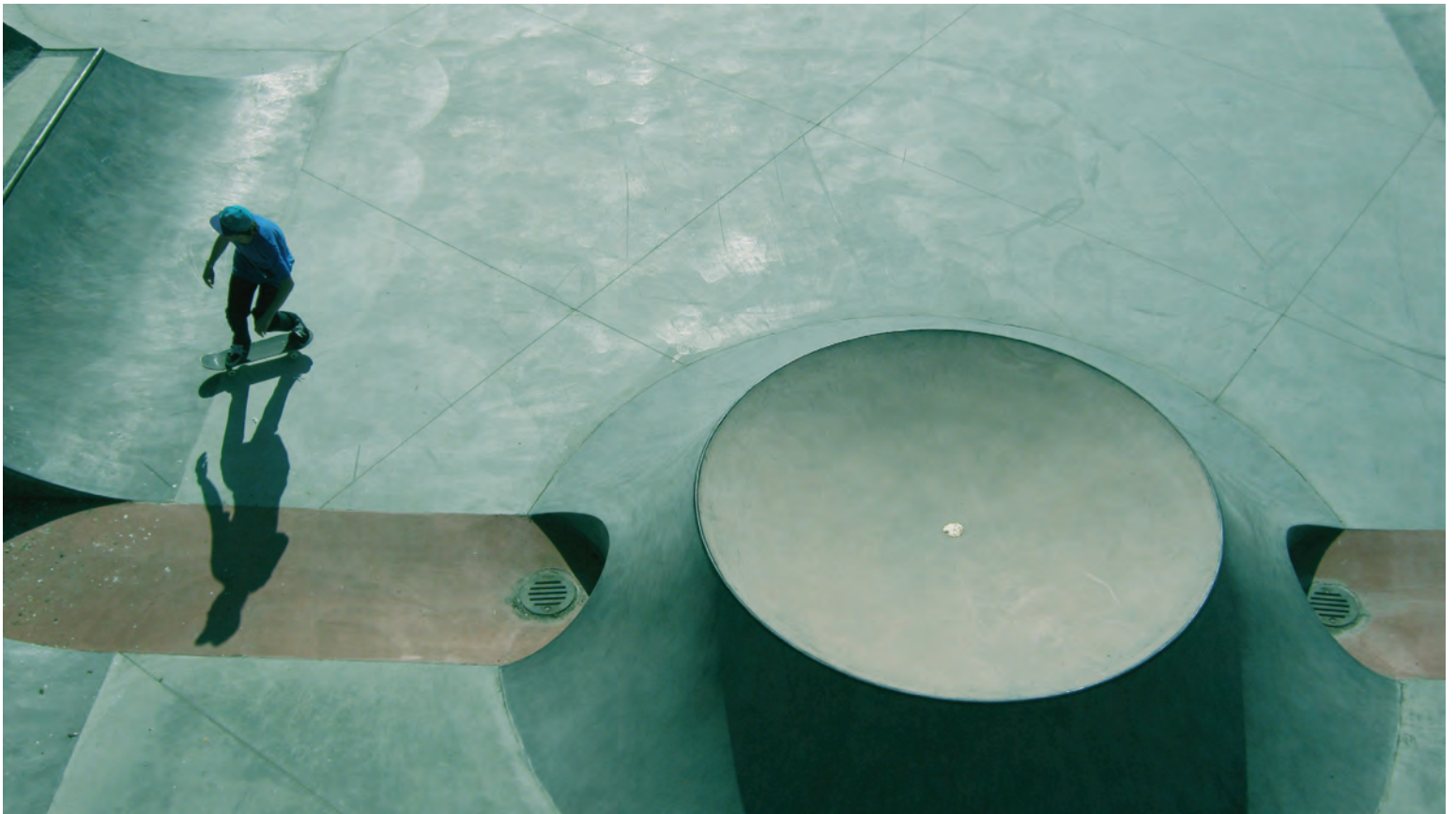


December 2017

The City of Pickering Skateboard Park Strategy 2017



van der Zalm
+ associates

landscape architecture
parks + recreation
urban design
civil engineering



City of
PICKERING

pickering.ca

ACKNOWLEDGEMENTS V

1. BACKGROUND 1

1.1 Introduction 1

1.2 Pickering’s Existing Skateboard Park 2

1.3 Community Engagement in Skateboard Park Design 3

1.4 Public Consultation 3

 1.4.A. Open House 1: Strategy and Design Workshop..... 3

 1.4.B. Telephone Survey 4

 1.4.C. Open House 2: Strategy and Priority Site Design..... 4

2. ASSESSING THE NEED 4

2.1 Pickering and Surrounding Skateboard Parks..... 5

2.2 The Skateboard Park Adoption Model (SAM)..... 6

2.3 Quantifying the Need for South Pickering..... 7

2.4 Quantifying the Need for Central Pickering at Buildout 9

3. NETWORK PROPOSAL 11

3.1 Skateboard Park Typologies 11

3.2 South Pickering Network Options 12

 3.2.A. Option 1: Civic Centric 12

 3.2.B. Option 2: Five Neighbourhoods..... 13

 3.2.C. Option 3: Spotify..... 14

3.3 Central Pickering (Seaton) Network Option 15

4. NETWORK PRIORITY SITES 16

4.1 Potential Skateboard Park Sites..... 16

 4.1.A. Citywide Sites 16

 4.1.B. City Centre Sites 18

5. NEXT STEPS 19

5.1 Skateboard Park Development Process..... 19

5.2 Priority Site Selection 21

5.3 Concept Design Constraints and Opportunities 22

 5.3.A. Concept 1: Skate Plaza and Bowl..... 22

 5.3.B. Concept 2: Consolidated Skateboard Park..... 23

5.3 Recommendations 24

BIBLIOGRAPHY 25

APPENDICES 26

A. History of Skateboarding Styles 27

B. Skateboard Park Typologies 30

C. Sites Reviewed 33

D. Open House 1 Feedback 45

E. Open House 2 Feedback..... 51

F. Benefits of Experienced Skateboard Park Designers..... 54

G. Site-Built/Cast-Concrete Vs. Modular Construction..... 55

H. Signage..... 58

Figure 1. Diana, Princess of Wales Park, Pickering, ON. 2

Figure 2. Sydney Patterson's proposal for PWSCA 3

Figure 3. Scott Loyst's proposal for PWSCA 3

Figure 4. City of Pickering Map..... 4

Figure 5. Map of Skateboard Parks Surrounding Pickering..... 5

Figure 6. Skateboard park Adoption Model (SAM) Diagram 6

Figure 7. Skateboard Area Calculation for South Pickering 8

Figure 8. Skateboard Area Calculation for Central Pickering at Buildout 10

Figure 9. Skateboard Park Typologies..... 11

Figure 10. Map of Potential Skateboard Park Sites..... 17

Figure 11. Skateboard Park Development Process 20

Figure 12. Pickering Recreation Complex 21

Figure 13. Transition/Bowl 27

Figure 14. Freestyle 27

Figure 15. Street 27

Figure 16. Park/Obstacle 28

Figure 17. Organic Flow 28

Figure 18. Pump Track 28

Figure 19. Downhill..... 29

Figure 20. Longboarding..... 29

Figure 21. Twelve Oaks Skate Spot, Vaughan, ON. 30

Figure 22. Mount Pleasant Skate Spot, Vancouver..... 30

Figure 23. Hillside Skate Spot, Vaughan, ON. 30

Figure 24. Lafayette Skate Dot, Los Angeles 30

Figure 25. Ed Benedict Plaza, Portland, Oregon 31

Figure 26. Sylvan Lake Skateboard Park 31

Figure 27. Father David Bauer Neighbourhood Skateboard park, Waterloo 31

Figure 28. Kensington Neighbourhood Skateboard Park..... 31

Figure 29. UBC Neighbourhood Skateboard Park..... 31

Figure 30. Chuck Bailey Community Skateboard Park..... 32

Figure 31. Glendale Community Skateboard Park..... 32

Figure 32. Chuck Bailey Community Skateboard Park..... 32

Figure 33. Amberlea Park at the neighbourhood scale 33

Figure 34. Amberlea Park - looking west across open space..... 33

Figure 35. Amberlea Park - looking east from playground 33

Figure 36. Amberlea Park at the site-specific scale 33

Figure 37. Dunmoore Park at the neighbourhood scale..... 34

Figure 38. Dunmoore Park - view of junior diamond from road 34

Figure 39. Dunmoore Park at the site-specific scale..... 34

Figure 40. East Woodlands Park at the neighbourhood scale 35

FIGURES

Figure 41. East Woodlands Park - looking south 35

Figure 42. East Woodlands Park - looking west 35

Figure 43. East Woodlands Park at the site-specific scale 35

Figure 44. Esplanade Corner Plaza at the neighbourhood scale 36

Figure 45. Esplanade Plaza - looking south towards City Hall 36

Figure 46. Esplanade plaza - looking west towards mall 36

Figure 47. Esplanade Corner Plaza at the site-specific scale 36

Figure 48. Bay Ridges Kinsmen Park at the neighbourhood scale 37

Figure 49. Bay Ridges Kinsmen Park site with tennis courts in background 37

Figure 50. Bay Ridges Kinsmen Park at the site-specific scale 37

Figure 51. Pickering Recreation Complex at neighbourhood scale 38

Figure 52. View towards recreation complex entrance 38

Figure 53. View from the corner of Deifenbaker Court and Valley Farm Road 38

Figure 54. Pickering Recreation Complex at site-specific scale 38

Figure 55. Centennial Park at neighbourhood scale 39

Figure 56. View of Centennial Park from Brock Road 39

Figure 57. Centennial Park at site-specific scale 39

Figure 58. Hydro Corridor - Liverpool Road North at neighbourhood scale 40

Figure 59. View of Hydro Corridor - Liverpool Road North site from Liverpool Road . 40

Figure 60. Hydro Corridor - Liverpool Road North at site-specific scale 40

Figure 61. Glengrove Park at neighbourhood scale 41

Figure 62. View of site from south west 41

Figure 63. View of site from Fieldlight Boulevard 41

Figure 64. Glengrove Park at site-specific scale 41

Figure 65. David Farr Memorial Park at the neighbourhood scale 42

Figure 66. David Farr Memorial Park - view looking east 42

Figure 67. David Farr Memorial Park - view from tennis courts 42

Figure 68. David Farr Memorial Park at the site-specific scale 42

Figure 69. Shadybrook Park at the neighbourhood scale 43

Figure 70. Shadybrook Park - view looking east 43

Figure 71. Shadybrook Park - view looking north 43

Figure 72. Shadybrook Park at the site-specific scale 43

Figure 73. West Shore Community Centre, neighbourhood scale 44

Figure 74. West Shore Community Centre, view from north west 44

Figure 75. West Shore Community Centre, view from north east 44

Figure 76. West Shore Community Centre, site-specific scale 44

ACKNOWLEDGEMENTS

Many thanks to the team of dedicated people who contributed to the creation of this report. Thanks to Pickering's vibrant skateboarding community and for their active involvement in the Open Houses. Thanks also extend to the consulting partner New Line Skateparks Inc. Thanks are due to the City of Pickering in recognizing the importance of Skateboarding as an essential form of outdoor recreation and including it in its overall planning process. Special thanks go to members of City Council and Arnold Mostert, Senior Coordinator Landscape & Parks Development, City of Pickering.

1. BACKGROUND

1

1.1 Introduction

The City of Pickering recognizes the importance of skateboarding as an unstructured form of recreation for the physical and creative well-being of its citizens of all ages and skill sets. As such, City Council directed staff to develop this report titled “Skateboard Park Strategy 2017” as a supplement to its Recreation and Parks Master Plan. The City of Pickering commissioned van der Zalm + Associates and New Line Skateparks to undertake the strategy and provide a concept design for the City’s priority skateboard park site. The report findings are informed by: establishment of needed skateboard park area based on skater population calculations, an in-depth urban analysis of Pickering’s parks network, meetings/correspondences with city staff and members of Council, and Open House feedback from Pickering’s skateboarding community.

Report structure:

- Background on Pickering’s existing skateboard park and community engagement in the Pickering Skateboard Park Strategy 2017.
- Overview of South Pickering (existing area of Pickering) and Central Pickering (the new community of Seaton), and the surrounding skateboard park inventory.
- Step-by-step illustration of the calculations for determining required skateboard park area in South Pickering $\sim 3,090\text{m}^2$ (33,260ft²), and Central Pickering $\sim 1,680\text{m}^2$ (18,083ft²).
- Proposed network options for South and Central Pickering.
- Review of potential skateboard park sites and typologies in South Pickering and its City centre.
- Summary of the Open Houses which took place on June 27th, 2017, and November 27, 2017.
- Discussion of the Pickering Recreation Complex entrance plaza as the priority site and concept drawings.
- Recommendations of the Pickering Skateboard Park Strategy 2107.

1.2 Pickering’s Existing Skateboard Park

The City’s only skateboard park is located behind the Recreation Complex in Diana, Princess of Wales Park. This skateboard park totals ~9,000ft² and has seen two phases. The first phase of ~6,000ft² is of a concrete hybrid style, and the second phase ~3,000ft² expansion is asphalt with lower level ledges and flat street style terrain. This is a substantial park and was an achievement at the time that it was constructed. Decades have passed and the park is showing its wear. (For skateboarding history and styles see Appendix A)

This park is also home to city-sanctioned graffiti which provides park patrons an opportunity for a creative outlet. At the same time, as the City’s only skateboard park, it may have reinforced resident assumptions that skateboard parks are a haven for graffiti. That is not true of most modern skateboard parks, which are maintained free of graffiti.

Besides skateboarding, this park is home to many activities including soccer, sports courts, community gardens, playground and beach volleyball. While it may be a suitable location for these other activities, which often occur in the middle of the day and with several participants, skateboard parks see a more extensive time of use and range in participants. Local skateboarders have expressed a feeling of isolation and concern for safety at this current location and have requested future skateboard parks be in more prominent locations where they can be easily monitored by the public.

Skateboard park design standards have improved over several generations to provide improved layout and construction. It is recommended that this skateboard park eventually be decommissioned and the area repurposed when suitable alternate skateboard parks are in place.



Figure 1. Diana, Princess of Wales Park, Pickering, ON.

1.3 Community Engagement in Skateboard Park Design

Scott Loyst is a local resident, skateboarder and advocate for additional skateboard parks in Pickering. He serves on the board of the Pickering West Shore Community Association (PWSCA) which organized a federal grant to hire two summer students to design a sensory garden and a skate spot at the West Shore Community Centre location. Sydney Patterson, an OCAD University student and passionate skateboarder, was hired in June of 2017. He compiled data, scouted locations and rendered designs that were presented to the PWSCA, city staff, and members of Council.

Scott presented Sydney's and his work to the PWSCA at the Annual General Meeting which took place on September 13th, 2017. The PWSCA voted to approve a skateboard park for the West Shore Community Centre should the opportunity arise with the development of the Skateboard Park Strategy 2017.

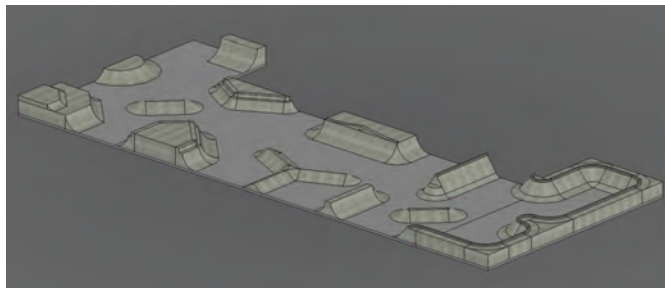


Figure 2. Sydney Patterson's proposal for PWSCA

West Shore Community Centre Skate Spot Design & Precident



Figure 3. Scott Loyst's proposal for PWSCA

1.4 Public Consultation

1.4.A. Open House 1: Strategy and Design Workshop

On June 27, 2017 the City of Pickering held an Open House and Design Workshop lead by van der Zalm + associates and New Line Skateparks. It was advertised on the City's website and posted throughout the City. The Open House sought to educate the public about skateboard parks while outlining the process of creating a skateboard park strategy for the City of Pickering. New Line Skateparks lead a generalized design workshop to solicit feedback from local skateboarders and their preferences for the design of the first skateboard park. A survey was completed and results can be found in Appendix D and summarized below.

The Open House had a variety of attendees both young and old. There were approximately 30 people in attendance (parents and kids) and 26 Feedback Forms were completed and returned. From the feedback forms we learned:

1. **Gender** - 85% of Workshop Participants were male.
2. **Age** - The primary age groups represented were between 10-19 years old (19%) and 20-29 years old (50%).
3. **Skill Level** - Although a range of user groups were represented, the majority of feedback forms received were from skateboarders (69%).
 - 46% of active users identified themselves as having an "average" skill level and
 - 31% of users identified themselves as having an "advanced" skill level.
4. **Terrain Preference** - The majority of respondents preferred the Street/Plaza 56% terrain style, followed by Bowl Flow terrain 35%.
5. **Network Concept Preference**- Survey results show Civic Centric as the most highly ranked option.

1.4.B. Telephone Survey

In the summer of 2017 a telephone survey conducted by Monteith Brown for the creation of the City of Pickering Recreation and Parks Master Plan found that:

- 8% of households have a member that has skateboarded in the last 12 months.
- 62% of respondents had 1 skateboarder and 38% had 2 skateboarders in their household.
- 62% of skateboard households had a member that skateboarded a few times a week.

1.4.C. Open House 2: Strategy and Priority Site Design

A second Public Open House was held on November 27, 2017 at the Pickering Recreation Complex to present the Draft Skateboard Park Strategy 2017 by van der Zalm + associates and New Line Skateparks. This was in conjunction with the presentation of the Draft Recreation and Parks Master Plan by Monteith Brown. The Open House benefited from a good turnout from the Pickering community with at least 20 from the local skateboarding community. Attendees were able to review the Open House boards, ask questions and provide feedback. Those not able to attend were able to review the Draft Skateboard Park Strategy 2017 on the City's website and provide feedback in writing. There was a favourable response to the Open House Boards, however, some concerns were raised, especially with regards to the priority site design in front of the Recreation Complex relating mainly to the issue of access. A summary of all comments received at the Open House and in writing are detailed and responded to in Appendix E.

