a conceptual design concept, site plan and budget for a cast-in-place concrete skatepark. CCSD is also interested in an overview/feasibility report to determine if there are any issues that could arise that could block development or have a negative impact on construction costs.

Project Description

Overview of the proposed skatepark development: Consisting of an undulating concrete deck designed for skate and bike specific use, of approximately 6000 sf. situated partially in-ground and partially above-grade. Final elevations will be established based on a balance of cut and fill. Excess soil generated during excavation (cut) will be reused (as fill) to establish other above-grade pads and sculpted skate elements. The lowest depth of in-ground elements also needs to be calculated to provide gravity flow drainage to a stormwater retention system. Stormwater is proposed to be captured and dispersed on site using an infiltration retention basin according to County planning standards.

Conceptual Planning Process

The Spohn Ranch process is to engage the community, gather information, develop a conceptual design and corresponding budget, and a site plan illustrating the layout and function for a new proposed concept in the same location of the previous skate spot.

To date we have conducted a public design workshop, a topographical survey, a soils test and infiltration study, and engaged a civil engineer to create a preliminary grading, drainage and stormwater management plan. We have also developed a site plan and conceptual course design to establish the cost and feasibility of building the replacement park. Cost estimates based on this type of cursory planning process have a larger +/- variable than in a more detailed process but we have tried to be as exact as possible. We have also tried to not be too reactionary to the current overheated construction marketplace and supply chain limitations. Ultimately, the timing of the project delivery will dictate a lot about final project costs. Also, the permitting process with the County of SLO Planning and Public Works is complicated and will require a lengthy submittal, review and approval process.

Key Development Issues

The question is always asked, "How much is the skatepark going to cost?" While there are many factors that can and will affect cost, the two items that can have a large cost impact are earthwork and drainage. If soil conditions are poor and need to be treated or fill material imported or exported, or if stormwater management requires a complicated system for capturing, conveying and dispersing runoff, costs can quickly escalate beyond the simple costs of the course itself. One of the distinct features of this location is its position between an active thoroughfare and the base of a bluff.

Due to the site's unique features and in the interest of establishing an accurate estimate of cost, we engaged several outside engineering firms to conduct studies and help determine the best methods for site development, including grading and drainage.

- GB Land Surveying - Topographic Survey
- GeoSolutions - Soils and infiltration testing
- Civil Design Studio - Stormwater management
 - Preliminary grading and drainage plan
 - Parking lot concept
 - Retaining wall concept



Legend

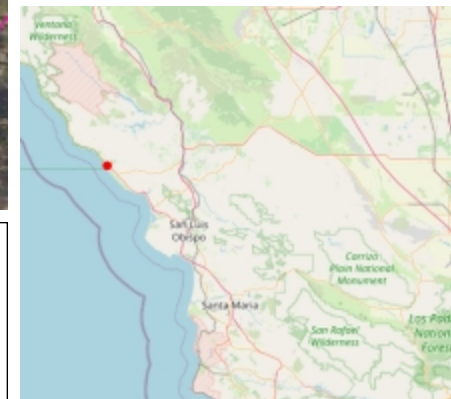
- SLO County Parcels
- Roads**
- CalTrans
- Maintained by SLO CO
- Private Maintenance
- Federal or State Maintenance
- Community Advisory Groups**
- Community Advisory Group Boundary
- Cayucos Citizens Advisory Council Subarea
- Creston Advisory Body Sub Areas
- Supervisor Districts
- SLO County Boundary

-232.62 0 116.31 232.62 Feet 1: 1,396



The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only





Legend

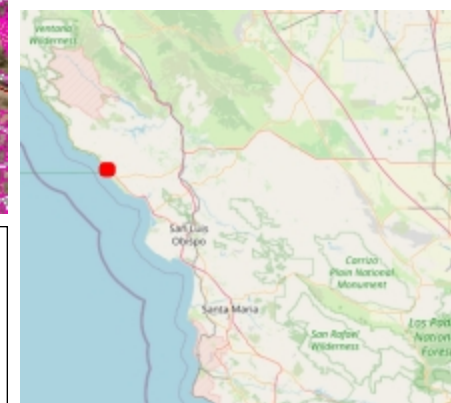
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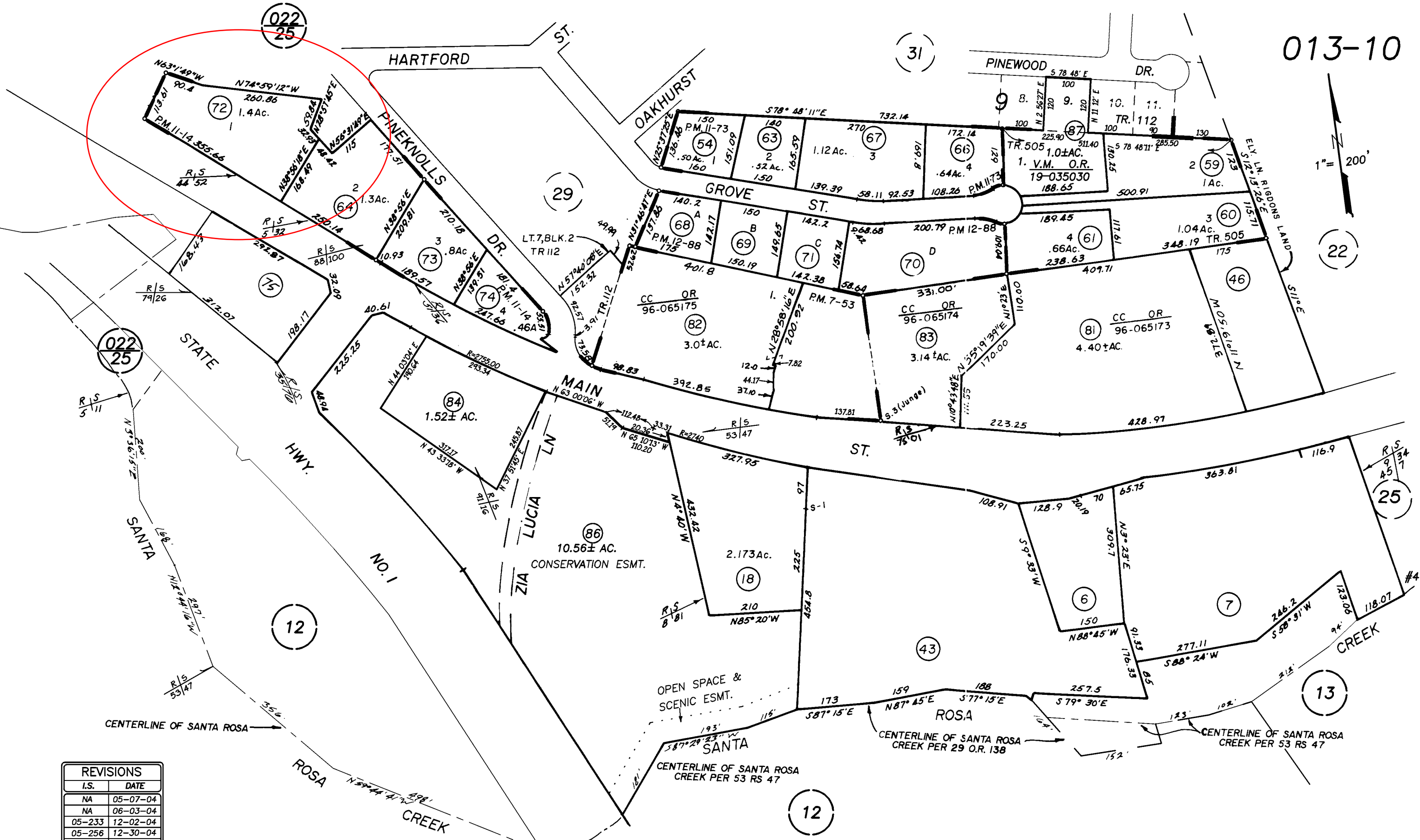


