

RESOLUTION No. 30984

A RESOLUTION adopting the Citywide Skatepark Plan; requesting the Mayor to prioritize funding for high priority skateparks in the 2008 Budget; and requesting the Department of Parks and Recreation to develop a strategy for implementing next steps in the Plan.



June 6, 2006
Yea = DD, JD, RC
Nay = \emptyset (ER)

6/11/07 Full Council ADOPTED 8-0 (Excused: CLARK)

Introduced: 5.29.07	By: Della
Referred:	To: Parks Education Libraries & Lab
Referred:	To:
Reported: 6/11/07	
Passed: 8-0	Signed: 6/11/07
Filed: 6/22/07	Published: Title 4

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RESOLUTION 30984

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3 prioritize funding for high priority skateparks in the 2008 Budget; and requesting the
4 Department of Parks and Recreation to develop a strategy for implementing next steps in
the Plan.

5 WHEREAS, nationwide more than 11 million people from all ages and backgrounds
6 participate in and enjoy skateboarding for recreation and sport, making it one of the fastest
growing sports in North America; and

7 WHEREAS, Washington State's Interagency Committee for Outdoor Recreation (IAC) has
8 recently stated that skateboarding is ranked 5th for overall sports and estimates that there are
9 28,000 skateboarders in Seattle; and

10 WHEREAS, the City of Seattle through its Department of Parks and Recreation (DPR)
11 encourages healthy recreational activities and sports and, to the extent possible, seeks to
accommodate these activities and sports; and

12 WHEREAS, skateboarding requires ample terrain and facilities to appropriately accommodate
13 this rapidly growing sport; and

14 WHEREAS, the growing popularity of skateboarding forces skateboarders to occupy
15 transitional spaces or other properties in lieu of limited public places to skate; and

16 WHEREAS, studies have dispelled myths about skateboarding and skateparks, showed that
17 skateparks do not contribute to crime, and found that integrating the skatepark within the
community is important for siting them; and

18 WHEREAS, Council adopted Resolution 30843 in February 2006 requesting the Executive to
19 develop a Citywide Skatepark Plan (Plan) for building a citywide network of safe and
20 accessible skatable terrain and skateparks; and

21 WHEREAS, Plan development included comments from over 700 citizens, of which a majority
22 supported the process and the Plan; and

23 WHEREAS, the Skatepark Advisory Task Force presented a draft proposed Plan to the
24 Council's Parks, Education, Libraries, and Labor (PELL) Committee for review and comment
in December 2006. At the meeting, PELL Committee members expressed support for a
25 resolution that adopts the Plan and support for funding the highest priority sites; and

26 WHEREAS, in December 2006, the Skatepark Advisory Task Force presented the draft Plan to
27 the Board of Park Commissioners, which then held a public hearing. Citizen testimony
28



1 predominantly supported the process and the Plan, and emphasized the need for these types of
2 facilities and a desire to begin implementation as soon as possible; and

3 WHEREAS, on January 11, 2007, the Board of Park Commissioners unanimously
4 recommended to the Parks Superintendent approval of the Plan with amendments; and

5 WHEREAS, the Executive provided copies of a final proposed Citywide Skatepark Plan in
6 February 2007 to the City Council and certain approved Board of Park Commissioners'
7 amendments were not included in the Plan;

8 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
9 CITY OF SEATTLE, THAT:**

10 Section 1. The City of Seattle hereby adopts the Citywide Skatepark Plan as the
11 City's master plan to guide future development of skateparks, in the form of Attachment 1
12 with the amendments identified in Section 2 of this resolution. Council requests the
13 Executive to use the Plan as a guide to recommend future sites and development of new
14 skateparks as funds are identified.