2. ASSESSING THE NEED

2

The two primary areas under investigation in the Pickering Skateboard Park Strategy 2017 are the existing area of South Pickering and the new community of Seaton to be developed in Central Pickering. South Pickering encompasses existing neighbourhoods that extend from the waterfront on the south to the Canadian Pacific Rail Line on the north. Central Pickering is located between the Canadian Pacific Rail Line and Highway 7 (Figure 4).

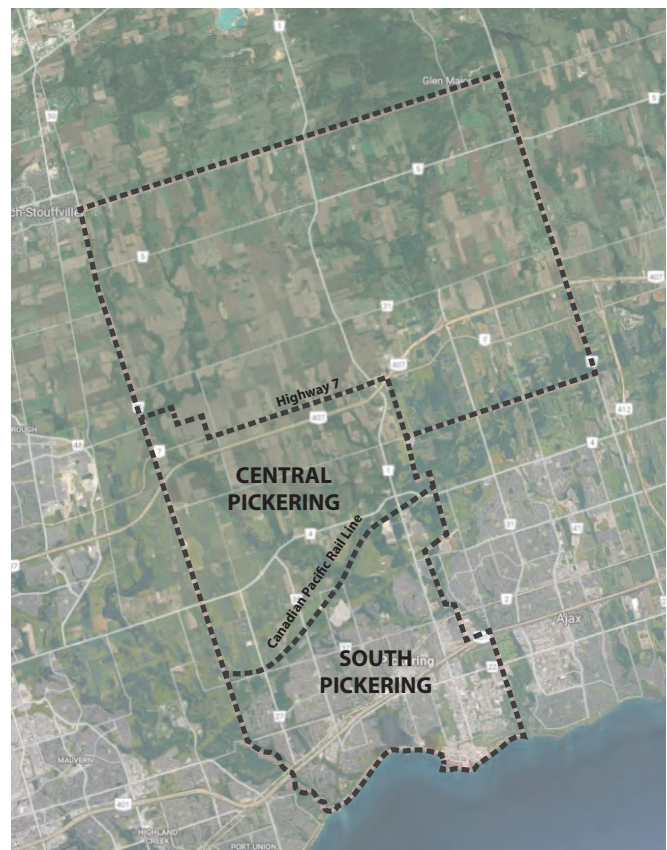


Figure 4. City of Pickering Map

2.1 Pickering and Surrounding Skateboard Parks

The City of Pickering is located within the Greater Toronto Area (GTA) which has an existing inventory of skateboard parks inside the City of Toronto proper and in its surroundings. The cities of the GTA demonstrates a few different strategies for skateboard parks that range in size and distribution from the clustering of small skateboard parks to large individual parks. Figure 5 below illustrates these different strategies with a map of the GTA showing the boundary of Pickering highlighted in red. The distribution of skateboard parks has a higher concentration to the west of Pickering in municipalities that are closer to the City of Toronto. These skateboard parks vary in size and location. The City of Vaughan, located to the west of Pickering has a cluster of small parks, some of which are symbolized by the letters R, S, T, U and V, with each park ranging in size from 3,000ft² to 5000ft². While the letter G symbolizes a large individual skateboard park (25,000ft²) in the City of Toronto (Ashbriges Bay Plaza).

Although there is an inventory of various skateboard parks in Pickering's surrounding area, these require travel distances that range from as close as 20km to as far as 70km.

The City of Pickering is surrounded by a few closer, newer skateboard parks at its perimeter such as O (Port Union Skateboard park, 7,500ft²) in Scarborough, D (Memorial Park Skateboard park, 10,000ft²) in Whitchurch-Stouffville, and A (Audley Recreation Centre, 20,000ft²) in Ajax. Pickering also has the existing 9,000ft² Diana, Princess of Wales Skateboard Park. As mentioned in section 1.2, however, the park is in a derelict state and its decommissioning is recommended. Pickering is therefore in need of a skateboard park strategy that serves its population in the short and long-term for its projected growth.

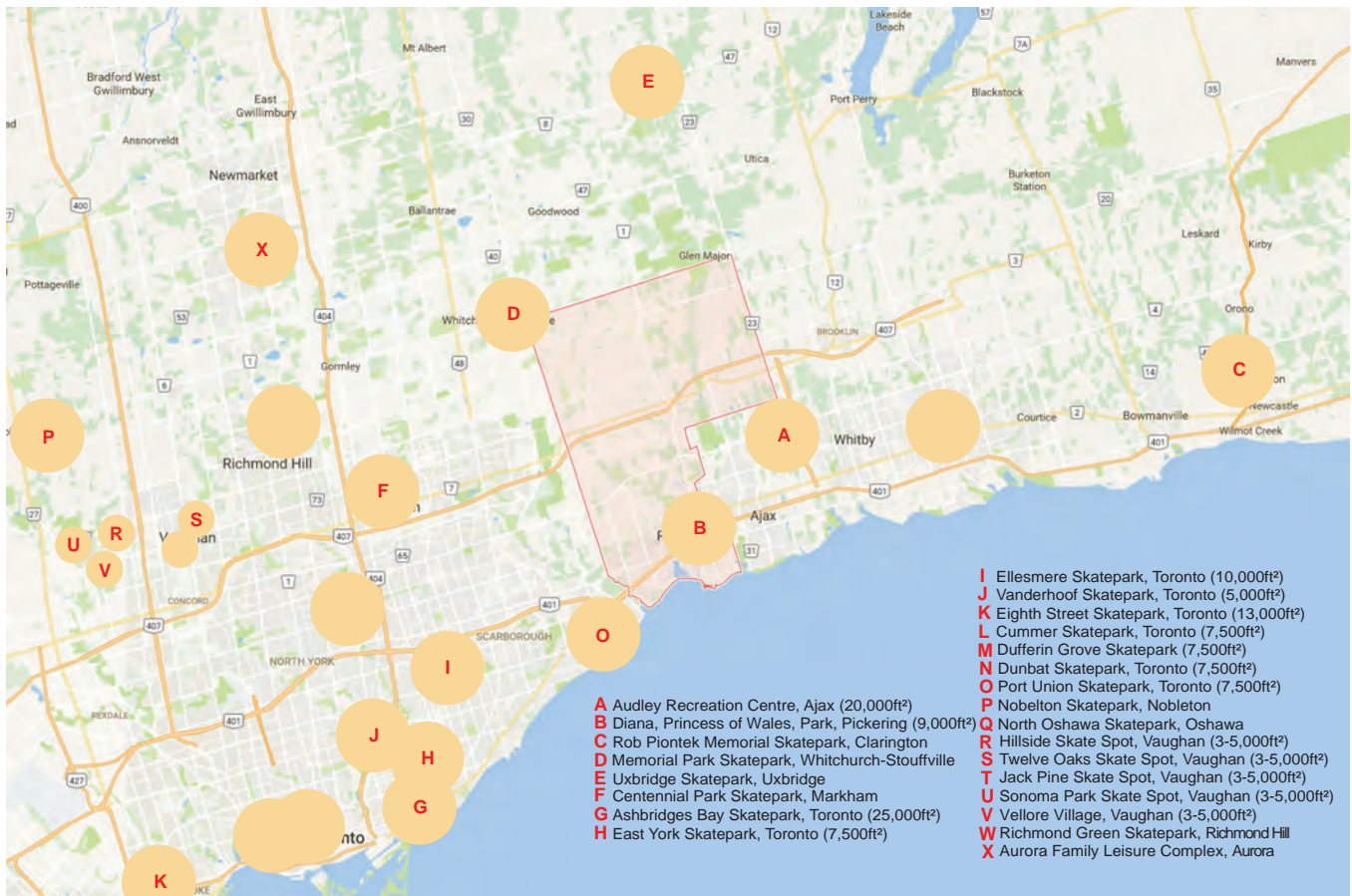


Figure 5. Map of Skateboard Parks Surrounding Pickering

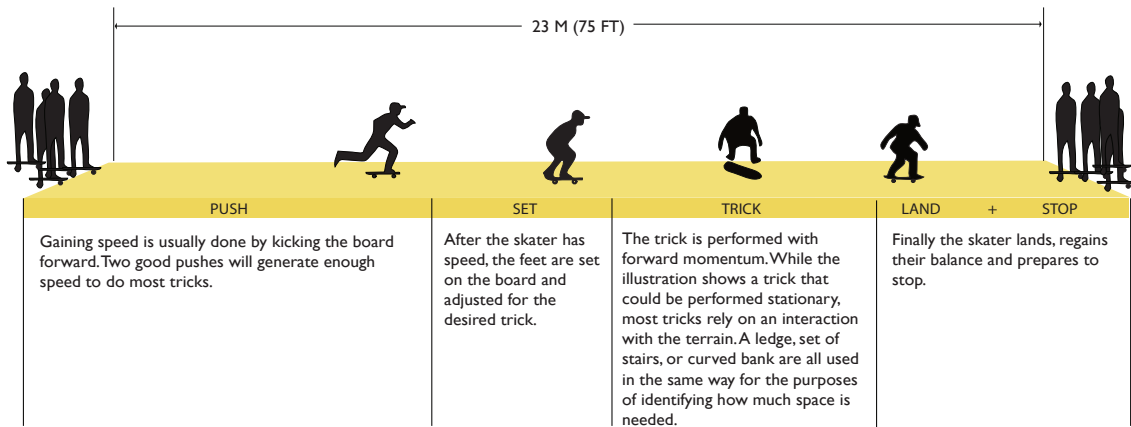
(Source: New Line Skateparks Inc.)

2.2 The Skateboard Park Adoption Model (SAM)

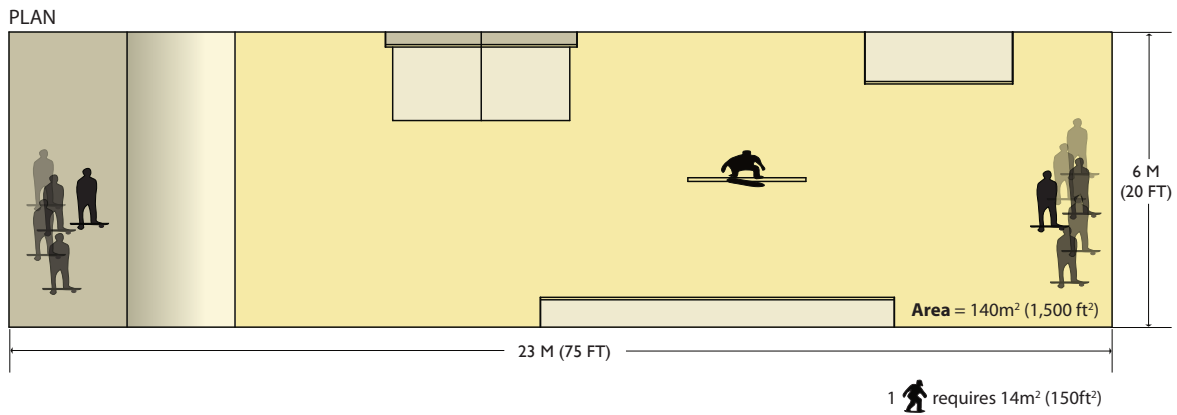
How much skateboarding terrain is needed to serve Pickering?

To quantify the optimal skateboard park terrain, a formula was developed that takes into account the skateboarding population, frequent skaters, and estimates the number of skateboarders active at the same time. It then multiplies the Skateboard park Adoption Model (SAM) model of 14m² by the number of concurrently active skateboarders to arrive at the city-wide requirement.

Figure 6 below is a graphic demonstration of how the SAM works. It assumes 10 skateboarders sharing one space. In order to execute a trick it takes approximately 23m (75ft). This includes pushing to gain speed, executing a trick and stopping. For ease of movement and safety a 6m (20ft) width is required for lateral movement. This results in a total of 140m² (1500ft²). This total is divided by the 10 skateboarders to reach 14m² (150ft²) per person.



Note: This Diagram has been adapted from Skaters for Public Skateparks Skatepark Adoption Model (SAM) at www.skatepark.org



The entire linear requirement is 23m (75 feet). Presuming that some lateral space is needed to allow others to safely pass the active skater—as well as space to turn when it’s required by the trick, (or to regain balance), 6 m (20 lateral feet) is sufficient.

As shown above, the total space for 10 concurrent users is 140m² (1,500 square feet) and 14m² (150 square feet) per person.

Figure 6. Skateboard park Adoption Model (SAM) Diagram

2.3 Quantifying the Need for South Pickering

In order to calculate South Pickering's skateboarder population the consultants engaged a five step process (Figure 7).

Step 1. Number of Households:

Based on the last major census in 2016 there are 2.9 persons per household (2016 Census Data). Considering that household composition should remain relatively stable over a 5 year period, this average was applied to the current population in order to estimate the current number of households. The 2016 Census recorded a population of 91,771 and this was divided by the 2.9 persons per household to yield 31,645 households.

Step 2. Number of Skateboarders:

The household telephone survey that was conducted for the creation of the City of Pickering Recreation and Parks Master Plan indicated that in the past 12 months, 8% of households participated in skateboarding. Therefore, 8% of 31,645 households resulted in at least 2,532 projected skateboarders.

Step 3. Concurrently Active Skateboarders:

The Skateboarders for Public Skateboard parks (SPS), Skateboard park Adoption Model (SAM) was used in conjunction with van der Zalm + associates expertise to determine the number of concurrently active skateboarders. This model converts the number of casual skateboarders to the number of people that may be skateboarding at any one point in time. This model estimates that only 25 percent of skateboarding respondents, 633 skateboarders are 'frequent' skateboarders, skateboarding multiple times per week (Skateboard park Adoption Model, 2004). Of the frequent skateboarders it is estimated that only 25 percent will be 'actively' skateboarding at the same time. This leaves South Pickering with approximately 158 skateboarders that may be interested in using skateboard facilities at the same time.

Step 4. Total Skateboard Park Terrain Required to Adequately Serve South Pickering:

For this calculation the space requirement for each skateboarder (14m²) is multiplied by the number of concurrently active skateboarders. When this area is multiplied by 158 active skateboarders it results in 2,212m² (23,810ft²) needed to serve the existing population of skateboarders in South Pickering.

Step 5. Total Area of New Skateboard Parks Required During a 10-year Strategy:

A review of statistics Canada saw a 3.4% annual growth rate in Pickering from 2011-2016. This study therefore assumes a growth rate of 3.4% over 10 years. This results in the total skateboard park terrain need of 3,090m² (33,263ft²).

*Conservative Estimation

The area above only represents the demand from the skateboarding population, however, other activity groups also use skateboard parks, such as, inline skaters, scooters, 'ripsticks' and BMX. While these activities similarly use skateboard parks to practice tricks, their spatial requirements vary. For instance, a BMX biker moves much faster and generally takes more space to execute a trick. While these other groups may be politically under represented, they are well represented in skateboard parks and will certainly benefit from the development of a skateboard park network.

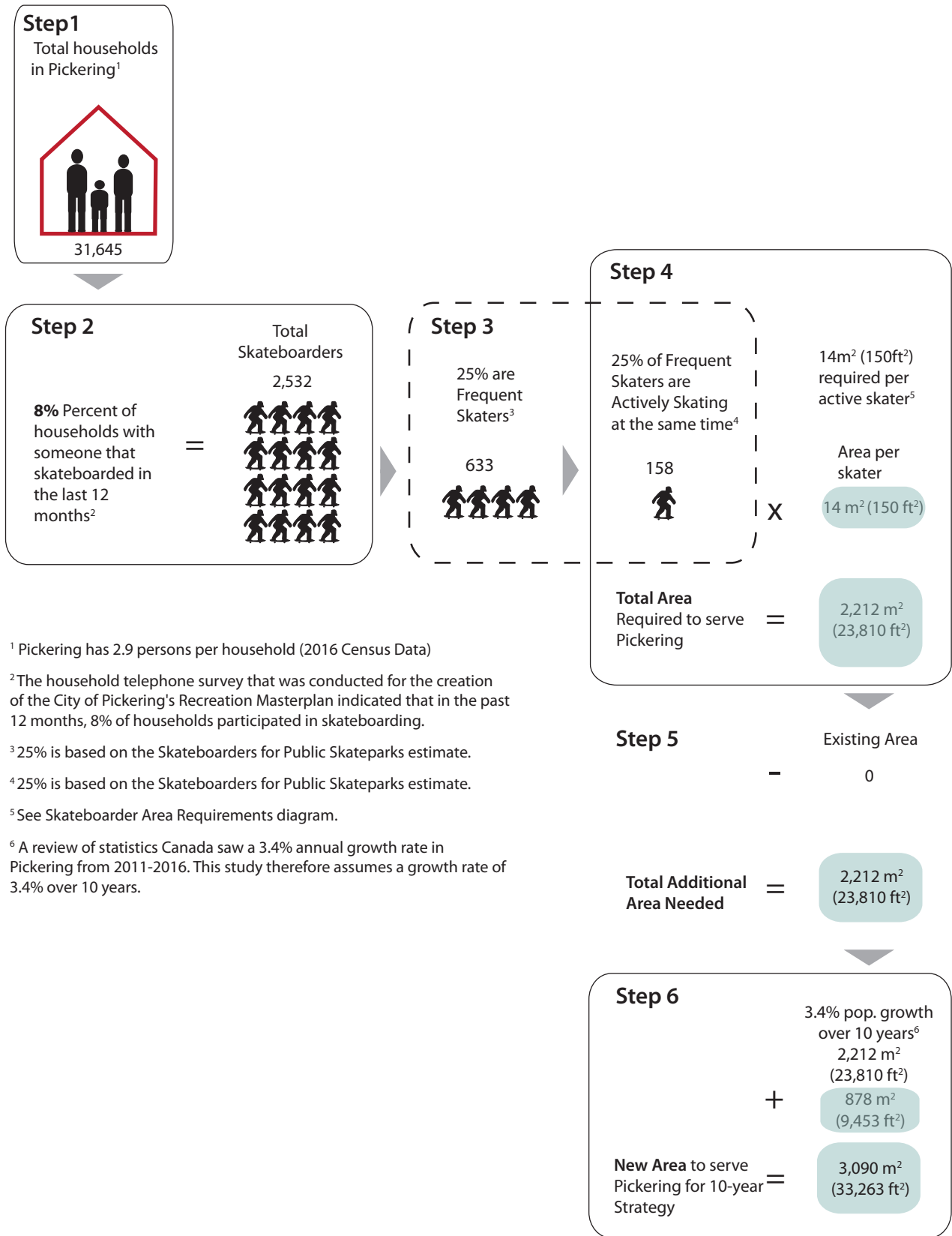


Figure 7. Skateboard Area Calculation for South Pickering

2.4 Quantifying the Need for Central Pickering at Buildout

In order to calculate the new community of Seaton's (or Central Pickering's) skateboarder population the consultants engaged a four step process (Figure 8).