The County of San Luis Obispo does not assume liability for any damages caused by errors or omissions in the data and makes no warranty of any kind, express or implied, that these data are accurate and reliable.

Map for Reference Purposes Only

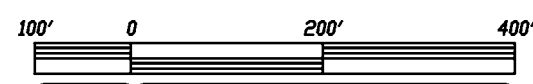


013-10



1" = 200'

REVISIONS	
I.S.	DATE
NA	05-07-04
NA	06-03-04
05-233	12-02-04
05-256	12-30-04
NA	04-05-05
05-466	06-09-05
NA	01-14-08
20-118	02-11-20



JAW
12-27-99
THIS MAP IS PREPARED FOR ASSESSMENT PURPOSES ONLY.

Tract 112, R.M. BK.5, Pg.113
 Pineknolls Terrace, Tr. 505, R. M. Bk. 8, Pg.54
 RANCHO SANTA ROSA, PATENT BK. A, PG. 42.

CAMBRIA
 ASSESSOR'S MAP, COUNTY OF
 SAN LUIS OBISPO, CA.
 BOOK 013 PAGE 10

Stormwater Management: The size and style of a stormwater management system is designed to meet minimum requirements as per the clean water act and SLO County's stormwater management program. The project as proposed, will not impede upon any drainage ditches, creeks, or other drainage features. This will be accomplished by directing water from all impervious surfaces (concrete or asphalt) to drain inlets, to then be conveyed to an infiltration basin.

Located to the northwest of the proposed skatepark, the basin will hold runoff and promote on-site infiltration and manage the appropriate capacity to satisfy state and county requirements. When the basin's capacity is reached, overflow drainage will follow the historic drainage path along Main Street.

Another distinct feature of the system is a drainage swale. The swale runs cross slope and directly behind the top edge of the retaining wall and falls gradually towards the basin. The swale will capture shedding debris and runoff to also be conveyed to the basin. The top edge of the wall follows the fall of the swale.

Soil Type and Infiltration Rate: The soils are sandy and non-expansive and are optimal for slab-on-grade skatepark construction but will need some treatment to ensure maximum compaction rates, especially if imported fill is used. This soil type also offers a high rate of water transmission. This will allow stormwater to readily percolate into the ground and help reduce the size of any holding/infiltration pit. This will be a net benefit to the cost of the system overall.

Zoning: The project is located in an area approved for both commercial and recreational use. Currently the Land Use approved for the property is commercial retail. Change of "Use" will need to be applied for and approved before prior park construction and operation. A recreational use will also need to conform to County Planning, Health and Safety & Building standards.

County Planning/Standards Compliance: Our discovery so far indicates two county standards that will need to be navigated, off-street parking and the street setback distance. For both items, specific solutions to address the issues, or a request to modify the standard will need to be reviewed and approved.

Street Set-back: The standard recreation set-back of 50' isn't reasonably achievable on this site. Some types of recreation facilities have lesser set-back requirements and skateparks aren't listed or defined specifically. It's reasonable to assume that due to the nature of the site, a modification of the standard is possible. The addition of traffic control/crash barriers could be required.

Parking: Beyond the standard ADA parking requirements for parking and path of travel into the facility, the County recreation standard for skateparks calls for 1 off-street parking place for every 500 square feet of user activity area. Our current plan is to provide off street parking to the same approximate area as to what is being used now.

With no appropriate on-street location for ADA parking being available, a paved off-street parking area will need to be provided. With a target size of 6,000 square feet of skatepark and additional 11 spaces of parking would also need to be provided.

To be able to fully provide the desired sized skatepark with the required off-street parking, without applying for a modification, a substantial retaining wall would be needed to push back the base of the slope. With an eye on budget feasibility we looked at alternate options. One was to reduce the size of the skate area to the point where it balanced with the available parking area. The other was to look for alternate parking locations, such as on-street spots or other adjacent public parking areas, to offset a shortfall by a more modest parking as shown in our initial design concept (#1).

Each solution comes with an additional challenge. On-street parking would require fully developing the street frontage (curb, gutter and sidewalk), which leads to additional cost and usable space impacts. Alternate public parking could require users to cross a street and traffic.

Requesting to modify the parking requirement and provide fewer spaces is possible and would be the least budget-impacting approach. However, without currently knowing whether a modification would be granted or what the minimum space requirement would be, our civil plan shows an integrated parking and stormwater management system that best meets the known standards and requirements.