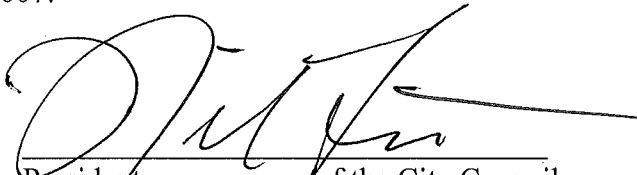
15 Section 2. Consistent with the recommendations adopted by the Board of Park
16 Commissioners, the Citywide Skatepark Plan is amended to include the following:

- 17 a) DPR should proceed to attempt to fill in gaps in the downtown core through:
- 18 • Continuing to pursue collaborative options with Seattle City Light Substations
19 for possible park and skatepark siting in the South Lake Union or Denny
20 Triangle neighborhoods;
 - 21 • Considering options for skate facilities if the Aurora corridor becomes lidded;
22 and
 - 23 • Continuing to pursue other opportunities as may arise.
- 24 b) DPR should continue to explore near-term actions such as providing analysis and
25 refinement of possible wading pool modifications for skateboarding when not in use
26 as a wading pool; and proceed with planning level cost estimates for recommended
27 priority projects for the following project sites:
28




1 the Plan. At a minimum, the implementation strategy shall prioritize and fund the projects
2 identified in Section 2(b) of this resolution within the next four years.

3
4 Adopted by the City Council the 11th day of June, 2007,
5 and signed by me in open session in authentication of its adoption this 11th day of
6 June, 2007.

7
8 
9 _____
10 President _____ of the City Council

11 Filed by me this 25th day of June, 2007.

12 
13 _____
14 City Clerk

15 (Seal)

16 Attachment 1 - City of Seattle Citywide Skatepark Plan
17
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FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Scott MacColl	684-5382

Legislation Title: A RESOLUTION adopting the Citywide Skatepark Plan; requesting the Mayor to prioritize funding for high priority skateparks in the 2008 Budget; and requesting the Department of Parks and Recreation to develop a strategy for implementing next steps in the Plan.

• **Summary of the Legislation:**

This legislation formally adopts the Citywide Skatepark Plan to guide future development of skateparks in the city and includes amendments recommended by the Board of Park Commissioners to prioritize potential projects. The resolution requests that the Department of Parks and Recreation (DPR) identify and fund the highest priority skatepark in the 2008 budget, and develop an implementation strategy for the recommendations identified in the plan by September 2007.

• **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

Council directed DPR to develop a citywide skatepark plan and allocated funding during the 2006 budget process. DPR staff worked with a consultant and an appointed task force during 2006 to develop a citywide skatepark plan. The plan was presented for review and was approved by the Board of Park Commissioners in December 2006, and presented to Council in February 2007.

• *Please check one of the following:*

This legislation does not have any financial implications. *(Stop here and delete the remainder of this document prior to saving and printing.)*



STATE OF WASHINGTON – KING COUNTY

--SS.

212845
CITY OF SEATTLE, CLERKS OFFICE

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

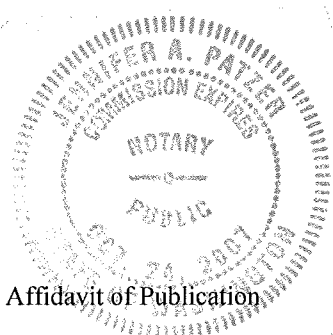
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:30984 TITLE ONLY

was published on

06/27/07

The amount of the fee charged for the foregoing publication is the sum of \$ 27.90, which amount has been paid in full.



Affidavit of Publication

[Signature]

Subscribed and sworn to before me on
06/27/07 *[Signature]*

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following resolutions, passed by the City Council on June 11, 2007, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