Step 1. Number of Households:

Seaton is estimated to have a buildout population of 70,000 (City of Pickering). Using Pickering as a reference, Seaton is assumed to have the same household composition of 2.9 persons per household. A population of 70,000 divided by 2.9 persons per household yields ~24,138 households.

Step 2. Number of Skateboarders:

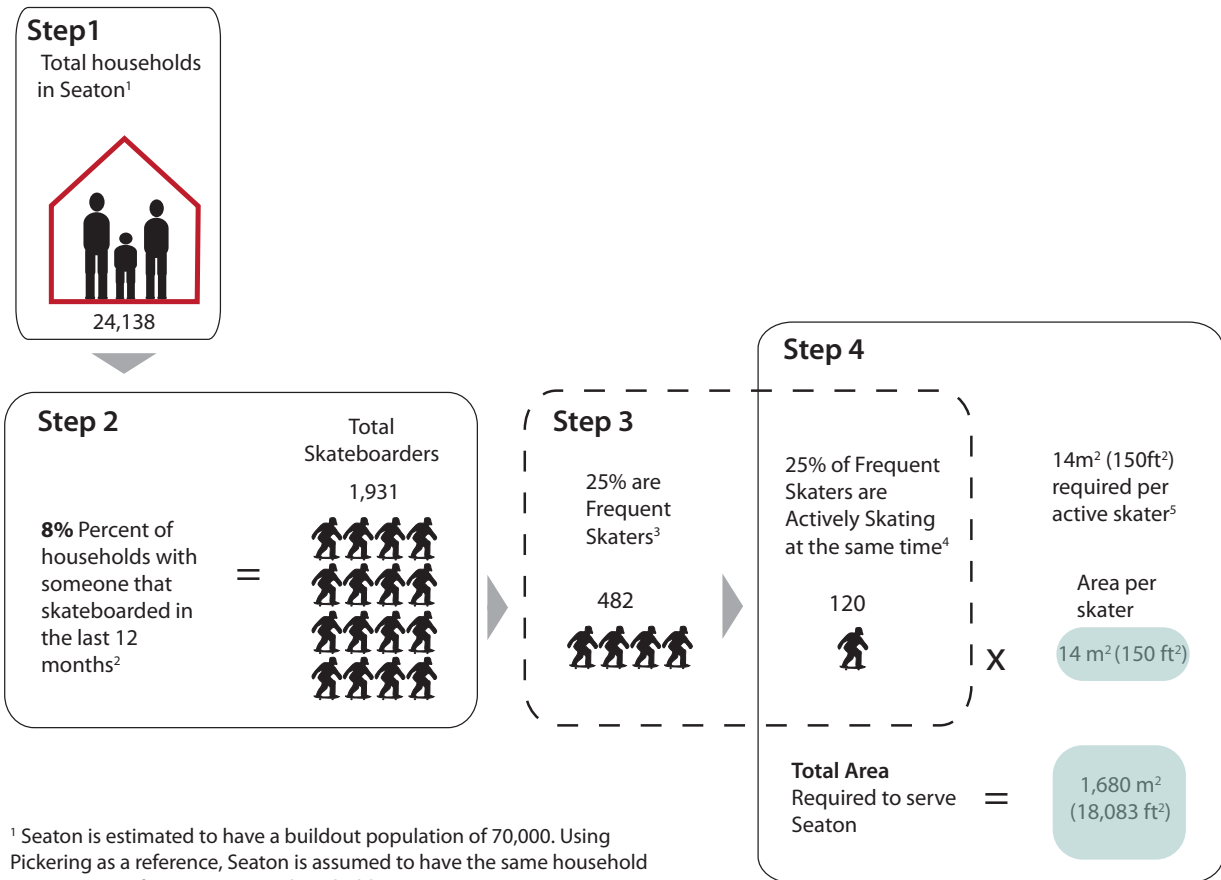
The household telephone survey that was conducted for the creation of the City of Pickering's Recreation and Parks Master Plan indicated that in the past 12 months, 8% of households participated in skateboarding. This percentage is used in Seaton as a reference. 8% of 24,138 households resulted in at least 1,931 projected skateboarders.

Step 3. Concurrently Active Skateboarders:

The Skateboarders for Public Skateboard parks (SPS), Skateboard park Adoption Model (SAM) was used in conjunction with van der Zalm + associates expertise to determine the number of concurrently active skateboarders. This model converts the number of casual skateboarders to the number of people that may be skateboarding at any one point in time. This model estimates that only 25 percent of skateboarding respondents, 482 skateboarders are 'frequent' skateboarders, skateboarding multiple times per week (Skateboard park Adoption Model, 2004). Of the frequent skateboarders it is estimated that only 25 percent will be 'actively' skateboarding at the same time. This leaves Seaton with approximately 120 skateboarders that may be interested in using skateboard facilities at the same time.

Step 4. Total Skateboard Park Terrain Required to Adequately Serve Seaton at Buildout:

For this calculation the space requirement for each skateboarder (14m²) is multiplied by the number of concurrently active skateboarders. When this area is multiplied by 120 active skateboarders it results in 1,680m² (18,083ft²) needed to serve the projected population of skateboarders in Seaton or Central Pickering at buildout.



¹ Seaton is estimated to have a buildout population of 70,000. Using Pickering as a reference, Seaton is assumed to have the same household composition of 2.9 persons per household.

² Pickering's household telephone survey that was conducted for the creation of the City of Pickering's Recreation Masterplan indicated that in the past 12 months, 8% of households participated in skateboarding. This % will be used in Seaton as well.

³ 25% is based on the Skateboarders for Public Skateparks estimate.

⁴ 25% is based on the Skateboarders for Public Skateparks estimate.

⁵ See Skateboarder Area Requirements diagram.

Figure 8. Skateboard Area Calculation for Central Pickering at Buildout

3

3. NETWORK PROPOSAL

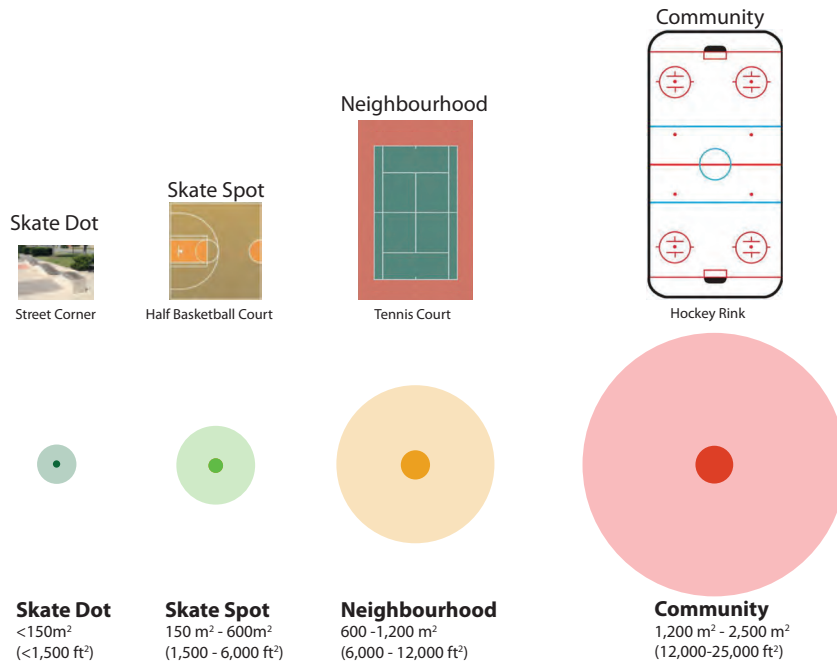
A successful skateboard park strategy relies on a strong network built on the fundamentals of: inclusivity, accessibility, and feasibility of development. A strong network will consist of a combination of the four different skateboard park typologies: a skate dot, a skate spot, a neighbourhood skateboard park, and a community skateboard park. Regardless of which typologies are used, a well-integrated parks network must be maintained to serve the entire City of Pickering. The proposed network options for South Pickering are:

1. Civic Centric
2. Five Neighbourhoods
3. Spotify

There is one proposed concept for Central Pickering.

3.1 Skateboard Park Typologies

There are four different skateboard park typologies that meet various sizes and functions (Figure 9). The parks progress in size from dots and spots, to neighbourhoods and communities. The diagram below reflects the minimum skateboard park size for each typology. (See Appendix B for more detailed descriptions of skateboard park typologies)



(Skate Dot Image Source: Scott Loyst - <http://scottdreamsofskateparks.blogspot.ca/>)

Figure 9. Skateboard Park Typologies

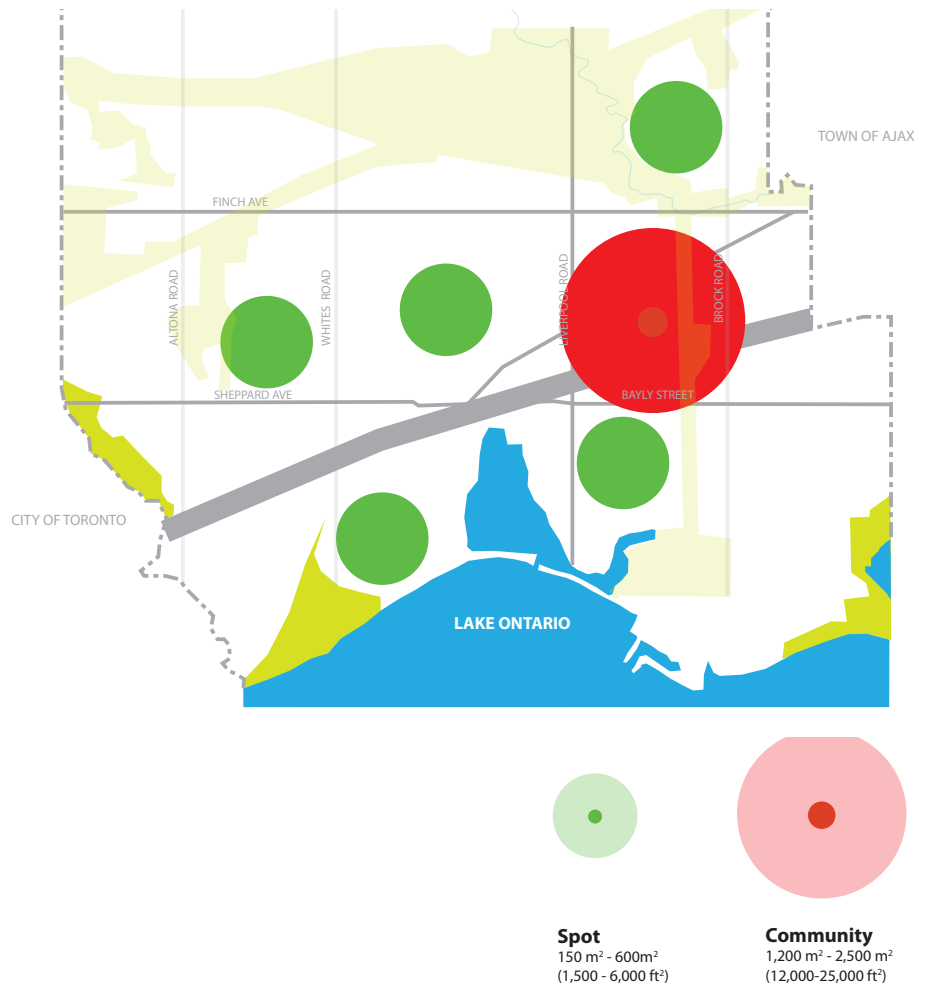
3.2 South Pickering Network Options

This section considers how best to allocate space to skateboard parks across South Pickering. The proliferation of smaller skateboard parks will provide localized skateboard parks to accommodate younger and novice skateboarders, while larger parks will accommodate intermediate to advanced skateboarders and those that have a means to travel and an interest in a greater variety of terrain and challenges. This study explores three different

skateboard park planning strategies: civic centric, five neighbourhoods and spotify. These three options attempt to divide an overall skateboard park area of ~33,263ft², which is the general area necessary to serve South Pickering with population growth over the coming decade (as seen in section 2.3). While three options are presented, the stakeholder goals along with the geography of the city will inform the final layout and strategy.

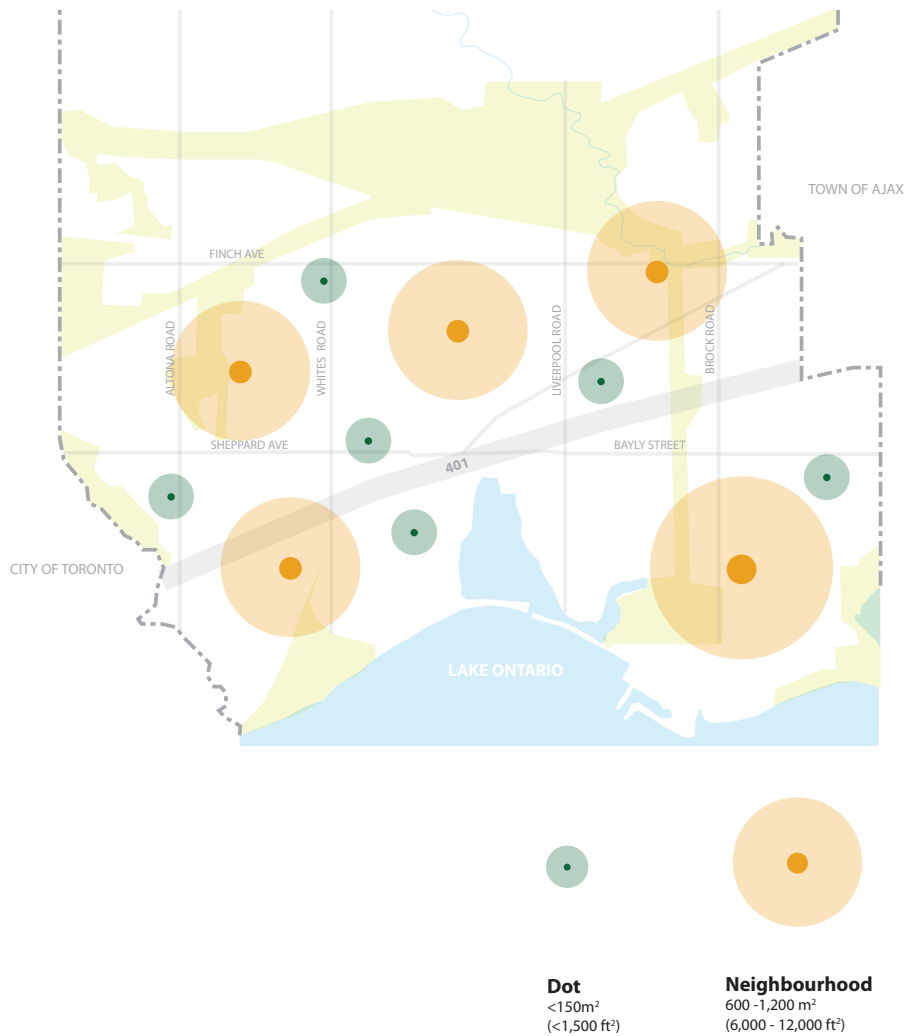
3.2.A. Option 1: Civic Centric

In the Civic Centric concept the large neighbourhood or small community scale skateboard park is located at the heart of South Pickering’s civic center. It serves as a destination skateboard park catering to a broad range of ages and skill sets. This concept also provides four small skate spots equally distributed across South Pickering that cater to novice and intermediate users in local neighbourhoods. Consideration should be given to provide a large skate spot or small neighbourhood size park at the west side of the City to better service this area.



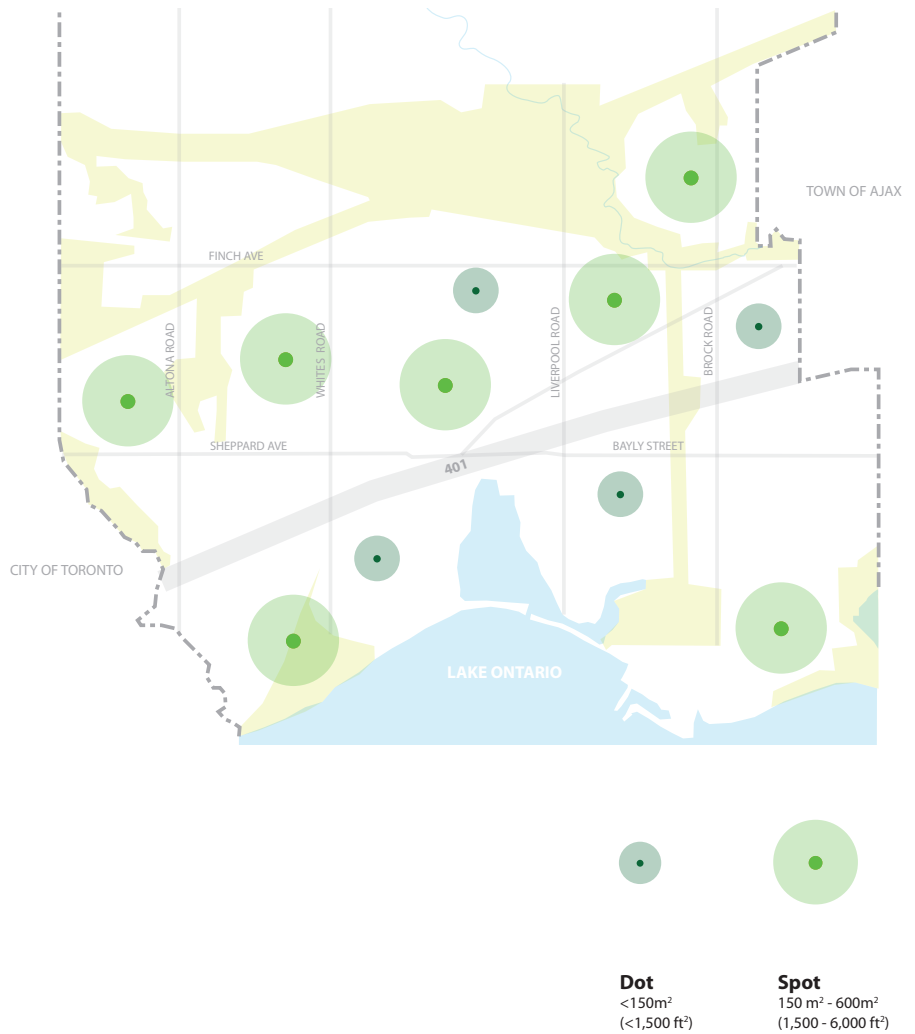
3.2.B. Option 2: Five Neighbourhoods

The Five Neighbourhoods concept aims to be more accessible. It consists of five neighbourhood skateboard parks and six skate dots spread across South Pickering. The neighbourhood skateboard park typology serves the needs of the immediate neighbourhood and caters to users of all skill levels, novice and intermediate. The skate dot also caters to all skill levels and due to its small area may be located along a city sidewalk, pathway, corner plaza or park space.