Additional reasoning for enhanced parking area in concept #2:

- Public Works will require a single driveway point of access instead of a wide asphalt paved area to enter the parking lot
- The parking spaces will most likely require a full backup space behind them, so they will need to move North
- The front setback is 5' for this zoning
- If we build parallel parking spaces on the street, I believe they will require curb, gutter, and sidewalk to be installed at the frontage
- The mid-block crosswalks are discouraged, and probably not allowed in this location due to the merging and turning lanes

If a request to modify the parking standard to provide fewer spaces is approved, it is highly likely an alternate lot configuration can be created that meets these Public Works standards and minimizes the size of the retaining wall.

Land Use: Any time land is being developed or changing types of use a “Land Use Permit” must be applied for and approved. Currently the project is in the pre-application phase. A pre-permit meeting has been scheduled with SLO County Planning Department, Parks and Public Works on Oct. 25th to show them our concept development plan. This meeting should provide a higher level of project specific information and give direction on what additional information, surveys, studies or reports will be needed to receive the land use permit and approval. A possible list of these issues are listed in the Appendix A.

To date, as this project is not yet in this stage of the permitting process but to still be able to judge project feasibility the “Land Use Permit Process Guide,” and the “Land Use – Checklist & Application Package,” are useful references.

Design Concepts #1 & #2 - (Appendix I)

Differences between the two: (#1 - 5900 sf. & #2 6500sf.)

- #1 Didn't meet parking or SWM standards, #2 Added 5 spaces & infiltration basin
- #2 Incorporates feedback from the park users
- #2 Changes were made to the overall shape and the size of the area to better accommodate the hillside and the stormwater runoff swale
- #2 Integrates a retaining wall to facilitate the stormwater management system, as well as the off-street parking requirements
- #2 In the process of adding the wall, we were able to gain additional user area and increase the size of the overall park
- #2 Value engineers and moves the seating area to decrease cost and increase the usable space
- #2 Redesigns the corner feature closest to the drive entrance to increase flow lines within the park, reduce superfluous cost, and create an entry sign/monument opportunity

Site Plan - (Appendix G)

Our site plan shows a preliminary grading and drainage concept and shows the skatepark and parking lot configurations.