RESOLUTION NO. 30984

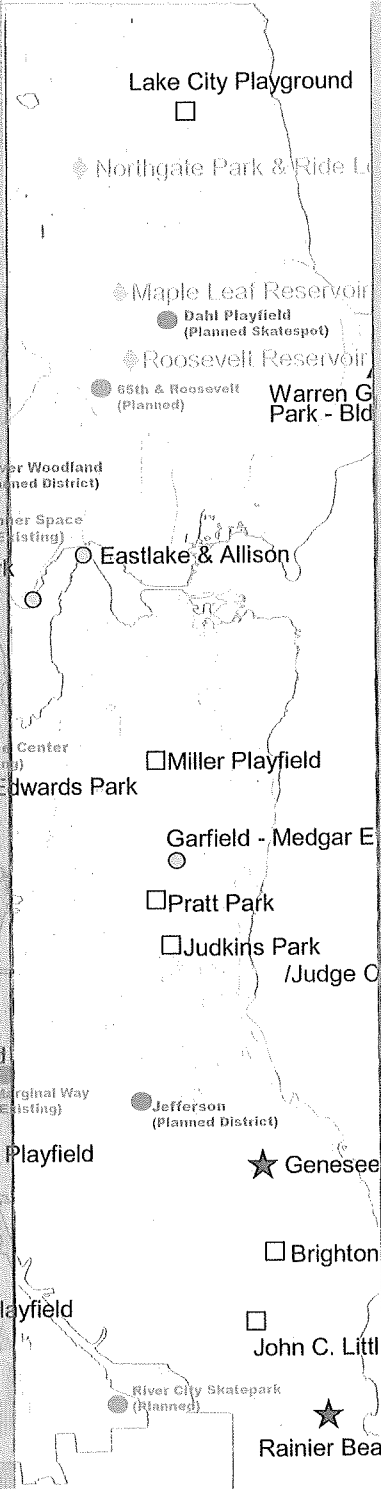
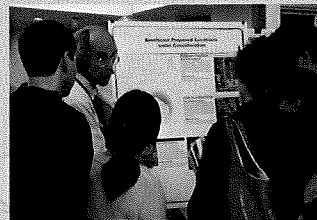
A RESOLUTION adopting the Citywide Skatepark Plan; requesting the Mayor to prioritize funding for high priority skateparks in the 2008 Budget;

and requesting the Department of Parks and Recreation to develop a strategy for implementing next steps in the Plan.

Publication ordered by JUDITH PIPPIN,
City Clerk

Date of publication in the Seattle Daily Journal of Commerce, June 27, 2007.

6/27(212845)



CITY OF SEATTLE CITYWIDE SKATEPARK PLAN



DRAFT REPORT
DECEMBER 6TH, 2006



Acknowledgements

Seattle Parks and Recreation would like to thank the following for their participation and dedication to creating this report:

Citizens of Seattle

Mayor Greg Nickels

Councilmember David Della, Chair, Parks, Education, Libraries and Labor Committee

Ken Bounds, Superintendent, Seattle Parks and Recreation

Tatsuo Nakata, Chief of Staff to Council member David Della

Task Force members

George Blomberg, Chair

Joe Bell

John Carr

Susanne Friedman, Parks Planner and Project Manager

Jelani Jackson

Matt Johnston

Jeanne Krikawa

Christine Larsen

Joyce Moty

Scott Shin

Nin Troung

Catherine Anstett, Parks Public Information

Dedication

In recognition of Tatsuo Nakata's instrumental role in advocating for and shaping the citywide planning process leading to this report, the Skatepark Advisory Task Force would like to dedicate the work it has contributed to this report to his memory. Tatsuo was an unfailing champion for young people in the city of Seattle, as well as a thoughtful force in city government. We will miss his leadership, passion for helping people, and gentle humor.



EXECUTIVE SUMMARY

In February 2006, the Seattle City Council adopted a resolution recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the City. Seattle Parks and Recreation worked with an appointed Skatepark Advisory Task Force and a consultant to develop this Citywide Skatepark Plan.

As a means to recognize the needs of skateboarders while addressing the concerns of neighbors, Parks hosted two series of public meetings and an open house during June and October of 2006 to hear ideas and opinions from residents about skateboarding and skateparks. This process engaged the community to assist the Task Force in assessing the need/demand for skateparks and to identify the best potential areas to locate them. Wide support for the planning process was expressed at the public meetings, with more than 400 community members attending.

Task Force members visited existing and planned skatepark sites in Seattle and the surrounding area to see how skateparks are sited, designed and functioning. The consultant talked with other cities' Parks and Recreation and Police departments to understand the day-to-day impacts a skatepark may have on a community. The team also researched who skateboarders are and outlined some of the positive benefits skateboarding can have on a community.

Based on research and visits to skateparks, the Task Force developed a tiered system of sizes and types of skatepark that are most appropriate for the City of Seattle. Four different types of facilities/skateable terrain constitute Seattle's proposed system; Skatedots, Skatespots, Districts, and a Regional.

After conducting national research, the Task Force developed siting criteria and a framework of assumptions for choosing the most appropriate sites for skate facilities in Seattle's dense, urban environment. There are baseline criteria applicable to all sites and additional criteria for the District and Regional sites. The criteria reflect the different roles of each tier in the system.