3.2.C. Option 3: Spotify

In the Spotify concept skateboard parks are dispersed across South Pickering through the provision of four skate dots and seven skate spots. By providing a larger number of small skateboard parks this distribution would maximize skateboard park accessibility and availability for both novice and intermediate users.

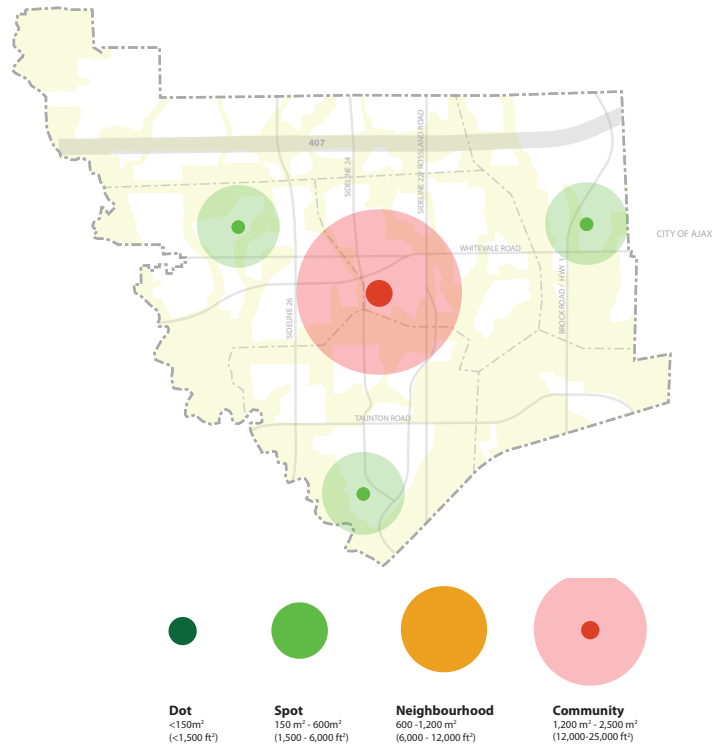


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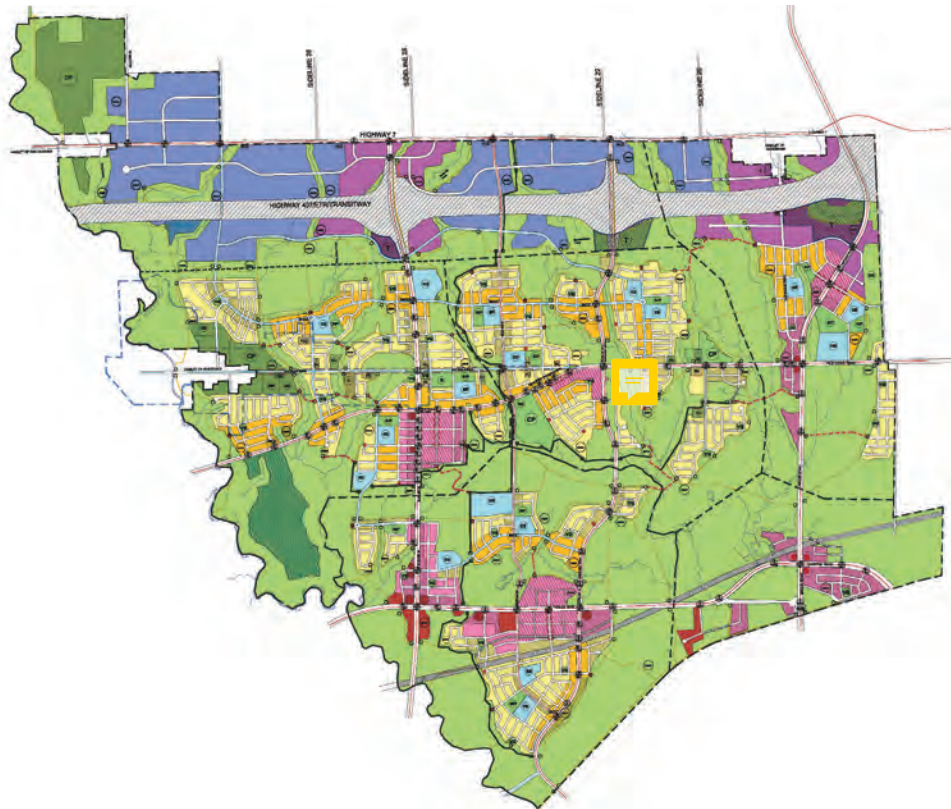
3.3 Central Pickering (Seaton) Network Option

This skateboard park planning strategy proposes ~18,083ft² be divided across Central Pickering. This would include a community level skateboard park at the central intersection of Seaton's planned transit spines and may have either skate spots or skate dots dispersed across the surrounding neighbourhoods. Some existing communities adjacent to Seaton, such as Claremont, Greenwood or Whitevale may be locations to consider a skate spot as part of this network.

CENTRAL PICKERING (SEATON) CONCEPTUAL DIAGRAM



CENTRAL PICKERING (SEATON) LAND USE PLAN



(Source: City of Pickering)

4. NETWORK PRIORITY SITES

Several sites in South Pickering and the City centre are identified as potential candidates for skateboard parks. This section illustrates these sites, discusses their potential as a skateboard park, and lists the possible typology. To ensure optimal site selection these potential sites were chosen based on the following five criteria:

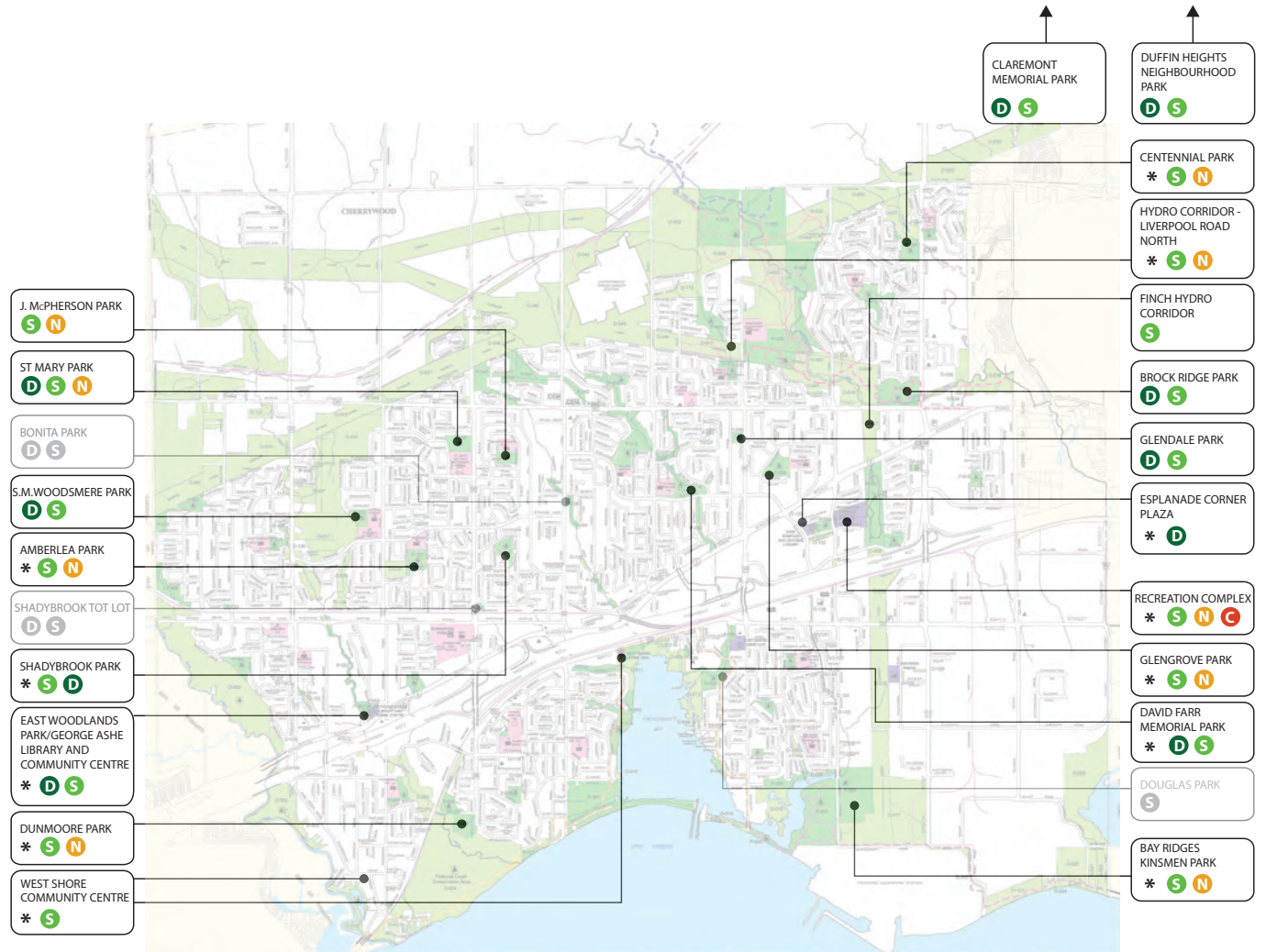
1. Location
2. Accessibility
3. Site suitability
4. Landscape integration
5. Amenities

(For more detailed select site reviews refer to Appendix C)

4.1 Potential Skateboard Park Sites

4.1.A. Citywide Sites

The skateboard park typologies introduced in section 3.1 are used in the urban context of South Pickering. Figure 10 shows a map of potential skateboard park sites in South Pickering and which skateboard park typologies may apply.



LEGEND

- * Sites Reviewed in Appendix C
- Sites for Consideration
- Not Appropriate

D Skate Dot (Reference: Seattle Citywide Skatepark Plan)

What? Small skateable area less than 150m² (1,500ft²)

Where? Along a city sidewalk, pathway, corner plaza or park space in residential or commercial areas

Who? All skills especially novice to intermediate

Why? Make Skateboarding more enjoyable along key routes while minimizing the number of skateboarders drawn to a specific location

S Skate Spot

What? Small-scale skateable area, 150-600m² (1,500-6000ft²)

Where? In a neighbourhood park or along a paved pedestrian trail

Who? Novice to intermediate level users

Why? Resolves unsanctioned skateboarding, an effective link between skateboard parks

N Neighbourhood Skateboard Park

What? A larger skateable area 600-1,200m² (6,000-12,000ft²)

Where? Existing neighbourhood parks, close to residential developments or small commercial zones

Who? All skills levels, novice to intermediate

Why? Serves the needs of immediate neighbourhoods

C Community Skateboard Park

What? Largest skateable area 1,200-2,500m² (12,000-25,000ft²)

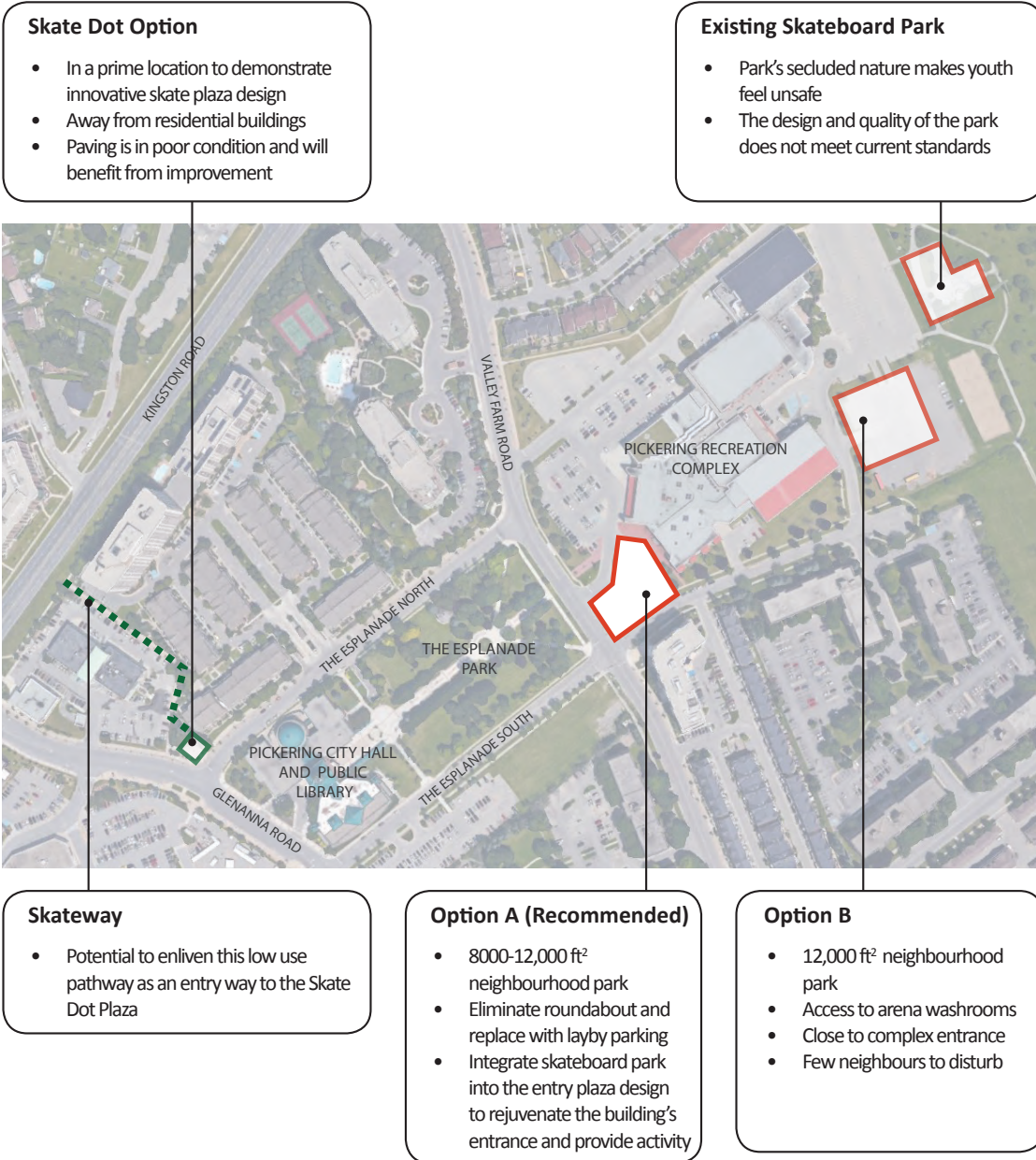
Where? Geographically centred locations, mixed zone of residential, commercial and institutional land uses

Who? All skills levels, especially intermediate and advanced

Why? Serves the needs of several neighbourhoods

Figure 10. Map of Potential Skateboard Park Sites

4.1.B. City Centre Sites



5. NEXT STEPS

Included in the Skateboard Park Strategy 2017 are two design concepts of the priority skateboard park to be built first. This section presents the timeline for the development of a skateboard park, the outcomes of the Public Open Houses, the two concepts for the priority site design and the Skateboard Park Strategy recommendations.

5.1 Skateboard Park Development Process

The concept-to-construction flowchart explains the typical process and time frame for building a site-built concrete skateboard park (Figure 11). The timeline from site selection to completion is a multi-stage 16-month process. If a site has already been selected this timeline can be reduced to 12 months. The stages identified are a minimum for most skateboard park construction projects and may need elaboration depending on the scale and location of the park. As stage 3 suggests, it is important to select a qualified designer and builder to achieve a high quality skateboard park (for more on the benefits of experienced skateboard park designers and builders see Appendix F). At stage 4, it is highly recommended that the City selects site-built/cast-concrete construction (for more on the benefits of site-built/cast-concrete over modular construction see Appendix G). Signage is also an important element of the skateboard park's design for reasons such as wayfinding and risk-management (for more on signage see Appendix H).

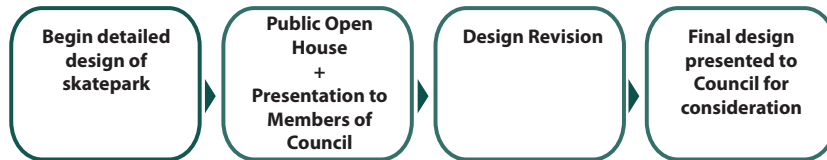
Concept To Construction Flowchart

VDZ + Associates
2017 ©

STAGE 1 Skateboard Park Strategy and Priority
4-5 months



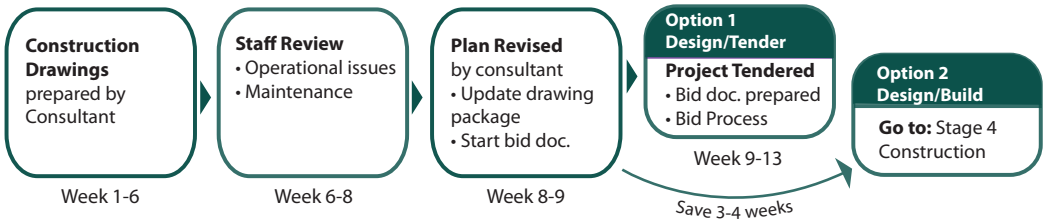
STAGE 2 Skateboard Park Design Process
4-5 months



Stakeholders

Park Users	Funders and Operators	Park Neighbours
- Skateboarders	- City Council	- Local residents
- BMX	- City Departments	- Local businesses
- Inline skaters	- Private not-for-profit organizations	- BIA or other organizations
- Scooters etc.	- Private for-profit organizations	

STAGE 3 Technical Drawings
3-4 months



STAGE 4 Construction
4-5 months



Figure 11. Skateboard Park Development Process

5.2 Priority Site Selection

The front of the Recreation Complex shined through as the optimal location and focal point of the Pickering Skateboard Park Network. This location was popular with skateboarders, staff and was discussed with Council officials. This site had a high rating amongst other park opportunities as it excelled in all of the five selection criteria:

1. Location:

- In front of Recreation Centre.
- Across from Esplanade Park which links to City Hall and the City's public library.