WAVE SCULPTURE

4' ORNAMENTAL FENCE

LANDSCAPE BUFFER ZONE

STREET SECTION

ASPHALT PARKING LOT

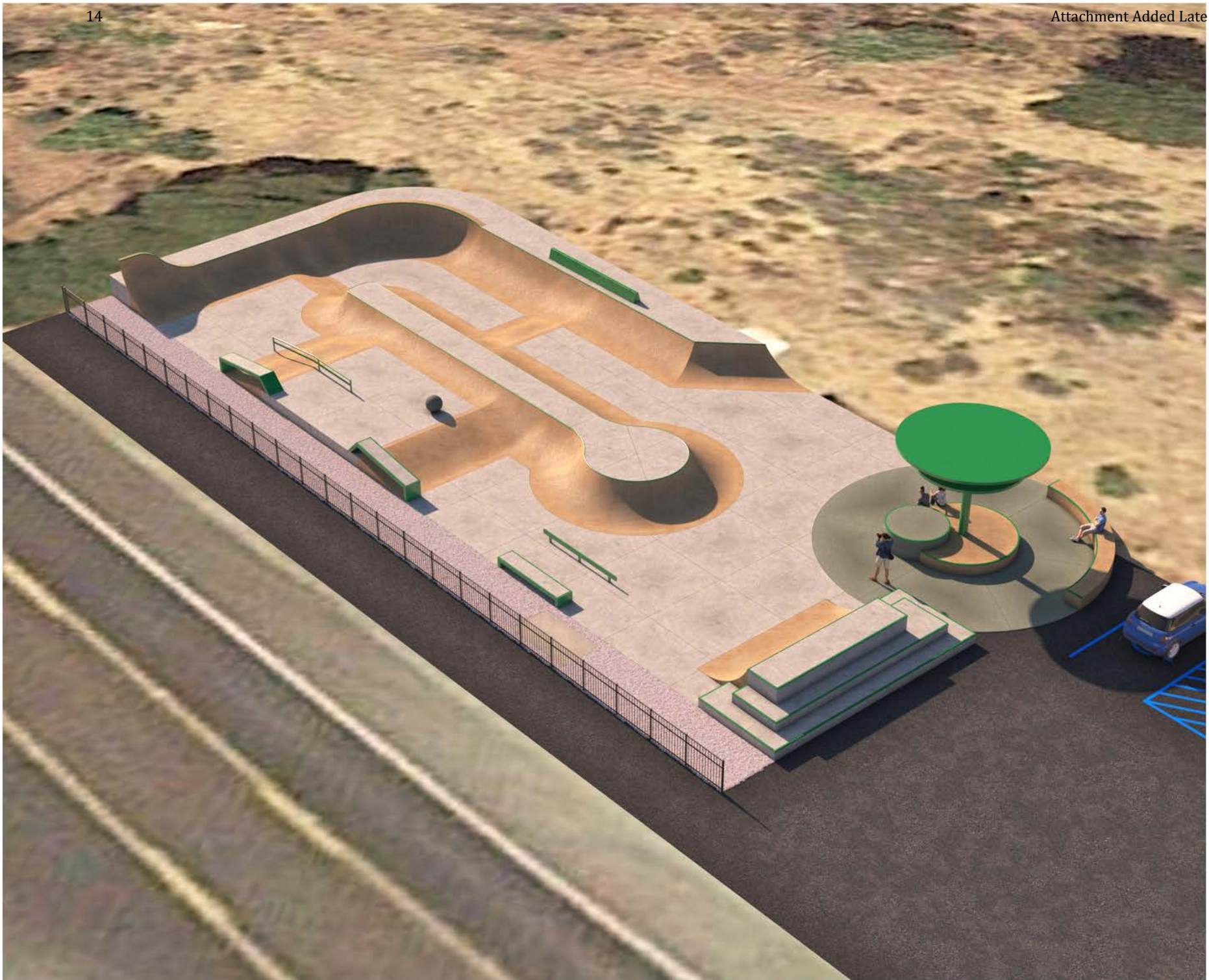
BOWL SECTION

SPECTATOR SEATING

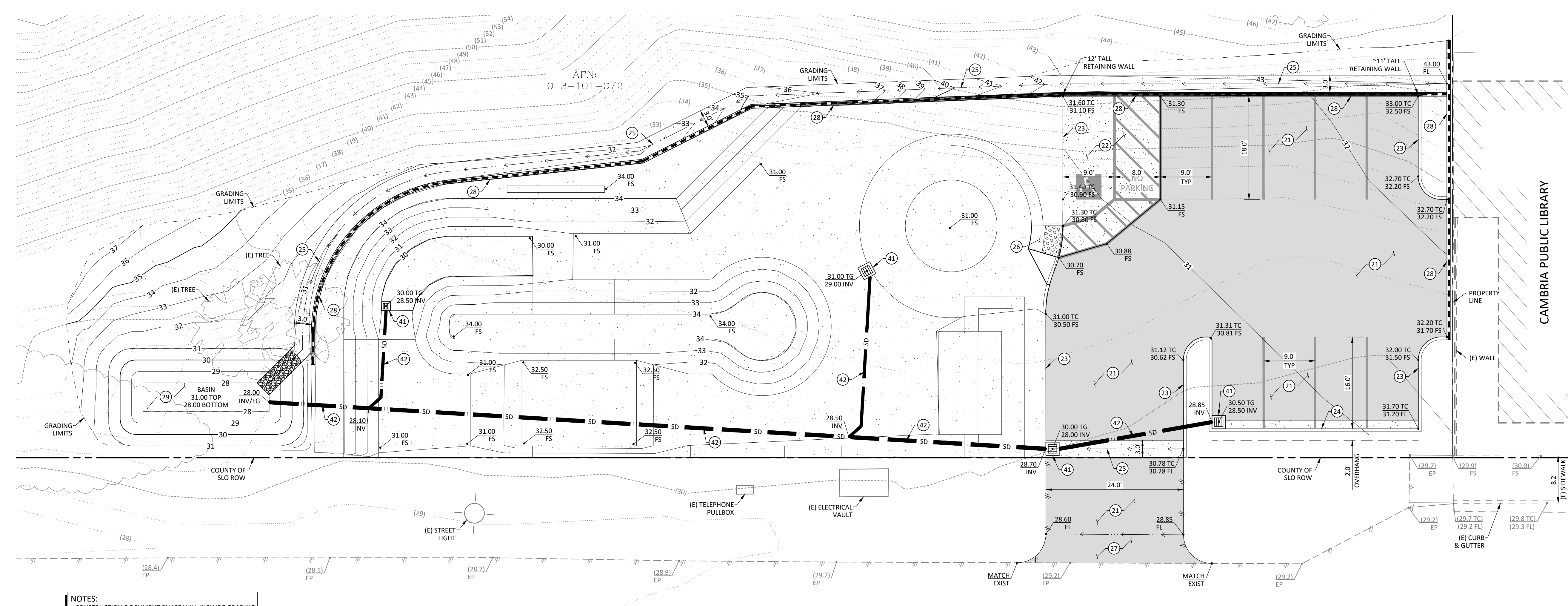
SHADE STRUCTURE











NOTES:
 - CONSTRUCTION DOCUMENT PHASE WILL INCLUDE GRADING IN RIGHT OF WAY TO LOWER BASIN TOP TO 30.00 OR BASIN WILL BE FENCED PER COUNTY OF SLO STANDARDS. GRADING IN RIGHT OF WAY WILL REQUIRE AN ENCROACHMENT PERMIT.

- PRELIMINARY CONSTRUCTION NOTES**
- 21 PROPOSED AC PAVING
 - 22 PROPOSED CONCRETE
 - 23 PROPOSED 6" CURB
 - 24 PROPOSED CURB AND GUTTER
 - 25 PROPOSED V-GUTTER
 - 26 PROPOSED CURB RAMP
 - 27 PROPOSED DRIVEWAY PER COUNTY OF SLO STANDARDS
 - 28 PROPOSED RETAINING WALL
 - 29 PROPOSED RETENTION/INFILTRATION BASIN
- XX PROPOSED SKATE PARK PER SPOHN RANCH PLANS
 NOTES XX TO 40 NOT USED
- 41 PROPOSED CATCH BASIN
 - 42 PROPOSED STORM DRAIN LINE

- LEGEND**
- 21 AC PAVING
 - 22 CONCRETE

SOIL PREPARATION & PAVEMENT DESIGN NOTE:

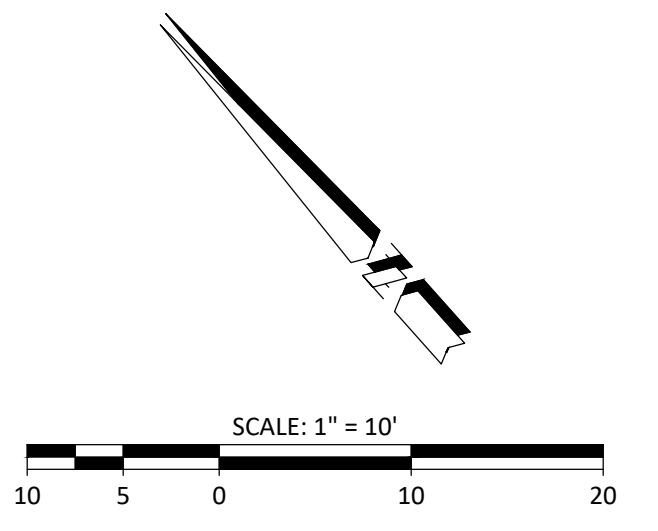
SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS:

SOILS ENGINEERING REPORT TITLED "SOILS ENGINEERING REPORT, MAIN STREET SKATE PARK, APN 013-101-072, CAMBRIA AREA, SAN LUIS OBISPO COUNTY, CALIFORNIA" DATED AUGUST 17, 2021.