During the month of June, citizens and public agencies nominated 130 sites for potential skateparks. A Task Force member and the consultant visited all 130 sites during July and August and then calculated a score for each site based on Task Force weighted criteria. The top 30 sites were discussed with the community and Parks. The Task Force is recommending 26 sites for inclusion in the citywide plan. There are:

- 8 Skatedots
- 9 Skatespots
- 4 Districts
- 1 Regional
- 4 Potential Future Sites

CONTINUED ON NEXT PAGE

Executive Summary

Planning level costs for tiers in the system range from \$6.00 to \$45.00 per square foot. No funding is currently allocated for these facilities, so community-funding resources are identified. Additionally, the Task Force recommends that six sites receive priority funding by the City:

- Judkins Park/ Charles M. Stokes Overlook - Skatespot
- Roxhill Park- Skatespot
- Dahl - Skatespot
- Jefferson Master Plan Facility - District
- Delridge Playfield - Skatespot
- Brighton Playfield - Skatespot

Throughout the course of the planning process, the Task Force also developed several ideas for Seattle to begin incorporating skateboarding on a broad level throughout the City. These recommendations are as follows:

- **Fill geographic gaps in the recommended system**
 - Integrate skateparks in future park development
 - Integrate Skatedots into future waterfront planning
 - Allow use of wading pools for skateboarding during non-summer use
- **Set action items for Seattle Parks and Recreation and the Skatepark Advisory Committee**
 - Consider industrial site options that do not meet the site criteria identified in this plan
 - Work with Community Center Staff to allow skateboarding on surrounding hardscapes
 - Build partnerships with the Seattle Police Department, private developers and city departments to incorporate skateable design features and paths through out the city
- **Skatepark design recommendations:**
 - Accommodate different skill levels
 - Hire reputable skatepark firms to designed and build new facilities
 - Cover some facilities

This Citywide Skatepark Plan identifies a network of safe, legal places throughout the city, for people of all ages, races and genders to enjoy. It also offers recommendations that can begin to change the way people think about and experience skateboarding in the City of Seattle.

Letter received from a West Seattle citizen during the site nomination period.

Hello, My name is Chris Noll
I am writing you this letter
to ask for the Denny Middle
School Athletic Complex and the
Roxhill park Skateparks to be
put in.

I really love the Sport
Skateboarding and I don't get to
practice my dream of being a
Skateboarder. I have to travel
over 15 miles to get to the
closest skatepark. With my parents
busy Schedules they have no
time to take me to a skatepark.
If these parks are put in me
and my friends could skateboard
down to the parks and skate
all day.

Thankyou for reading my
letter and I hope for the
best of news involving the
two skateparks I recomended.
Thanks again.

-Chris Noll
12 years old.



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Preface



Why a Plan Now?

More than 10.5 million people skateboard nationwide, making it one of the fastest growing sports in North America. Skateboarding appeals to a wide range of people of all ages and backgrounds and requires specific facilities to appropriately accommodate the sport.

Due to a lack of public places within Seattle to legally skate, many skateboarders practice their sport on public and private property, often competing with other activities. As a means to address this issue, Seattle Parks and Recreation (Parks) adopted a Skateboard Park Policy in 2003, recognizing skateboarding as a healthy, popular recreational activity and a legitimate use to integrate into the parks system.

Several skateparks were sited in the City after the adoption of this policy and one was constructed. However, siting skate facilities proved to be a somewhat controversial process. Therefore, at the urging of skateboard advocates, in February 2006, City Council unanimously approved legislation. (See side bar and Appendix for the full Resolution).

An appointed Skatepark Advisory Task Force (Task Force), comprised of representatives from all areas of the city who have diverse backgrounds, professional expertise and bring both skater and non-skater perspectives to the planning process, worked with Parks and a consultant team during the course of ten months on Seattle's Citywide Skatepark Plan. The Task Force desired a holistic planning process resulting, not only in a network of skate facilities, but also in a plan shaped by and reflective of the community as a whole.

The Resolution called for Seattle Parks and Recreation, a consultant, and a newly formed Skatepark Advisory Task Force to; "engage the community in a citywide planning process to develop a network of safe and accessible skateparks of various sizes" throughout the City of Seattle.