2. Accessibility

- Easy pedestrian and transit access.
- On-site and street parking.

3. Site Suitability

- Will add a much needed outdoor amenity space to the recreation complex and may be used for events.
- Will double as a renovation to the building's entry plaza.

4. Landscape Integration

- Replace roundabout with layby loading zone.
- Required fire lane access to double as emergency vehicle access and skateable space.
- Retain existing trees where possible.

5. Amenities

- Washrooms, water fountains, vending machines and emergency shelter in Recreation Complex.
- Staffed from 6am-11pm, Monday to Friday and 7am-9pm, Saturdays and Sundays.

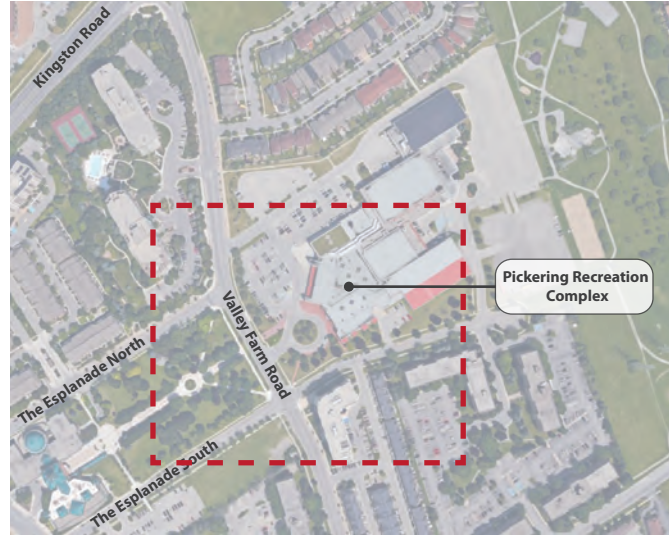


Figure 12. Pickering Recreation Complex

5.3 Concept Design Constraints and Opportunities

5.3.A. Concept 1: Skate Plaza and Bowl

The recommended site for the proposed skateboard park is the existing roundabout entry plaza in front of the Pickering Recreation Complex (see Option A, p.18). Below is the concept 1 drawing of a ~12,000 ft² small community level skateboard park which seeks to provide an inviting entry plaza that safely separates park users and pedestrians, allows for observation and provides a sizable skateboarding space with a variety of features. Although the site comes with some constraints that mostly deal with access, these become opportunities through the design of the skateboard park:

- A new layby for drop-off will be provided in place of the removal of the drop off-loop.
- Bus loading zone is maintained.
- A clearly marked crosswalk is dedicated to pedestrian circulation from the main skateboard park to the skate bowl and Complex parking.

- Required fire truck and emergency vehicle access will be a maximum of 15m away from the Complex's principle entrance.
- The proposed fire truck access crosses the skateboard park to maximize usable space.
- Textured paving will be used to discourage skateboarding at the principle entrance.
- While the focal skateboard park provides a sizable area for the most popular street style design, there is opportunity to expand this space across the entry driveway by providing a ~2,500ft² skate bowl. Bowl and flow terrain were preferred by 35% of Open House 1 survey respondents. The proposed skate bowl will require removal of 6 existing parking spots.



Skatepark Features

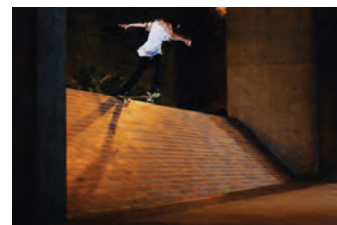
- | | | |
|--|---|---|
| A - 5 to 7' Deep Flow Bowl Section | E - 3 to 4 Stair, Hubba & Bank to Ledge | I - Flat Rail or Mailbox Ledge |
| B - 3 to 4' Deep Mini Ramp Bowl Section | F - Planter Platform with Slappy Bank Sides & Mini Spine | J - Curved Mini Spine |
| C - 2' Turnaround Bowled Quarter Pipe | G - Bank to Rail & Handrail Combo | K - Straight Ledge |
| D - Hip Bank with Ledge | H - Step-Up Gap to Ledge | L - Spectator Viewing Railings & Seating |

5.3.B. Concept 2: Consolidated Skateboard Park

5

The sketch below illustrates an alternate layout to the proposed design which consolidates the skateboard park by shifting the entry driveway north in line with the main walkway in the Esplanade park. This will reduce the need for skateboarders to cross the main entry driveway. Additionally, a shared use entry plaza will provide access for emergency vehicles and a one-way drive aisle for accessible drop-off at the main entrance.

Landscape Precedent



5.3 Recommendations

The following recommendations are brought forward by the Pickering Skateboard Park Strategy. This is intended as a “living document” and that all recommendations stated herein are to be discussed and reviewed by city officials and throughout the public process. This document should be used to provide the framework for achieving an effective city-wide network for skateboarding amenities.

a. Existing Skateboard Parks

The current skateboard park located in the Diana, Princess of Wales Park is aged and in poor condition. Retrofitting this park is not a feasible option and therefore, when a suitable replacement has been constructed it should be decommissioned.

b. Skateboard Park Area

Based on current population and skateboard usage data, the City of Pickering is in need of 2,212m² (23,810ft²) of skateable area. With population growth this is expected to rise to 3,090m² (33,263ft²) over the next 10 years. With an expected buildout population of 70,000 people, Central Pickering (Seaton) will require 1,680m² (18,083ft²) of skateable area.

c. South Pickering Network Option

Option 1, ‘Civic Centric’ is the recommended concept for the City of Pickering. This will provide an immediate larger focal skateboard park, while adding localized skateboard parks spread across the city for improved access and inclusivity.

d. Central Pickering (Seaton) Network Option

This would provide a community level skateboard park at Seaton’s centre with either skate spots or skate dots dispersed across the surrounding new or existing neighbourhoods.

e. Priority Site

The Pickering Recreation Complex front plaza is the recommended priority site for the central community skateboard park. This site is most suitable to host a Community level skateboard park. This location will provide optimal accessibility, visibility and amenities while also retrofitting the front of the Recreation Complex.

f. Inclusivity

Include other wheeled-sport user groups in the skateboard park venues and throughout the design process. This includes but is not limited to bmx, inline skaters, scooters, roller skaters and longboarders.

g. Funding opportunities

A variety of funding sources should be considered including municipal, provincial, and federal governments, as well as, the private sector, non-profits or other community partners in the allocation of funds, grants, donations and partnerships.

h. Ongoing Engagement

This report sets the framework for creating a skateboard park network in the City of Pickering. To fulfill the ‘Civic Centric’ network concept many routes may be taken. Potential sites should be reviewed further and prioritized with community involvement.



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APPENDICES

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A. History of Skateboarding Styles

Since first emerging in the mid 1950s, skateboarding has evolved into an extremely diverse everyday recreation activity. It is now a high-profile professional sport with millions of participants across Canada and throughout the world.¹ Skateboarding is defined by a handful of distinct riding styles that result from specific forms of terrain. Below is a listing and description of common ‘styles’ of skateboarding and related skateboard park terrain types.

Transition/Bowl

Bowl style terrain was inspired in the 1970’s when surfers started skateboarding in empty backyard pools in an attempt to mimic the feeling of riding a wave. As pool skating increased in popularity, replica pool or ‘bowed’ terrain started to become increasingly common within skateboard park design. Bowl terrain typically includes an enclosed area of sunken transitioned terrain that offers the user multiple skating surfaces. Bowl terrain can be found in a variety of different shapes and depths that cater to a range of ability types.

Freestyle

In the 1980s, a new style of skateboarding emerged that consisted of tricks on flat surfaces and was often choreographed to music. Closely preceding streetstyle skating, freestyle involved artistic and free movements on a smaller board. This style of skating was highly competitive through the 1980s, however larger boards and other changes in skateboard equipment gave way to the dominance of streetstyle skating.

Street

Streetstyle is widely regarded as the most popular skateboarding style. It is typically practiced in public or semi-public spaces such as urban plazas. Street skating began as skaters took to the streets to challenge their skills with existing built forms. In the 1980s, the perception of danger caused the shutdown of skateboard parks in the USA. In response to this many backyard ramps were built, despite this however, streetstyle skateboarding remained the dominant style. The features that are described as streetstyle typically exist in urban public spaces, such as ledges, stairs, handrails, banks, etc.

Definition: skate•board noun (circa 1955)

A device for riding upon, usually while standing, consisting of a short, oblong piece of wood, plastic, or aluminum mounted on large roller-skate wheels, used on smooth surfaces and requiring better balance of the rider than the ordinary roller skate does.



Figure 13. Transition/Bowl



Figure 14. Freestyle



Figure 15. Street

1 Brooke, Michael. 2005. The Concrete Wave. Warwick Publishing. p. 12.

Park/Obstacle

The re-emergence of sanctioned facilities for skateboarding in the 1990s popularized a new style of skateboarding. ‘Park’ or ‘Obstacle’ skating is the common title given to the style of skating that occurs on terrain built specifically for skateboarding. The features included in park skating are not necessarily a replica of the urban form, but rather a variation of it. Skateboard park designers have conjured a variety of features often inspired by opportunities in the public realm but are changed to offer an easier version, optimizing the skateability of the features. Commonly accepted skateboard park features include items such as fun-boxes, pyramids and up-gaps.

Organic Flow

Organic flow terrain was created by taking the flowing, concrete snakerun/ditch terrain that became popular in the 1970’s, one step further. Organic flow, often referred to and resembling a ‘moonscape’, can be described as smooth, undulating transition terrain that is designed to allow for continuous movement and flow. Users generate speed solely by pumping the terrain; no pushing is required. Generally this terrain includes a mix of smoothed rolled edges and rollers with more advanced transfers, gaps and extension features that allow users to progress quickly.

Pump Track

A pump track is a circuit of rhythmic roller sand waves typically made of dirt or clay. For novices they are a low-risk venue to learn the core skills of cornering, momentum and speed control, preparing them for a larger skills park. For advanced riders it’s a fluid, high-speed perpetual motion machine with gaps, jumps, alternate lines and “secret transfers” designed to drive user retention.



Figure 16. Park/Obstacle



Figure 17. Organic (Source: Evergreen Skateparks)



Figure 18. Pump Track

Downhill

(not typically reflected in a specific skateboard park terrain type)

This style of skateboarding occurs on hills and other inclined surfaces. Downhill skating (also known as slopestyle), requires participants to stand (luge has riders lay on their backs) on their skateboards travelling at relatively high speeds downhill. Despite a consistent interest in this style of skateboarding, downhill has never been a dominant style. Typically a longer board is used, where varied terrain is preferred, in low-traffic areas with high gradient slopes.

Longboarding

(not typically reflected in a specific skateboard park terrain type)

This style of skateboarding also occurs on a longer board, and is typified by wide turns, tight curves usually on flat surfaces, or low gradient slopes. The roots of this style of skating are also derived from the back and forth motion of surfers carving on waves. This is generally accepted as the smoothest style of skateboarding, and is common and most efficient for transportation purposes.



Figure 19. Downhill



Figure 20. Longboarding

B. Skateboard Park Typologies

Skate Dot

- Size:** Up to 150m² (1,500ft²)
- Draw:** Local 1km or less
- Access:** Mostly Foot Traffic
- Skill Level:** Novice to Intermediate
- Location:** Local neighbourhood park or remnant space a near commercial/institutional land uses

Skate Dots, coined by the Seattle Citywide Skateboard park Plan, offer the smallest scale of skateboard park opportunities. They may be as small as a single ledge offered along an existing walkway, or may fill a small plaza space with a few features. These features make skateboarding enjoyable along key routes while minimizing the number of skateboarders drawn to a specific location. Due to their small size, they may be easier to integrate into existing parks, commercial or institutional settings.



Figure 24. Lafayette Skate Dot, Los Angeles



Figure 21. Twelve Oaks Skate Spot, Vaughan, ON. Transition-oriented with a 5' deep bowl, a 'pump bump' in the middle for speed and surrounding plaza space

Skate Spot

- Size:** 150m² - 600m² (1,500ft² - 6,000ft²)
- Draw:** Local ~1-3km
- Access:** Mostly Foot Traffic
- Skill Level:** Novice to Intermediate
- Location:** Local neighbourhood park or remnant space



Figure 22. Mount Pleasant Skate Spot, Vancouver Integrated within a revamp of a local neighbourhood park

A Skate Spot is a small-scale 'skateable' space typically found in a neighbourhood park or along a paved pedestrian trail. Skate Spot sizes range from 150m² - 600m² (1,500ft² - 6,000ft²). A 'Spot' may support users of all skill levels, however, will typically focus on features that have a relatively 'low impact' on the site area and that favour novice and intermediate level users. Skate Spots are often located within residential settings or in urban spaces off-setting conflict zones where unsanctioned skateboarding exists on private or semi-public land.



Figure 23. Hillside Skate Spot, Vaughan, ON. Modern 'skatable' sculptural elements within a smaller residential green space

Neighbourhood

- Size:** 600m²-1,200m² (6,000ft²-12,000ft²)
- Draw:** Local 1-5km
- Access:** Foot Traffic
- Skill Level:** Novice to Intermediate
- Location:** Neighbourhood Skateboard Park or Commercial Zone

A Neighbourhood skateboard park occupies a larger area of approximately 600m²-1,200m² (6,000ft²-12,000ft²) and typically serves the needs of the immediate neighbourhood. A Neighbourhood skateboard park will often include a wider variety of terrain types and support users of all skill levels, but should maintain a considerable number of features that are accessible for novice and intermediate skill levels. This type of opportunity is commonly located within existing neighbourhood parks or on highly visible land in relatively close proximity to a residential development or a small commercial zone.



Figure 28. Kensington Neighbourhood Skateboard Park (Authentic Pool Style)



Figure 29. UBC Neighbourhood Skateboard Park
A combination of transition and park/obstacle design



Figure 25. Ed Benedict Plaza, Portland, Oregon
Unique Shot-crete rocks provide a different challenge to park users



Figure 26. Sylvan Lake Skateboard Park
Modern plaza and transition terrain with integrated viewing area



Figure 27. Father David Bauer Neighbourhood Skateboard park, Waterloo



Figure 30. Chuck Bailey Community Skateboard Park



Figure 31. Glendale Community Skateboard Park

Community

- Size:** 1,200m² - 2,500m² (12,000ft² – 25,000ft²)
- Draw:** 5-10km
- Access:** Foot, Transit, Vehicle
- Skill Level:** Novice to Advanced
- Location:** Central Location, Mixed-Use Zone

A Community skateboard park typically serves the needs a number of neighbourhoods and measures anywhere from approximately 1,200m² - 2,500m² (12,000ft²-25,000ft²). Some level of parking and formal amenities are often associated with this scale of facility such as washrooms, a water fountain, basic shelter, and lighting. Community facilities should accommodate all ability levels, and depending on the final scale of the facility, should provide a broad spectrum of terrain styles. Community-level skateboard parks are best suited in geographically central locations, with a mixed zone of residential, commercial and institutional land uses.



Figure 32. Chuck Bailey Community Skateboard Park

A combination of all terrain types and the first covered outdoor skateboard park space in Canada

C. Sites Reviewed



Figure 33. Amberlea Park at the neighbourhood scale



Figure 36. Amberlea Park at the site-specific scale

SITE 1: AMBERLEA PARK



Amberlea Park is located in the Amberlea Neighbourhood north of highway 401 between Whites Road and Rosebank Road. Amberlea is a multi-purpose park that includes baseball diamonds, soccer fields, children’s playground and a recently added splash pad. There is ample open space and numerous walking pathways connecting the park with the adjacent Highbush Public School and the surrounding neighbourhood.



Figure 34. Amberlea Park - looking west across open space



Figure 35. Amberlea Park - looking east from playground

1. Location

- Central to the Amberlea Neighbourhood and the west side of Pickering.
- Adjacent to Highbush Public School.

2. Accessibility

- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes on the adjacent Foxwood Trail, Strouds Lane, and Rosebank Road.
- Parking available on Braeburn Crescent adjacent to the potential skateboard park location.

3. Site suitability

- Suitable for a spot or neighbourhood skateboard park.
- Ample open space with high visibility to Braeburn Crescent and park walking paths.
- The optimal site is adjacent to Braeburn Crescent and will facilitate construction access.

4. Landscape integration

- The proposed location fits within the existing path network.
- Topography will help shield skateboard park noise from adjacent neighbours.
- No trees will require removal.

5. Amenities:

- Seasonal porta potties.



Figure 37. Dunmoore Park at the neighbourhood scale



Figure 39. Dunmoore Park at the site-specific scale

SITE 2: DUNMOORE PARK



Dunmoore Park is located in the West Shore Neighbourhood at the south end of Whites Road. The Petticoat Creek Conservation Area is to its south west. It is a multi-purpose park with baseball diamonds, a soccer field, the Dunmoore tennis club and children's playground.



Figure 38. Dunmoore Park - view of junior diamond from road

1. Location:

- Located between a residential neighbourhood and a forested area.
- Largest park space in the south west end of the city.

2. Accessibility:

- Easy pedestrian access for neighbourhood residents.
- Access to public transit is about 500m away at the intersection of Oklahoma Drive and Whites Road.
- Parking available at the end of Callahan Street.

3. Site suitability:

- Suitable for a spot or neighbourhood skateboard park.
- Isolated at the end of a quiet residential street.

4. Landscape integration:

- A proposed skateboard park would reallocate space currently used for a junior baseball diamond.

5. Amenities:

- Seasonal washroom.