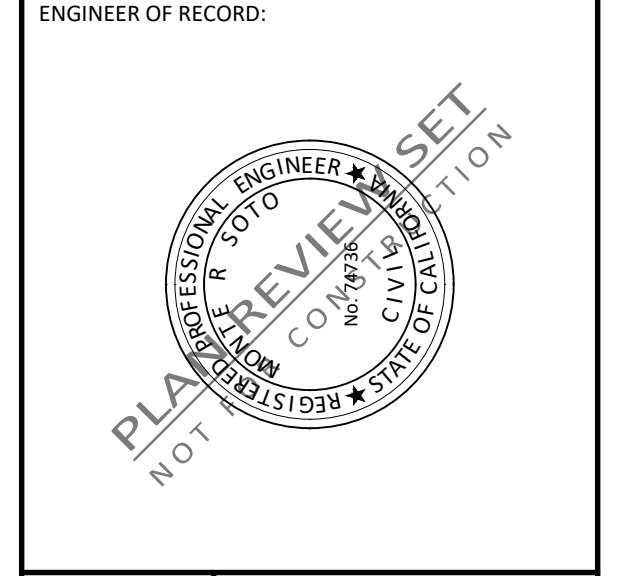
GEOTECHNICAL ENGINEER: GEOSOLUTIONS
 PROJECT NO: SL12170-1

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT REGARDING GRADING AND SITE PREPARATION SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES. REFER TO THE CIVIL SITE PLAN FOR PAVING CROSS SECTIONS.

Design Concept #2



PLANS PREPARED BY:
CIVIL DESIGN STUDIO
 CIVIL ENGINEERING | PLANNING | PERMITTING
 P.O. Box 199 Cambria CA 94248
 805-700-0401 www.civil-studio.com



ENGINEER OF RECORD:
CAMBRIA SKATE PARK
 PROJECT LOCATION:
 MAIN STREET
 CAMBRIA, CA 93428
 APN: 013-101-072

PLANS PREPARED FOR:
SPOHN RANCH SKATE PARKS
 6824 SOUTH CENTINELA AVENUE
 LOS ANGELES, CA 90230
 626.330.5803

REVISIONS:

REVIEWED BY: MRS
 PREPARED BY: MMM
 DATE: October 8, 2021
 CDS JOB #: 21-016

PRELIMINARY GRADING AND DRAINAGE PLAN
C-1
 SHEET 1 OF 1 SHEETS

Z:\Shared\CDS Data\Active Jobs\21-016 Cambria Skate Park_Project\2_Prelim_Entitlements\21-016 Grading Plan - PRELIM.dwg, October 8, 2021



Design Concept #2



Design Concept #2



Design Concept #2



Design Concept #2



BUDGETING AND FINANCE

Potential funding sources for this project are local donations and fundraising, capital improvement dollars and state or federal grant programs. In California, cities, counties and districts are able to apply for funding through CA State Parks and the Prop 68 Grant Program.

Prop 68 Per Capita Grant Program and Process: This non-competitive grant program provides funding to local government agencies to support the rehabilitation, creation and improvement of local parks and to address deficiencies in neighborhoods lacking access to outdoor recreation facilities. The Grant application process is separate from the Land Use Permit process but makes use of some of the same project information already generated. The grant application can proceed now while the land use permit process moves forward on a separate, parallel track. Additional information generated during the course of permit application is also required for the grant application. See environmental review/CEQA compliance.

The grant funds are available for Per Capita grants to cities and districts in urbanized counties (a county with a population of 500,000 or more) providing parks and recreation services within jurisdictions of 200,000 or less in population. An entity eligible to receive funds under this subdivision shall also be eligible to receive funds available under the General Per Capita Program.

ENGINEERS ESTIMATE OF COST - \$661k - (Appendix J)

As a California based design/build skatepark contractor we track our projects costs and then conduct an analysis afterward to help understand the actual costs of development for each project. For the purposes of this project we are applying California specific project information to generate an “Engineers Estimate” of cost to build the skate area and peripheral infrastructure.

We also turned to a local civil engineer to create an “Engineers Estimate” of the cost (appendix H) to build the parking lot, retaining wall and drainage system. We then married the two cost estimates to create our final projections.

Note: Currently the construction industry is facing supply chain shortages that are impacting availability and cost of key building materials. Lumber, steel and concrete have all seen a dramatic spike in cost. This creates unknowns and challenges when making short term cost projections. As we have started to see these material prices correcting, we believe that by the time this project starts construction, materials costs will fall to more traditional levels.

- The combined engineers estimate of cost is \$661k (including skatepark, fence, seating area, parking lot, retaining wall and drainage system).
 - Currently the cost of skatepark construction (NON-COVID) in California runs about \$55 to \$60 per square foot for the skate area only.
 - Our current design concept is about 6500 sf. at a projected cost of \$380k
 - This breaks down to \$58.50 psf. including demolition and drain lines
- In the design and engineering category we've budgeted \$66k
 - \$21k for civil and structural work
 - Based on hillside construction, this is tight
 - There is \$15k for fees and permits which include Land Use Permit requirements
- Miscellaneous Category
 - Shade and spectator seating is shown at \$30,000
 - A potential value engineering area
 - The ornamental fence is shown at \$30,000
 - Reduced by \$10k from initial budget
 - Is not just for security or aesthetics
 - Creates a buffer between the street and the park
 - Protects against loose items/vehicles leaving or entering the park
 - Also covers some cost towards fall barriers around the perimeter of the skate course
 - Landscaping is shown at \$10k
 - Reduced by 50% from initial budget
 - Parking islands
 - Rock for ground cover and rip rap
 - No irrigation
- Parking Lot and Retaining Wall
 - Shown at a combined \$140,000
 - Are required to meet codes and standards
 - Will stabilize the site and reduce clean up maintenance
 - Is a potential area for value engineering

One of the key realities of building a skatepark in this location are the additional costs of supporting infrastructure and site development. We do believe there are ways to value engineer the project as a whole to reduce these initial projections.

SCHEDULE - (Appendix D)

We have created a two part schedule. Part 1 shows the planning and development process, including the Land Use Permitting process. This also includes continuing design development necessary to provide additional information to the County for final approval, and should transition into the construction document development.

Part 2 is a projected construction schedule starting at the estimated end date of the planning process. It is possible both schedules could be streamlined somewhat, and the process expedited.

Conclusion: Primary Findings of Feasibility

At the conclusion of this Phase 1 discovery process we found no issues that would disallow for development in this location or create unreasonable budget impacts. All potential issues found can be mitigated through design solutions, or approvals by the County during the Land Use Permit process. During the permitting processes, more information will be discovered, and collaboration required with the County to deal with the unknowns.

And though the site itself is limited in size and usable area, our current concept makes use of every readily available space, and the net result will be a fun, challenging, safe place for the youth of the community to practice their chosen sport.

APPENDIX SECTION

LIST OF APPENDICES

- Appendix A - Land Use Permit (see below & attached)
- Appendix B - Grant Application Process (see below)
- Appendix C - Soils Report (attached)
- Appendix D - Schedule (attached)
- Appendix E - Infiltration Test (attached)
- Appendix F - Preliminary Grading & Drainage Plan (attached)
- Appendix G - Site Plan (attached)
- Appendix H - Civil Engineers Estimate of Cost for SWM and parking (attached)
- Appendix I - Renderings (attached)
- Appendix J - Skatepark Engineers Estimate of Cost (for full project attached)
- Appendix K - Topographical Survey (attached)
- Appendix L - Operations and Maintenance (see below)

Appendix A - LAND USE PERMIT APPLICATION PHASE

The application package provides a detailed list of required forms. These forms will require additional information and submission of additional studies, surveys or reports.

Short list of completed items:

- Soils (geotechnical) report - See Appendix C
- Topographical survey - See Appendix K
- Infiltration study - See Appendix E
- Course design - See Appendix I
- Site plan - See Appendix G

Short list of outstanding items:

- Frontage Development
 - The development of the property frontage is TBD
 - Required for official on-street parking designation
 - On-street parking provides a protective barrier from street traffic
 - Topic for pre-application meeting on 10/24
 - A waiver or modification is possible - TBD
- Tree Removal form - TBD
 - Non-pines located at site
 - In current design the infiltration basin and drainage swale may impact tree location
 - If so, tree removal form required - adding new trees to offset remove may be required
 - Topic for pre-application meeting on 10/24
- Archeological Report - TBD
 - Property is in an archeologically sensitive zone
 - Notations on county database indicate a favorable previous analysis
 - Construction observation during excavation a possible remedy - TBD
- Noise Study - TBD
 - Park development within 1000' can require a noise study
 - Pre-existing commercial zone and traffic
 - Study TBD but likelihood of being required or of a negative declaration is low
- Environmental Review
 - An environmental review and determination is critical for both application processes. A Notice of Exemption or Notice of Determination is required for approval. It's possible the project is exempt; very likely to receive a negative declaration and not need an Environmental Impact Report.
 - The area in which the project is located is not known to be environmentally sensitive.

- The total area of disturbance/total area of permeable surface is less than 10,000 sf. A development area of less than one acre reduces the impact or requirements of the CEQA process.
- We believe there is low risk of an EIR, and that based on the size and nature of the project, an outright exemption or a negative declaration is possible.

Appendix B - PROP 68 PER CAPITA GRANT & LAND USE PERMIT APPLICATIONS

The Grant application process is separate from the Land Use Permit process but makes use of some of the same project information already generated. The grant application should proceed now while the land use permit process continues to move forward on a separate parallel track. Additional information generated during the course of the land use permit application is also required for the grant application. See environmental review/CEQA compliance.

The grant funds are available for Per Capita grants to cities and districts in urbanized counties (a county with a population of 500,000 or more) providing parks and recreation services within jurisdictions of 200,000 or less in population. An entity eligible to receive funds under this subdivision shall also be eligible to receive funds available under the General Per Capita Program.

The grant application is less detailed in general with some of the key information items discussed below.

Grant Application Information Required

- Project Description
 - A brief description of the intended recreational use of the land
 - The estimated date by which the site will be open to the public for recreational purposes
- Development Project Scope/Cost Estimate
 - See SR project cost estimate - Appendix J
 - Upfront design and planning cost to be included
- Funding Sources Form
- Per Capita Match Calculator
 - There is a 20% match for projects that do not serve a severely disadvantaged community
- CEQA Compliance Certification
 - Environmental review form to be completed by lead agency and submitted to county
 - See Environmental Review section in Land Use Permit section
- Site Plan - Appendix G
 - See SR site plan
 - Project renderings should also be included

- Conceptual Design - Appendix I
 - Community and Board Approval
 - Cost estimate
 - Capital cost
 - O&M cost

Appendix L - OPERATIONS & MAINTENANCE

Park maintenance is a fact of life. Almost every type of recreation facility wears with use and with environmental impact. It's always smart to anticipate that and create a budget to pay for ongoing maintenance.

- Create budget for ongoing maintenance costs
- Concrete skateparks are low maintenance
- Graffiti and sticker removal unexpected expense
- Crack maintenance as needed
- Storm/Debris clean-up as needed
- General clean-up
- Paint touch-up as needed

Maintenance Overview

Skateparks are engineered and built to be durable and long lasting. The bulk of skatepark maintenance is trash and graffiti removal. These are costs associated with all park facilities. Very often this type of maintenance is minimal in smaller more upscale communities. Facilities that are open to easy, visual observation are also less susceptible to unwanted behavior. These types of ongoing costs are difficult to calculate exactly and most often just factored into the larger parks maintenance budget.