Figure 40. East Woodlands Park at the neighbourhood scale

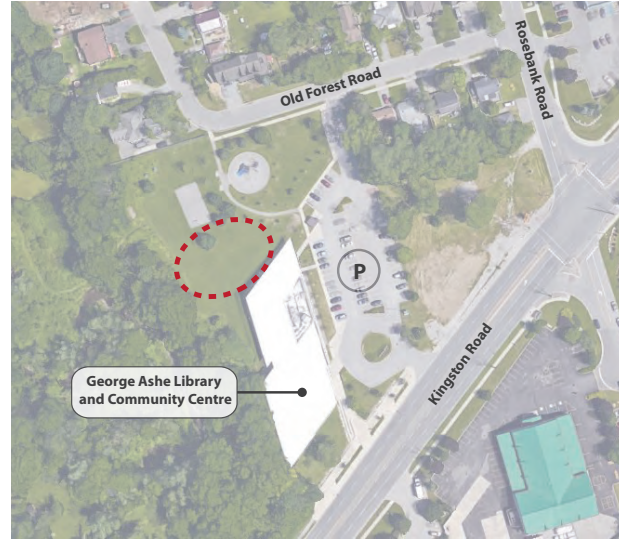


Figure 43. East Woodlands Park at the site-specific scale

SITE 3: EAST WOODLANDS PARK/GEORGE ASHE LIBRARY AND COMMUNITY CENTRE (FORMERLY PETTICOAT CREEK COMMUNITY CENTRE)



The East Woodlands Park is located in the Woodlands Neighbourhood of Pickering just north of Highway 401 between Rougemount Drive and Rosebank Road. It serves as the park grounds for the George Ashe Library and Community Centre with a basketball court and children’s playground. It is immediately adjacent to Kingston Road on the south, private residences to the north and east, and the Petticoat Creek Ravine to the west.



Figure 41. East Woodlands Park - looking south



Figure 42. East Woodlands Park - looking west

1. Location

- The George Ashe Community Centre and Library.
- At the edge of a residential area.
- North of Kingston Road and west of Rosebank Road.

2. Accessibility

- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes on the adjacent Kingston Road.
- Parking available at George Ashe Community Centre and Library.

3. Site suitability

- Suitable for a skate spot or dot.
- Accessible for construction and has good visibility from the adjacent Community centre, playground and parking lot.
- Existing Highway noise will limit impact of skateboard park noise.

4. Landscape integration

- Suitable space in north yard between building and playground.
- Minimal impact to existing trees.

5. Amenities

- Community centre with youth space and library.
- Washroom and water fountain.
- Adjacent restaurant options.

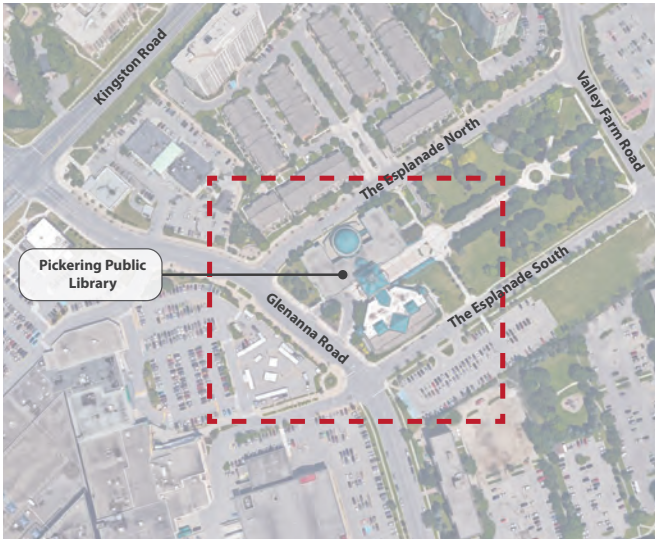


Figure 44. Esplanade Corner Plaza at the neighbourhood scale

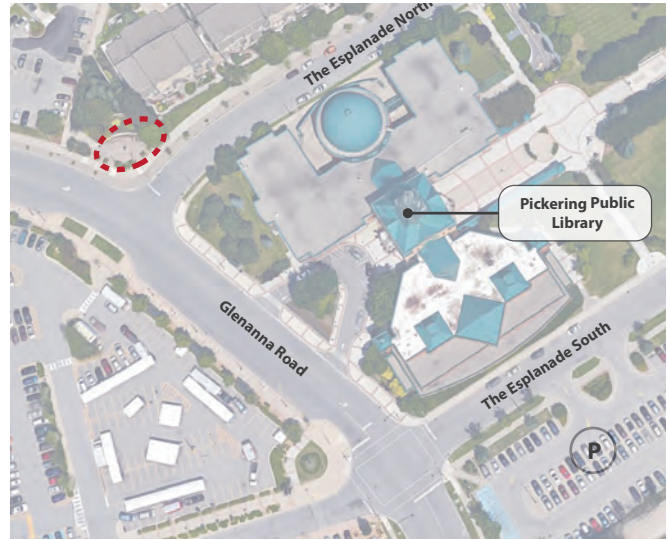


Figure 47. Esplanade Corner Plaza at the site-specific scale

SITE 4: ESPLANADE CORNER PLAZA D

★★★★★

Located in Pickering’s city centre the Esplanade corner plaza is situated at the intersection of Glenanna Road and The Esplanade North across the street from Pickering City Hall. The plaza contains planters, hardscape and a bench for seating and is currently in need of a retrofit. The plaza is in close proximity to the recreation centre and is the ideal size for a skate dot.



Figure 45. Esplanade Plaza - looking south towards City Hall



Figure 46. Esplanade plaza - looking west towards mall

1. Location

- Pickering City Centre.
- Adjacent to City Hall and Pickering Public Library.
- Across from the Pickering Town Centre shopping mall.

2. Accessibility

- Walking distance within Pickering’s city centre.
- Easy access to public transit - bus routes on the adjacent Glenanna Road and Esplanade North.
- Available street parking.

3. Site suitability

- Suitable size for a skate dot.
- High visibility within city centre and from library and city hall.
- Site is currently mostly hardscape plaza with some planting - easy to develop as a skate dot to serve both skateboarders and continue as a corner plaza.

4. Landscape integration

- Existing layout is perfect for a skateable plaza.
- Surface would have to be replaced with concrete.

5. Amenities

- Washrooms and water fountain available at city hall.
- Food options at Pickering Town Centre shopping mall.

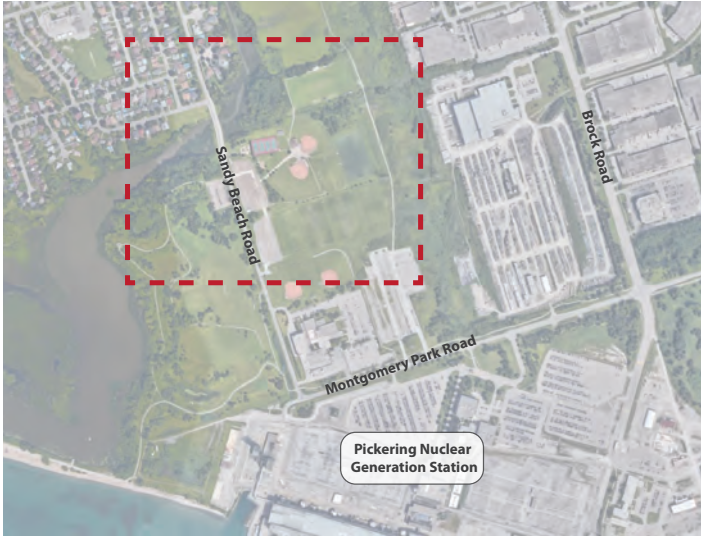


Figure 48. Bay Ridges Kinsmen Park at the neighbourhood scale

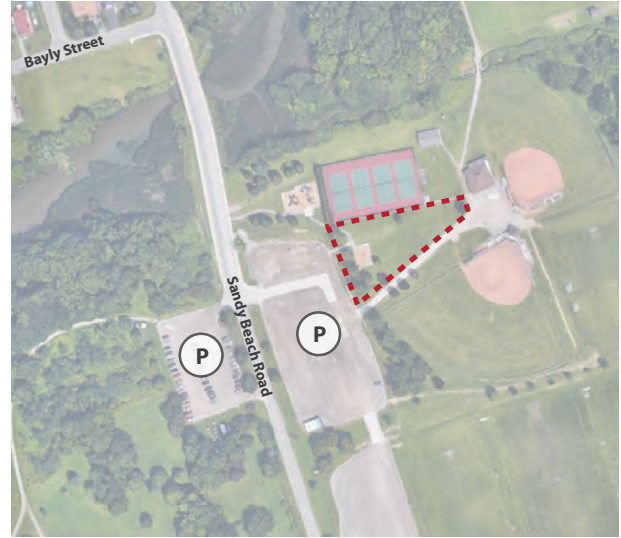


Figure 50. Bay Ridges Kinsmen Park at the site-specific scale

SITE 5: BAY RIDGES KINSMEN PARK S N



Bay Ridges Kinsmen Park is located east of Sandy Beach Road near the waterfront. It is bordered by Alex Robertson Park on the west, industrial sites to its east and south, and residences to its northwest. The park contains several baseball diamonds, soccer fields, tennis courts, a children’s playground, washrooms, and ample on site parking.



Figure 49. Bay Ridges Kinsmen Park site with tennis courts in

1. Location

- Close to the Bay Ridges Neighbourhood.
- Separated from neighbourhood by bridge/road over waterway adding a noise buffer.
- Close to the Pickering Nuclear Generating station.

2. Accessibility

- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes on the adjacent Sandy Beach Road.
- Ample on site parking.

3. Site suitability

- Suitable for a skate spot or smaller neighbourhood skateboard park.

4. Landscape integration

- The site is flat and has minimal vegetation and will easily accommodate a skateboard park.

5. Amenities

- Seasonal washroom.

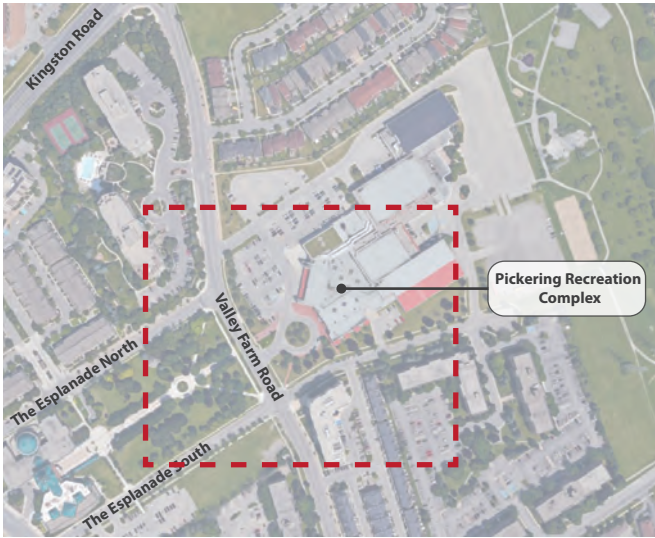


Figure 51. Pickering Recreation Complex at neighbourhood scale



Figure 54. Pickering Recreation Complex at site-specific scale

SITE 6: PICKERING RECREATION COMPLEX



Located at the heart of Pickering’s city center, the Recreation Complex entry plaza is ideal for development as one of Pickering’s premiere skateboard park sites. The site is located prominently at the Recreation Complex’s main entrance, at the intersection of Diefenbaker Court and Valley Farm Road, and across the street from Pickering’s Esplanade Park which links to City Hall and the City’s public library.



Figure 52. View towards recreation complex entrance



Figure 53. View from the corner of Deifenbaker Court and Valley Farm Road

1. Location

- Pickering City centre.
- Pickering Recreation Complex main entrance.

2. Accessibility

- Accessible to pedestrians within city centre.
- Easy access to public transit - bus route on the adjacent Valley Farm Road.
- On-site and street parking.

3. Site suitability

- The proposed skateboard park will add a much needed outdoor amenity space to the recreation complex.
- The proposed skateboard park development will also double as a renovation to the building’s entry plaza.

4. Landscape integration

- Requires removal of roundabout and replacement with layby loading zone.
- The required fire lane access will double as emergency vehicle access and skateable space.
- Existing trees will be retained as much as possible along the edges of the site.

5. Amenities

- Washrooms, water fountains, vending machines and emergency shelter in Recreation Complex.
- Staffed from 6am-11pm, Monday to Friday and 7am-9pm, Saturdays and Sundays.

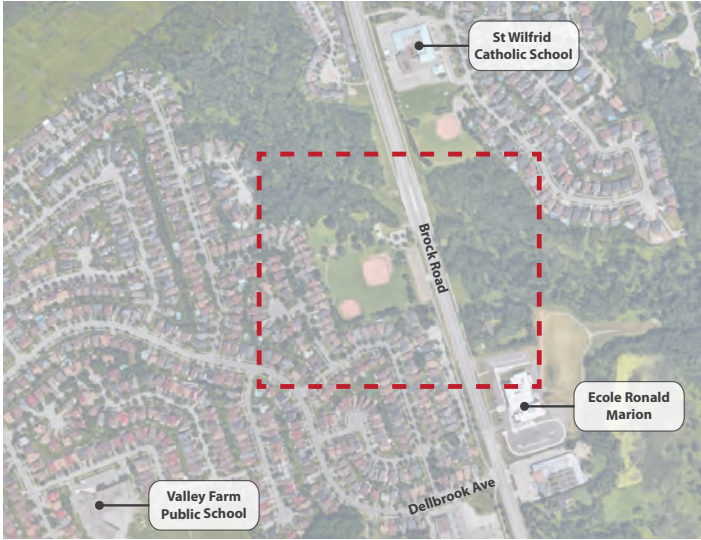


Figure 55. Centennial Park at neighbourhood scale



Figure 57. Centennial Park at site-specific scale

SITE 7: CENTENNIAL PARK



Centennial Park is located in the Brock Ridge Neighbourhood which is towards the eastern residential portion of Pickering. The park is located just off Brock Road, is bordered by residences on its south and west side, and its north comprises a forested area.



Figure 56. View of Centennial Park from Brock Road

1. Location

- Brock Ridge Neighbourhood.
- Along a major route - Brock Road.
- Within a 500 m radius of three schools: Ecole Ronald-Marion, St. Wilfrid Catholic School, and Valley Farm Public School.

2. Accessibility

- Along a major route.
- Walking distance from neighbouring residences.
- On site parking.

3. Site suitability

- Suitable for a skate spot or smaller neighbourhood skateboard park.

4. Landscape integration

- Skateboard park could be located between parking and softball diamond.

5. Amenities

- Seasonal washroom.

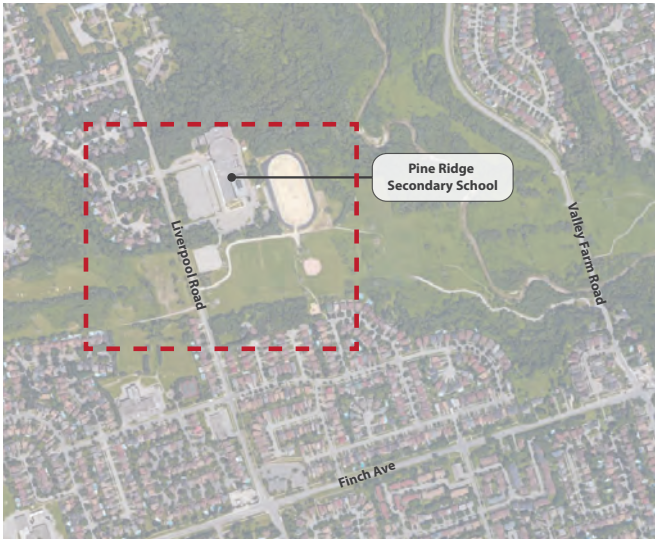


Figure 58. Hydro Corridor - Liverpool Road North at neighbourhood scale

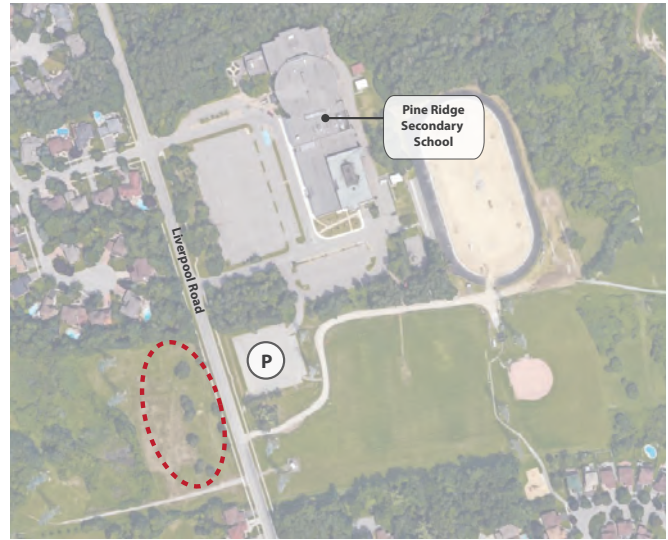


Figure 60. Hydro Corridor - Liverpool Road North at site-specific scale

SITE 8: HYDRO CORRIDOR - LIVERPOOL ROAD NORTH



This site is located south west of Pine Ridge Secondary School to the west of Liverpool road. It is part of the hydro corridor which stretches east and west, and is bordered on the north and south by residences. The site may be considered an extension to the sports fields already on the hydro corridor such as the soccer field and baseball diamond.



Figure 59. View of Hydro Corridor - Liverpool Road North site from Liverpool Road

1. Location

- Near Pine Ridge Secondary School.
- North of Pickering City centre.

2. Accessibility

- Easy pedestrian access for Pine Ridge Secondary students.
- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes on the intersection of Liverpool Road and Bushmill Street.
- Ample on site parking across Liverpool street.

3. Site suitability

- Located away from residences.
- Easy to develop.

4. Landscape integration

- Lots of space available for park design.

5. Amenities

- Seasonal porta potties.
- Sports fields across Liverpool Road.

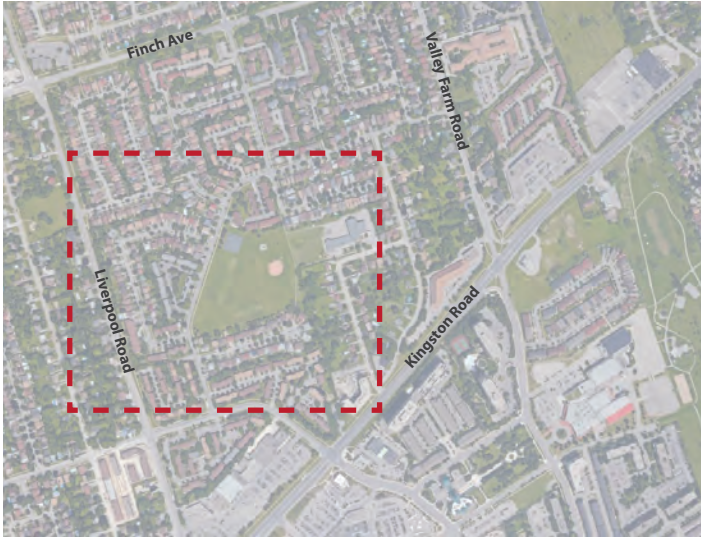


Figure 61. Glengrove Park at neighbourhood scale



Figure 64. Glengrove Park at site-specific scale

SITE 9: GLENGROVE PARK



Located in the Liverpool neighbourhood, Glengrove Park serves the adjacent Glengrove Public School as well as the surrounding residential neighbourhood. It is a multi-purpose park with a playground, baseball diamond, basketball courts, and a large and smaller soccer field. To its north and east is the Glengrove Public School and sports fields. On its west, Fieldlight Boulevard separates it from residences on the other side, and to its north and south are residential backyards.