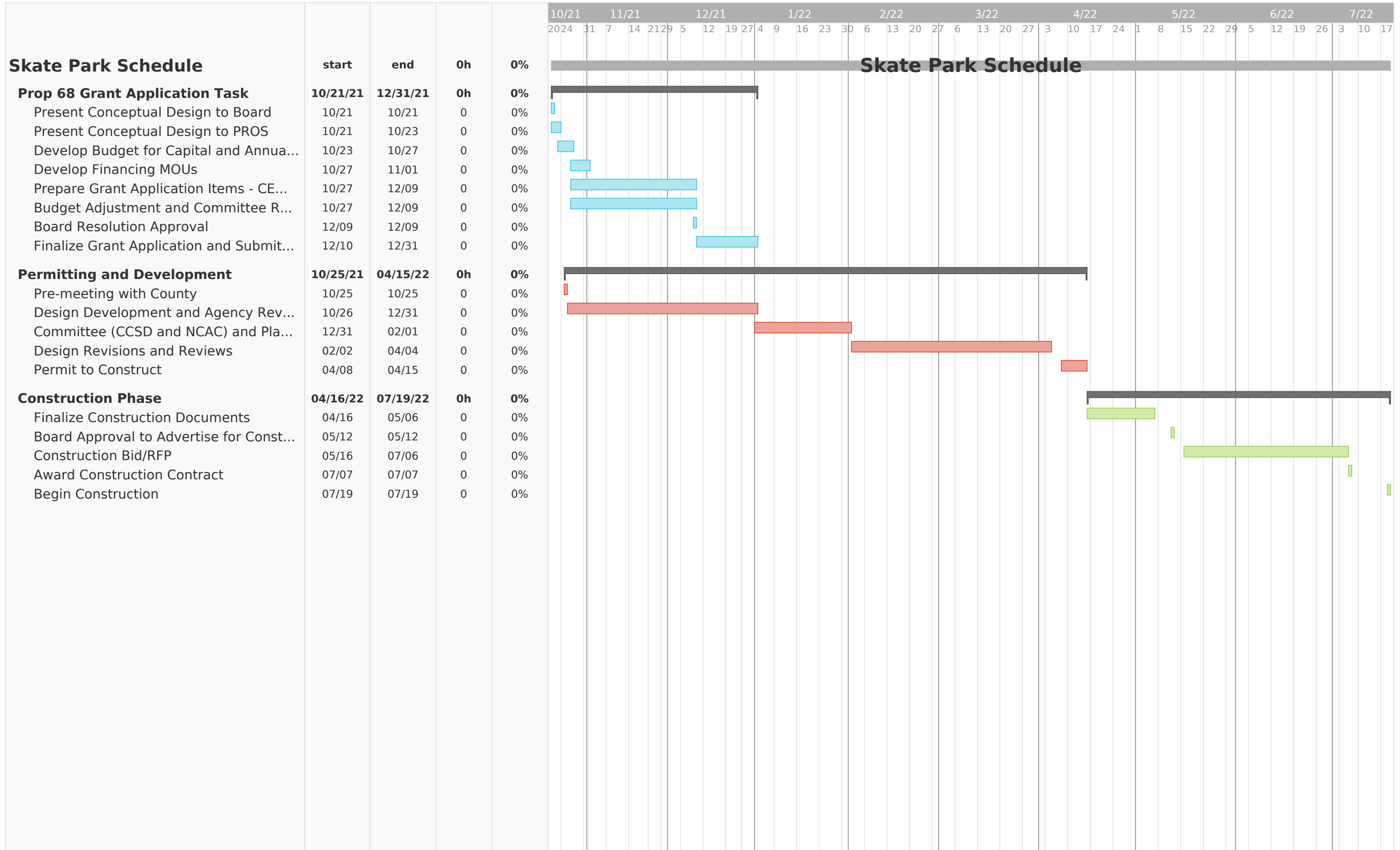
Another aspect of maintenance is purely aesthetics. Some surfaces in parks may consist of painted or powdercoated finishes. These are areas that may want to be touched up in time. Most skateparks builders will provide cans or color matched spray paints as part of a maintenance kit for just this purpose and the touch will happen at the owner's discretion.

The Tony Hawk Foundation suggests the costs of skatepark maintenance on average to be about \$2000 per year. Based on our own experience, I believe that a park of this size and style should run about \$1000 for actual repairs and touch up. This doesn't include trash collection, storm clean up or other operational costs.