Figure 62. View of site from south west



Figure 63. View of site from Fieldlight Boulevard

1. Location

- Liverpool neighbourhood, north of Kingston Road.
- Adjacent to Glengrove Public School.

2. Accessibility

- Easy pedestrian access for Glengrove Public School students.
- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes along Fieldlight Boulevard.
- No parking.

3. Site suitability

- Highly visible location.
- Street frontage.
- Easy to develop.

4. Landscape integration

- Open lawn to integrate any skateboard park design.
- Design should consider buffering houses to south.

5. Amenities:

- Seasonal porta potties.



Figure 65. David Farr Memorial Park at the neighbourhood scale

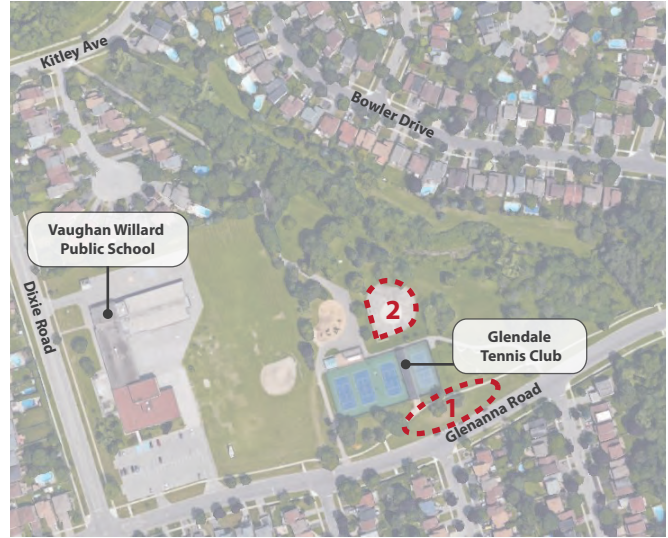


Figure 68. David Farr Memorial Park at the site-specific scale

SITE 10: DAVID FARR MEMORIAL PARK



David Farr Memorial Park is located in a residential neighbourhood to the north west of Pickering's City Centre. The site has four tennis courts associated with the Glendale Tennis Club, a children's playground, and is adjacent to the Vaughan Willard Public School.



Figure 66. David Farr Memorial Park - view looking east



Figure 67. David Farr Memorial Park - view from tennis courts

1. Location

- Close to Pickering Town Centre, to its north west.
- Adjacent to Vaughan Willard Public School.

2. Accessibility

- Easy pedestrian access for Vaughan Willard Public School students.
- Easy pedestrian access for neighbourhood residents.
- Easy access to public transit - bus routes on the Glenanna Road and Dixie Road.
- Some street parking.

3. Site suitability

- Site 1 - large boulevard space with high visibility and easy to develop.
- Site 2 - large space available but secluded location.
- Both sites easy to develop.

4. Landscape integration

- Design should maintain sitelines while buffering street edge and pedestrian path.

5. Amenities

- Seasonal washroom.



Figure 69. Shadybrook Park at the neighbourhood scale



Figure 72. Shadybrook Park at the site-specific scale

SITE 11: SHADYBROOK PARK



Shadybrook Park is located in the geographic middle of residential Pickering in the Amberlea Neighbourhood. The site is adjacent to two tennis courts, two soccer fields, a children's playground and the Crawford Adventist Academy East Campus.



Figure 70. Shadybrook Park - view looking east



Figure 71. Shadybrook Park - view looking north

1. Location

- In the Amberlea Neighbourhood, in the middle of Pickering.
- Adjacent to the Crawford Adventist Academy East Campus.

2. Accessibility

- Easy pedestrian access for Crawford Adventist Academy students.
- Easy access to public transit - bus route on Stroude Lane.
- Street parking.

3. Site suitability

- High visibility to street.
- Easy to develop.

4. Landscape integration

- Design should maintain existing trees and fit within existing path structure.

5. Amenities:

- Seasonal porta potties.

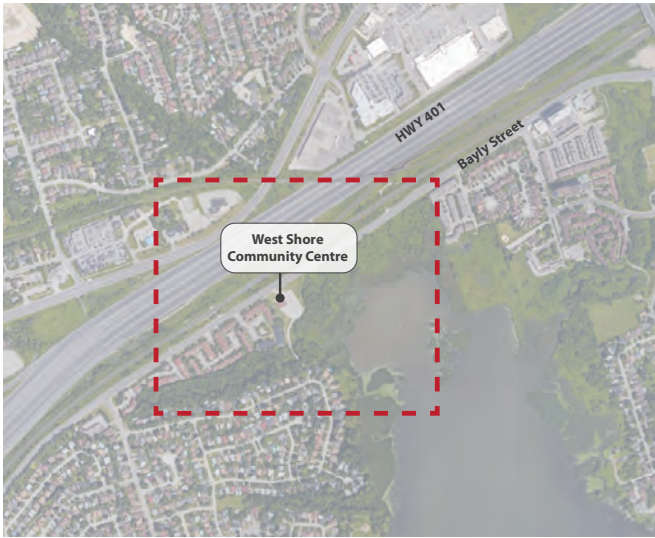


Figure 73. West Shore Community Centre, neighbourhood scale



Figure 76. West Shore Community Centre, site-specific scale

SITE 12: WEST SHORE COMMUNITY CENTRE



The West Shore Community Centre is located at the north western tip of Frenchman's Bay, south of Highway 401, off of Bayly Street. It has a small community centre building with ample on site parking, and its neighbouring site to the west consists of multiple unit dwellings.



Figure 74. West Shore Community Centre, view from north west



Figure 75. West Shore Community Centre, view from north east

1. Location:

- North western tip of Frenchman's Bay.
- South of Highway 401.

2. Accessibility:

- Easy pedestrian access from neighbourhood to the west.
- On bus routes.
- On site parking available.

3. Site suitability:

- Visible from Bayly Street.
- Very close to Bayly Street artery.

4. Landscape integration:

- New on-site trees (several of which are dead or in poor condition) must be removed for new skateboard park.

5. Amenities:

- Community centre amenities.

D. Open House 1 Feedback



WORKSHOP SUMMARY – JUNE 27th 2017

Date: June 27th 2017 Project File No.: SK2017-07

Attention: All Stakeholders Project Name: Pickering Skatepark
Pickering, ON

The following is a summary of the feedback gathered at the June 27th Design Workshop held in Pickering, ON for the future Pickering Skatepark. The Design Workshop was held to gain input regarding the types of active terrain elements and park styles preferred by the local user groups in this community. This input will be considered in selecting the overall design direction for the project. Please review and contact NLS with any questions or comments.

Feedback Form Responses**Total Number of Participants: 26** (ranked by 26 people)**Gender of Participants**

Replies	22	3
Percentage	85%	12%

Age of Participants

Age	0-9	10-19	20-29	30-39	40-49	50+
Replies	1	5	13	3	1	2
Percentage	4%	19%	50%	12%	4%	8%

Activity of Preference

	skateboard	BMX	In-Line	scooter	spectator	other
Replies	18	0	1	1	2	4
Percentage	69%	0%	4%	4%	8%	15%

"Other" included (3) Break Dancers and (1) Graffiti Artist

How would you describe your skateboarding ability?

	beginner	average	advanced
Replies	1	12	8
Percentage	4%	46%	31%

How often do you skate?

	every day	2-3 times a week	once a month	2-3 times a month	2-3 times a year
Replies	11	7	2	0	1
Percentage	42%	27%	8%	0%	4%



WORKSHOP SUMMARY – JUNE 27th 2017

How far do you travel to access a skatepark now?

- Responses ranged from (2) bus stops, to 20km to 100km to six hour drive

Which Parks do you like to visit?

- The most common responses were Ajax (ARC), Ashbridges Bay, and Ellsmere / Warden
- Other parks referenced multiple times include Milton, Whitchurch-Stouffville and Markham
- Other parks referenced include East York, Dunbat, Courtice, Picton, Vanderhoof, Cummer, West Lodge, Port Union, Bolton and Norton Park Burlington

Please rank the skatepark layout options from (1) to (3) with (1) being the most preferred.

	Ranked 1	Ranked 2	Ranked 3
Civic Centre	IIII IIII	II	I
Five Neighbourhoods	II	IIII III	II
Spotify	I	II	IIII IIII

Do you have any additional comments about these layout options?

- Not many Feedback Form responses answered this question directly

Do you prefer the idea of larger skateparks or smaller skateparks close to home?

- The majority of responses suggested that larger skatepark facility would be better. Some responses suggested a network of smaller parks would be nice, if they complimented one central facility. some were concerned that several smaller parks would detract from the budget required for one main facility

Do you have any comments about the Seaton concept layout option?

- Not many Feedback Forms answered this question directly. some suggested Seaton was "too far"

Do you have any specific concerns about skateparks in general?

- Those in attendance think we need a "pro" skatepark
- Several responses suggested the new skatepark should provide a lot of variety and contain elements that are attractive and inviting for a variety of age groups and skill levels
- It was also suggested that seating / spectator areas and shaded areas are important

Feedback Summary

There was a very good turn-out for the meeting and a lot of positive feedback. There were an estimated 30 people in attendance (parents and kids) and 26 completed Feedback Forms were collected. 85% of Workshop Participants were male. The primary age groups represented were between 10-19 years old (19%) and 20-29 years old (50%). Although a range of user groups were represented, the majority of feedback was from skateboarders (69%). 46% of active users identified themselves as having an "average" skill level and 31% of users identified themselves as having an "advanced" skill level.



WORKSHOP SUMMARY – JUNE 27th 2017

Figure (1) - Terrain Prioritization

Terrain Priority "Dot" Boards A possible (54) large dots were dispersed to identify "1st priority" features. A possible (182) small dots were dispersed identify "secondary priority" features.

	Large Dots	Small Dots
Flow Bowl	OO	oo
Pool-Style Bowl	OOOOO	oo
Deep-Vert Bowl	OOOOO	
Mini Ramp	OOOO	ooo
Ditch Feature		ooooo
Snake Run Feature	OOO	o
	35%	16%
Stairs and Drops	OOOOO	ooooo oooo
Rails	OOOOO OOOOO	ooooo oooo
Ledges and Benches	OOOOO O	oooo
Gaps	O	ooooo oooo
Manual Pads	OOOO	ooooo
Custom Skateable Art	OOOO	ooooo
	56%	45%
Quarter Pipes		ooooo o
Banks	O	oo
Hips / Pyramid	O	ooooo o
Slappies		ooooo ooo
Funbox Feature	OOO	ooooo ooooo
Other		
	9%	39%

Terrain Priorities Summary

Analysis of TERRAIN PRIORITIES from the Dot Boards suggests a strong leaning toward Real Street / Plaza Terrain (60% of large dots and 45% of small dots).

The input and feedback that was received will now be considered during the next phase of concept design development. Please also see the attached appendixes that consist of the Terrain Prioritization Boards and scanned Feedback Forms noted above.

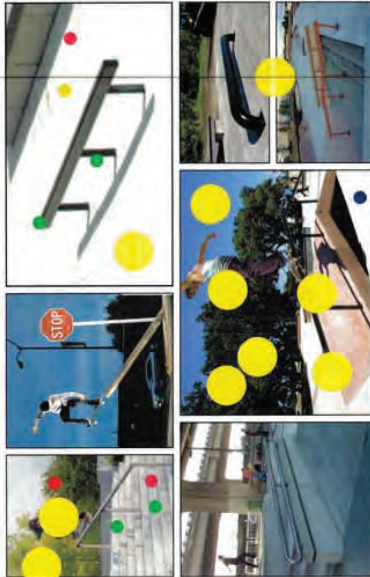
Skatepark Design Workshop

Terrain Priorities: STREET / PLAZA TERRAIN

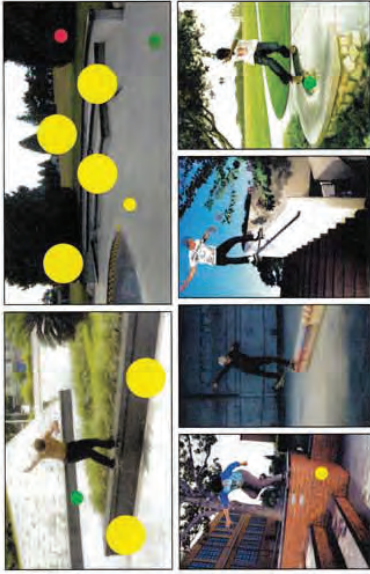
STAIRS AND DROPS



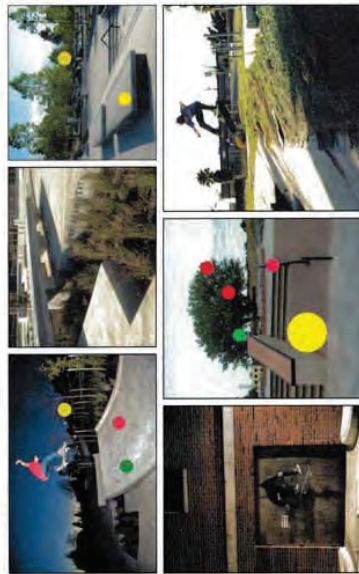
RAILS



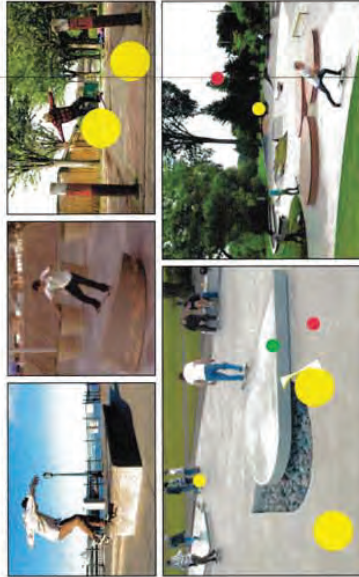
LEDGES AND BENCHES



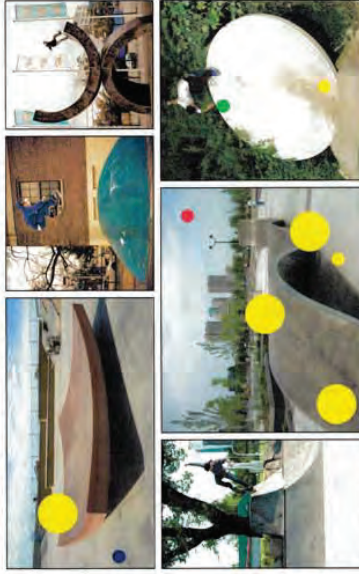
GAPS



MANUAL PADS



CUSTOM SKATEABLE ART FEATURES



PLACE A LARGE DOT ON EACH OF THE SPECIFIC TERRAIN FEATURES THAT ARE YOUR 1ST PRIORITY TO HAVE INCLUDED IN THE SKATEPARK DESIGNS AND A SMALL DOT ON EACH OF THE FEATURES THAT ARE YOUR 2ND PRIORITY TO HAVE INCLUDED IN THE DESIGNS.



City of
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Skatepark Design Workshop

Terrain Priorities: OBSTACLE TERRAIN

QUARTERPIPES



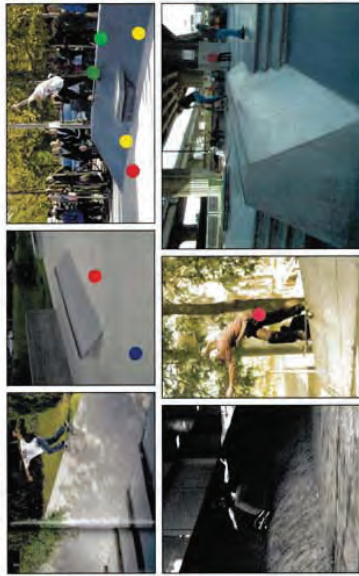
BANKS



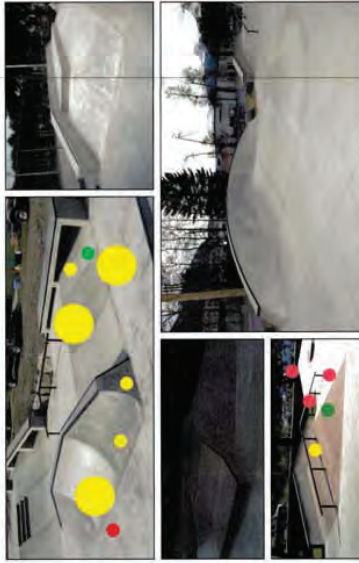
HIP/PYRAMID



SLAPPIES



FUNBOX FEATURES



OTHER

IF THERE IS A CERTAIN FEATURE THAT YOU WOULD LIKE TO SEE CONSIDERED FOR THE DESIGN THAT HAS NOT BEEN NOTED IN THE OTHER CATEGORIES, PLEASE WRITE IT DOWN HERE.