FINISH



Appendix D1 - Permitting and Development



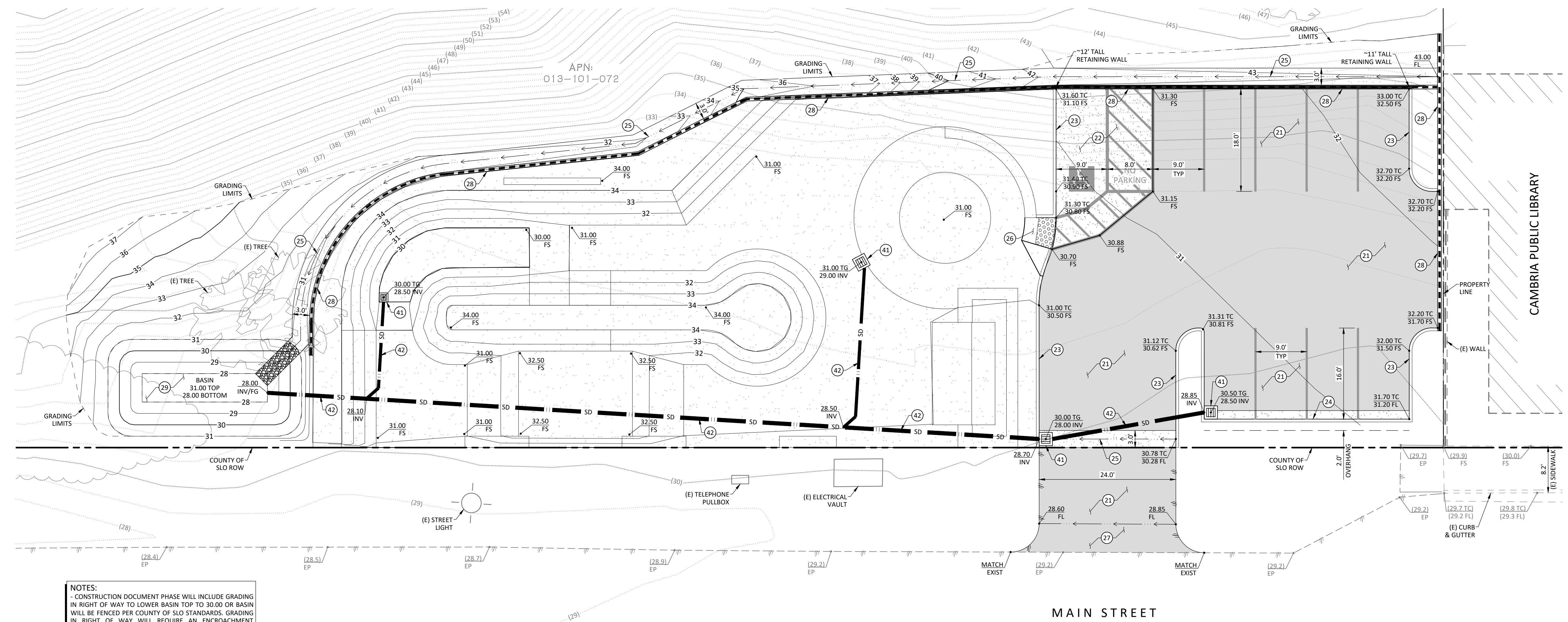


Appendix D2 - Schedule - Construction

Attachment Added Late



Appendix G- Grading Plan



NOTES:
 - CONSTRUCTION DOCUMENT PHASE WILL INCLUDE GRADING IN RIGHT OF WAY TO LOWER BASIN TOP TO 30.00 OR BASIN WILL BE FENCED PER COUNTY OF SLO STANDARDS. GRADING IN RIGHT OF WAY WILL REQUIRE AN ENCROACHMENT PERMIT.

PRELIMINARY CONSTRUCTION NOTES

- 21 PROPOSED AC PAVING
- 22 PROPOSED CONCRETE
- 23 PROPOSED 6" CURB
- 24 PROPOSED CURB AND GUTTER
- 25 PROPOSED V-GUTTER
- 26 PROPOSED CURB RAMP
- 27 PROPOSED DRIVEWAY PER COUNTY OF SLO STANDARDS
- 28 PROPOSED RETAINING WALL
- 29 PROPOSED RETENTION/INFILTRATION BASIN
- XX PROPOSED SKATE PARK PER SPOHN RANCH PLANS
NOTES XX TO 40 NOT USED
- 41 PROPOSED CATCH BASIN
- 42 PROPOSED STORM DRAIN LINE

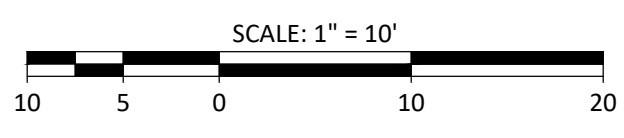
LEGEND

- 21 AC PAVING
- 22 CONCRETE

SOIL PREPARATION & PAVEMENT DESIGN NOTE:

SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS:
 SOILS ENGINEERING REPORT TITLED "SOILS ENGINEERING REPORT, MAIN STREET SKATE PARK, APN 013-101-072, CAMBRIA AREA, SAN LUIS OBISPO COUNTY, CALIFORNIA" DATED AUGUST 17, 2021.
 GEOTECHNICAL ENGINEER: GEOSOLUTIONS
 PROJECT NO: SL12170-1
 THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT REGARDING GRADING AND SITE PREPARATION SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES. REFER TO THE CIVIL SITE PLAN FOR PAVING CROSS SECTIONS.

Appendix G - Grading Plan



PLANS PREPARED BY:
CIVIL DESIGN STUDIO
 CIVIL ENGINEERING | PLANNING | PERMITTING
 P.O. Box 199 Cambria CA 94248
 805-700-0401 www.civil-studio.com

ENGINEER OF RECORD:

 NOT REPRODUCED WITHOUT PERMISSION

PROJECT NAME:
CAMBRIA SKATE PARK

PROJECT LOCATION:
 MAIN STREET
 CAMBRIA, CA 93428
 APN: 013-101-072

PLANS PREPARED FOR:
SPOHN RANCH SKATE PARKS
 6824 SOUTH CENTINELA AVENUE
 LOS ANGELES, CA 90230
 626.330.5803

REVISIONS:

REVIEWED BY: MRS
 PREPARED BY: MMM
 DATE: October 8, 2021
 CDS JOB #: 21-016

PRELIMINARY GRADING AND DRAINAGE PLAN
C-1
 SHEET 1 OF 1 SHEETS

Z:\Shared\CDS Data\Active Jobs\21-016 Cambria Skate Park_Project\2_Prelim_Entitlements\21-016 Grading Plan - PRELIM.dwg, October 8, 2021

Appendix J - Cost Estimate

COST ESTIMATE

CAMBRIA SKATEPARK – CAMBRIA, CA
 CAMBRIA COMMUNITY SERVICES DISTRICT
 OCTOBER 26, 2021

SCOPE OF WORK:	ESTIMATED COST:
DESIGN:	
CONSTRUCTION DOCUMENTS	\$30,000.00
STRUCTURAL ENGINEERING	\$7,000.00
CIVIL ENGINEERING	\$14,000.00
PERMITTING / INSPECTIONS	\$15,000.00
GENERAL:	
MOBILIZATION	\$30,000.00
TEMPORARY FACILITIES – FENCING, EROSION CONTROL, RESTROOM, DUMPSTER, ETC.	\$18,000.00
CONSTRUCTION STAKING	\$5,000.00
SKATEPARK:	
DEMOLITION	\$20,000.00
DRAINAGE SYSTEM / ROCK SWALE / INFILTRATION BASIN	\$35,000.00
EARTHWORK	\$40,000.00
STEEL COPING, EDGE PROTECTION & GRIND RAILS	\$45,000.00
CONCRETE SKATE ELEMENTS	\$112,000.00
CONCRETE FLATWORK	\$45,000.00
MISCELLANEOUS SITE IMPROVEMENTS:	
SPECTATOR SEATING	\$10,000.00
SHADE STRUCTURE	\$20,000.00
4' ORNAMENTAL FENCE	\$30,000.00
PARKING LOT	\$55,000.00
RETAINING WALL	\$80,000.00
SIGNAGE	\$5,000.00
LANDSCAPING	\$10,000.00
MISCELLANEOUS PROJECT MANAGEMENT:	
MATERIAL TESTING / TRAFFIC CONTROL	\$10,000.00
CONSTRUCTION OVERSIGHT	\$10,000.00
BONDING	\$10,000.00
GRAND TOTAL:	\$661,000.00