PLACE A LARGE DOT ON EACH OF THE SPECIFIC TERRAIN FEATURES THAT ARE YOUR 1ST PRIORITY TO HAVE INCLUDED IN THE SKATEPARK DESIGNS AND A SMALL DOT ON EACH OF THE FEATURES THAT ARE YOUR 2ND PRIORITY TO HAVE INCLUDED IN THE DESIGNS.



van der Zalm + associates



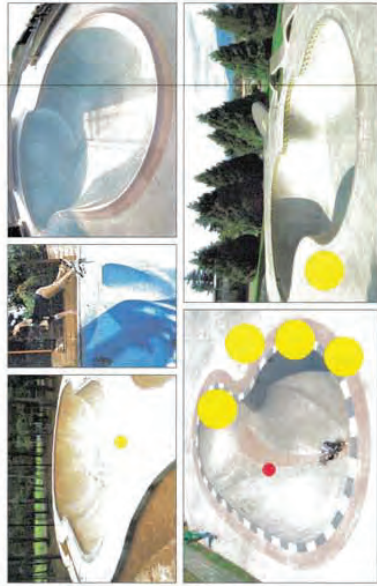
Skatepark Design Workshop

Terrain Priorities: BOWL / FLOW TERRAIN

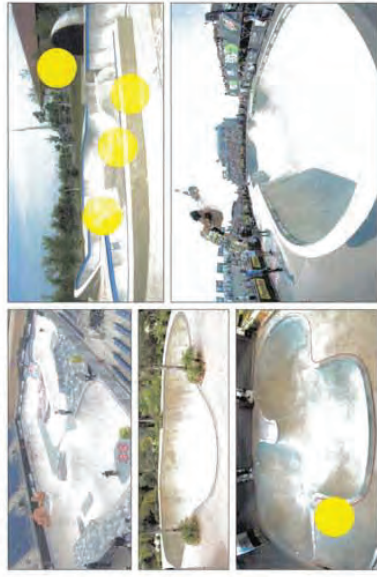
FLOW BOWL



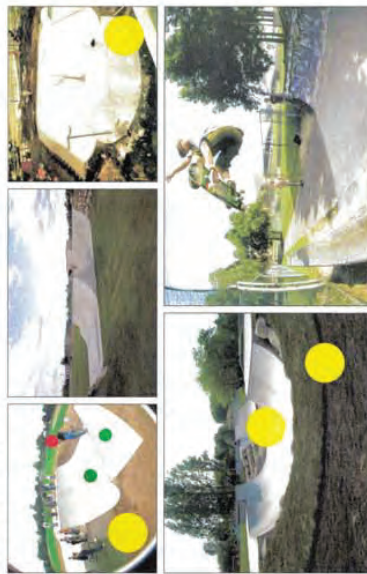
POOL-STYLE BOWL



DEEP/VERT BOWL



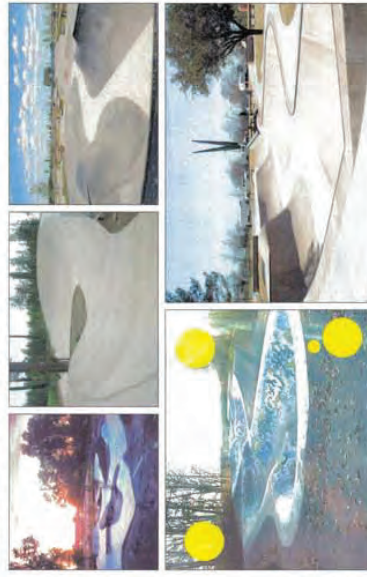
MINIRAMP



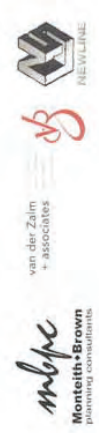
DITCH FEATURE



SNAKERUN FEATURE



PLACE A LARGE DOT ON EACH OF THE SPECIFIC TERRAIN FEATURES THAT ARE YOUR 1ST PRIORITY TO HAVE INCLUDED IN THE SKATEPARK DESIGNS AND A SMALL DOT ON EACH OF THE FEATURES THAT ARE YOUR 2ND PRIORITY TO HAVE INCLUDED IN THE DESIGNS.



City of
PICKERING

E. Open House 2 Feedback

Open House 2 Feedback: Skateboard Park Strategy 2017

The following is a table summarizing comments and responses provided by the Pickering community at the Open House which took place on November 27th, 2017 regarding the Skateboard Park (SBP) Strategy 2017. The Comments fall under two major categories:

- A) Skateboard Park Strategy Comments
- B) Priority Concept Comments

A. Skateboard Park Strategy Comments	
1	Not open to skateboard parks strategy.
	Response: City Council recognizes the benefit of unstructured play associated with skateboarding and chose to support the creation of a skateboard park strategy to better serve the youth and adults of Pickering.
2	Strategy should use pump tracks to accommodate Bike and other wheeled users.
	Response: The inclusion of other-wheeled sports will be considered within the purview of potential skateboard park projects.
3	Male-dominated Sport.
	Response: Most skateboarders are male, however, there are some female users of skateboard parks who use them for the purposes of skateboarding and/or other wheeled sports such as scooters and inline skates, and these users should not be excluded.
4	Pickering needs a SBP in western portion of city for access to young population that lives there.
	Response: The Civic Centric network option does recognize the need to consider a larger skateboard park on the west side of the city.
5	Where is the information justifying number of parks and budget?
	Response: Please refer to section 2 “Assessing the Need” in the Skateboard Park Strategy 2017 for calculations used to determine Pickering’s required current and future skateboard park terrain.
6	What are skateboarding’s measurable benefits to Pickering Citizens?
	Response: This unstructured activity offers affordable access to a healthy lifestyle and combines both art and sport. Skateboarders note other benefits, including comradery, a safe space to challenge oneself, independence, and opportunity for creative expression. Skateboard parks bridge gender, age and skill levels.
B. Priority Concept Comments	
General Comment	
1.1	Against Location of SBP in front of Pickering Recreation Centre (RC).
	Response: See below for more specific responses.
Specific Comments	
1.2	Interferes with RC main access and accessibility, especially for senior citizens.
	Response: Concept 1: <ul style="list-style-type: none"> • 2 handicap parking spaces at the main entrance will be reallocated to the main parking lot. • Main access to RC will be maintained with a newly renovated entry plaza and easy access from new layby drop-off zone (see Concept 1 on p. 22). • Textured paving will be used to discourage skateboarding at principle entrance.

		<p>Concept 2:</p> <ul style="list-style-type: none"> Main access to RC will be maintained with a newly renovated entry plaza and easy access from new drop-off drive aisle/fire truck lane directly in front of RC principle entrance.
	1.3	Unsafe circulation for all users.
		<p>Response:</p> <ul style="list-style-type: none"> The entry plaza will be paved with concrete pavers that discourage skateboarding. The skateboard park is designed to limit access points and reduce conflict with pedestrians. Pathways surrounding the skateboard park provide easy access to RC entrance. Clearly marked pedestrian crossing will allow all users to safely cross complex parking entry roadway from skateboard park/entry plaza to parking/skate bowl.
	1.4	Reduction in already limited RC parking. Especially handicap spaces in front of entrance.
		<p>Response:</p> <ul style="list-style-type: none"> In Concept 1, six regular parking spaces and two handicap parking spaces at the main entrance will be removed. In Concept 2, two handicap parking spaces will be removed.
	1.5	Importance of drop-off circle.
		<p>Response:</p> <ul style="list-style-type: none"> The function of the drop-off circle will be maintained through the proposed layby drop off zone in concept 1 or the drop-off drive aisle in concept 2. Instead of residual unusable space rendered by the existing drop-off circle, the added benefit of these proposed concepts is the provision of an active skateboard park.
	1.6	Negative Stereotype of Skateboard Parks (noisy, gathering of youth, litter, graffiti, attracts trouble-makers...etc.).
		<p>Response:</p> <ul style="list-style-type: none"> It is a common misconception that skateboard parks harbor trouble and trouble-makers. This mindset is unfortunately not reflective of the current positive nature of skateboard parks. The City of Pickering recognizes the importance of skateboard parks in promoting the health and well-being of its citizens and therefore has dedicated its efforts towards a studied approach in the provision of skateboard parks. Graffiti in a new skateboard park will not be tolerated.
	1.7	Few skateboarders in City centre.
		<p>Response:</p> <p>This City centre location has been chosen because:</p> <ul style="list-style-type: none"> It is central to the city and accessible by transit and car. It is the only location in the city to offer, a high level of access, parking, and general amenities needed to support a community level skatepark.
	1.8	SBP will overwhelm main RC entrance.
		<p>Response:</p> <p>The proposed entry plaza will highlight the RC's main entrance and provide a buffer to the skateboard park while celebrating the activity of skateboarding on full display for all.</p>
	1.9	Noise for neighbouring Chartwell Retirement Residence.
		<p>Response:</p> <p>The use of small berms and vegetative buffers will be explored in the design to reduce noise impact.</p>

	1.10	Why not locate skatepark along south side of RC?
		Response: Consultants found an echoing effect on the southside building walls that would magnify any noise coming from a skateboard park if proposed.
	1.11	Suggest location at back of RC.
		Response: This suggestion would repeat the deficiencies of the existing Diana, Princess of Wales Skateboard Park (isolated, out of view from pedestrians and traffic).
	1.12	Skateboard Park is not able to be used by all.
		Response: <ul style="list-style-type: none"> • Entry plaza portion will be use by all, for access, rest, viewing and potentially for special events. • Skateboard park will capture users that range in age, gender and skill level.
	1.13	Will depopulate the existing public space.
		Response: <ul style="list-style-type: none"> • The plaza aspect of the existing roundabout drop-off will be maintained. • In addition to the renovation of the entry plaza, introducing an active public component such as a skateboard park will populate it with a popular unstructured form of recreation and interested observers.
	1.14	Why not build indoor facilities because Pickering undergoes 5 months of winter?
		Response: Indoor skateboard parks have higher capital and maintenance costs. It would be beneficial for Pickering to have an indoor park but would require long-term dedicated funds. Outdoor skateboard parks have proven popular throughout Southern Ontario and North America.
	1.15	Why not attract private investors in developments inclusive of a skateboard facility?
		Response: The City is seeking to provide a variety of recreational opportunities to Pickering citizens. Like community centres and swimming pools, the skateboard park will be publicly funded. Private donors are welcome to contribute.
	1.16	Concern over the size of area available and the potential to support a community level facility.
		Response: The size proposed qualifies as a smaller community level or larger neighbourhood skateboard park.
	1.17	Concern about the separation of ‘plaza’ and ‘bowl’ facilities, and the foot traffic encouraged going in-between / back-and-forth across the main driveway.
		Response: <ul style="list-style-type: none"> • See item 1.3. • Concept 2 proposes a realignment of the main driveway along the front of the building entrance to consolidate the skateboard plaza and bowl into one space eliminating the need for park users to cross the entry driveway.

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F. Benefits of Experienced Skateboard Park Designers

Modern / Integrated / Site-Built / Cast-Concrete Skateboard parks:

Skateboard Parks should be recognized as a specialized recreation facility. Planning, design and construction of such facilities has created a niche industry, generally less than 20 years young, populated by a collection of passionate, informed, resourceful and hard-working individuals largely motivated by their own love of skateboarding, and their dedication to the highest standards of design and construction.

Note that cast-concrete skateboard park construction is a specialized trade and requires both experience with and appreciation for the smallest details that affect the quality of environment and the safety of park users. Design specifications provide a very limited range for deviation from the technical drawings and contractors are typically required to present specific team qualifications and proficiency with this highly technical work. For the safety of the end user and the protection of the owner, selection of qualified design and construction teams is of the utmost importance.

Design / Tender / Build vs. Design-Build:

Typically, the Design-Build project delivery method provides the best way for a municipality to ensure they receive high quality design and construction services within this specialized industry. The major benefits of the Design-Build delivery method include:

- Quality assurance
- Budget certainty
- Schedule certainty
- The flexibility to incorporate In-Kind Donations, and other fundraising / sponsorship opportunities throughout the development process

Should the municipality be bound to a traditional design / tender / construction delivery method, it is highly recommended that some form of skateboard park contractor qualification verification be included in a Request for Proposals (RFP). This requirement is possible to accomplish in advance of a tender release. This is typically done in the form of a stand-alone prequalification process, resulting in an invited list of prequalified bidders, in advance of the tender release. It is also possible to accomplish this requirement with a mandated “Skateboard park Contractor Qualifications Submittal” required for submission concurrent with the tender closing. Typically, municipalities should only accept bids from construction vendors who are able to demonstrate a minimum of five (5) year’s experience and a minimum five (5) successfully completed projects of a “similar size and complexity”. It is also highly recommended that references from past clients, and photographs of completed parks be requested along within the “Skateboard park Contractor Qualifications Submittal”.

American Concrete Institute (ACI) Certification of Shotcrete Nozzle Operators:

One unique characteristic of Modern / Integrated / Site-Built / Cast-Concrete Skateboard parks lies in the bank ramp and transition ramp features integrated within the design. Typically, in modern parks, these bank and transition ramp features are built using a specialized technique known as ‘shotcrete’. To ensure the quality, smoothness and consistency of the finished forms, it is imperative that only ACI certified shotcrete nozzle operators are permitted to perform this scope of work, and it is highly recommended that ACI Shotcrete Nozzleman Certification be requested and verified within the “Skateboard park Contractor Qualifications Submittal” noted above.

G. Site-Built/Cast-Concrete Vs. Modular Construction

Benefits of Site-Built / Cast-Concrete Skateboard parks vs. Modular Skateboard parks

DEFINITIONS:

Site-Built / Cast-Concrete Skateboard parks: In-ground permanent concrete skateboard facilities (includes any style of design; street, half-pipe, bowls, combo, etc). Designed to specifications by a professional skateboard park designer.

Modular Skateboard parks: Any skateboard park that is not an in-ground permanent concrete facility. These are usually temporary facilities consisting of average skateboard park elements constructed out of one or a combination of any of the following materials; Wood / Masonite, paper-composite, Steel, Pre-Cast Concrete, Asphalt

Main Findings: This comparison chart illustrates modular vs. concrete skateboard parks as regards to municipality's and park planner's most common concerns.

Park Planners Common Concerns	Site Built / Cast-Concrete Skateboard parks	Modular Skateboard parks
Initial Costs	comparable	comparable
Lifetime Costs	minimal operation / maintenance costs throughout lifespan	increased costs over lifespan
Safety / Liability	static concerns over lifespan	increased concerns over lifespan
Overall Usage	preferred	accepted if only alternative
Multi Use Potential	unlimited	Limited to skateboarding and scooters
Noise	less noise	more noise

An often cited advantage of Modular parks over Site-Built / Cast-Concrete parks are the capital costs; however, from a financial standpoint, a Site-Built / Cast-Concrete park is essentially a much wiser investment than a Modular skateboard park. The increase in monetary expenditures required to build a Site-Built / Cast-Concrete park are typically 15-20% greater than modular. These additional costs are typically recuperated multiple times over with the lifecycle / replacement costs.

Properly designed and constructed Site-Built / Cast-Concrete skateboard parks have limited maintenance requirements for up to 30 years.

Modular parks, in general, are typically louder and less appealing to skateboarders as their design does not lend as well for multi-use by all skill levels and styles of skateboarding. Modular can result in expensive replacement costs and/or liability concerns from deteriorating facilities.

The following modular surface materials were compared with concrete as outlined below:

- Asphalt (typically used for flatwork)
 - o Weaker material than concrete
 - o More sensitive to climate than concrete (becomes soft / sticky / slow in heat)
 - o More abrasive than concrete
 - o Requires extensive footings & compacting when blending with concrete transitions

- Wood/Masonite
 - o Much cheaper than concrete (moderate quality, not durable)
 - o Lasts a maximum of one year outdoors in Canadian climates
 - o Subject to destructive vandalism and theft
 - o Steel plates used at the interface of ramps are loud, sharp and dangerous
 - o Loose screws and weakening frames can become a hazard/liability

- Paper-composite Material
 - o Typically does not last more than two years in Canadian climates
 - o Warranties do not cover weathering or normal wear and tear
 - o Steel plates used at the interface of ramps are loud, sharp and dangerous

- Steel & Composite Ramps
 - o Costs are comparable to site-built/cast concrete skateboard parks
 - o Requires yearly maintenance (rust painting)
 - o Design flaws (typically built by playground manufacturers or steel fabricators with limited skateboard experience)

- Pre-Cast Modular Concrete
 - o Vertical seams are present when pieces are put together.
 - o Parks are not truly modular (pieces are extremely heavy and require a crane or heavy machinery to move)
 - o Designs are limited
 - o Costs are comparable to site-built/cast concrete skateboard parks

Design Considerations: This comparison chart illustrates the differences between Site-Built / Cast-Concrete skateboard parks vs. Modular skateboard parks from a Design Perspective

Issues	Site Built / Cast-Concrete Skateboard parks	Modular Skateboard parks
Design Possibilities	Endless (creative, flowing & safe)	Limited
Designers	Usually designed by experienced park designers who skateboard	Often designed by non-skaters or playground companies
Flow	Park obstacles are connected through design	Park obstacles are separated and often include different material surfaces
Skateboarder Preference	Preferred by the majority of skateboarders	Not preferred by the majority of skateboarders

While facility scale typically comes down to budget, effective smaller Site-Built / Cast-Concrete parks can be built for municipalities with smaller budgets.

Building a Site-Built / Cast-Concrete skateboard park inspires pride and ownership among local youth. Skateboard parks will often serve as outdoor youth centers.

Conclusion:

Communities who are confronted with demand for a skateboard park and challenged by tight budgets may consider the Modular skateboard park route. However, the lifecycle costs will ultimately be higher. Modular skateboard park facilities require regular maintenance and can become a liability. They are prone to vandalism and theft, eventually becoming obsolete to the user group. Municipalities and park planners will find themselves facing the same problems as the temporary solution runs its due course. The skateboard park planning and development process will have to be repeated and additional resource will be required.

A properly designed and built Cast-Concrete skateboard park will reduce long-term maintenance and liability issues. Skateboarder users prefer Cast-Concrete over Modular skateboard parks. The smooth surface, seamless transitions and flexibility of design provide a much higher quality user experience. Site-Built / Cast-Concrete skateboard parks are the optimal choice for municipalities.

H. Signage

Skateboard park Signage

Skateboard park Signage:

From Park Identification, to Wayfinding, to recognition of In-Kind Donations and/or Project Sponsors, to helping to manage risk, signage is an integral design element for the modern skateboard park facility.

At minimum, some form of “Rules and Regulations” signage is highly recommended to help manage risk by educating park visitors. Included here are just a handful of examples of “Rules and Regulations” signage options from existing skateboard park projects that may serve as inspiration.

Typically hallmarks of skateboard park “Rules and Regulations” signage will often include:

- hours of operation
- indication that this is a non-supervised facility
- indication that the facility is to be used “at your own risk”
- reminders of the dangers for riding at night and/or in adverse weather conditions
- a municipal contact number for park users to contact should any portion of the park fall into disrepair

Please note the authors of this report are not recommending the wording noted above or in the examples provided. These are provided as suggestions and examples only. The authors of this report are not risk management experts. All signage should be carefully reviewed by your municipal risk management and legal representatives.