Preface

Seattle Skatepark Advisory Task Force Members

George Blomberg, Chair – Environmental Planner with the Port of Seattle, and Chair, Seattle Planning Commission

Joe Bell – Director of Street Use and Urban Forestry Division, Seattle Department of Transportation

John Carr – Ph.d candidate at the University of Washington, Chair, Skatepark Advisory Committee

Susanne Friedman – Project Manager, Seattle Parks and Recreation

Jelani Jackson – Active in the Seattle Young People's Project, Powerful Voices, and The Sound Board

Matt Johnston – Producer at PopCap Games, member of the Skatepark Advisory Committee

Jeanne Krikawa – Urban Planner and Architect, former Seattle Planning Commissioner and member of Seattle's Landmarks Board

Christine Larsen – Chair, Friends of Dahl Playfield, involved in Neighborhood Matching Fund projects

Joyce Moty – Involved with Parks projects; sits on the Pro Parks Levy Oversight Committee

Scott Shin – Computer Programmer, Chair, Parents for Skateparks

Nin Troung – Landscape Architect, Art Director of Manik Skateboards

The Seattle Citywide Skatepark Plan considers a broad range of perspectives and determines the need for skateparks, inventories existing and proposed facilities, identifies skatepark typologies (hierarchy of facilities), creates siting criteria unique to Seattle's dense urban environment, and specifies where and how many public skateparks can best serve Seattle over the next 20 years.

There are a lot of perceptions about skateparks and skateboarders. Some can be tied to the wear and tear the sport can take on the built environment. Some of it is based on stereotypes. Therefore, equally as important as the developing the citywide system, the Task Force sought to learn about and educate others about skateboarding as a sport and skaters as a park user group.

The Task Force learned that when sited appropriately with community involvement, skateparks can be successful public spaces that add to the vitality of cities and help to build healthy neighborhoods. The Citywide Skatepark Plan seeks to add skateboarding vibrancy to the City of Seattle.

Chapter 1: Public Process

The Public Process

Seattle Parks and Recreation works with all citizens to be good stewards of the environment, and to provide safe and welcoming opportunities to play, learn, contemplate and build community. In order to accomplish this mission Parks needs to hear the ideas, desires and concerns of citizens when considering new facilities. Therefore, the Citywide Skatepark Plan sought to engage all park users, skaters and non-skaters, in the planning process.

PUBLIC INVOLVEMENT

Parks developed a comprehensive public involvement process, including six citywide public meetings and an open house, a project web site, extensive community and media outreach, and a series of briefings with City leaders and various departments.

Public Meeting Goals

In June & October 2006, the Task Force and Parks hosted six public meetings. The primary goals of these events were to:

- outline the planning process
- educate people about the sport of skateboarding, skateboarders as a park user group, and the impacts a skatepark might have on a neighborhood
- engage in a dialogue about the citywide planning process



June Meeting

- receive feedback on all ideas generated by the Task Force
- solicit site nominations
- discuss the sites under consideration after evaluation

The primary goals of the first series of public meetings were to review the site criteria and solicit site nominations. The primary goals of the second series of meetings were to discuss the site evaluations and get feedback on the sites under consideration.

Meeting Format

Both series of public meetings followed the same format. After a presentation by the consultant, there was a question and answer session. The consultant and Task Force members responded to questions and then staffed information stations. These stations were set-up to encourage small group and one-on-one discussions and to record citizens ideas and concerns for later Task Force discussions.

“I do not have children and I don’t skate. However, I want to offer my support for all skate-parks in Seattle. I live nearby (Ballard Commons) and I enjoy the culture and spectacle of the Ballard Bowl. I see people of all ages, genders and backgrounds skating harmoniously together. As a teacher I think this kind of gathering space is crucial for the future of communities. This is a positive use of taxes. Viva skate-parks!”
- Citizen comment

Chapter 1: Public Process

Ballard Open House

The open house at the Ballard Commons Park in June included a number of skateboard organizations and a Tuck Knee Tournament skateboarding demonstration. Citizens were invited to attend the open house to experience an active park environment that includes a skatepark, a water feature, and open space. Attendees experienced how a park can successfully serve the needs of different users groups and heard the level of noise generated by a skate bowl.

OUTREACH

Community Centers, Libraries, Neighborhood Service Centers, interest groups, and interested individuals received fliers for all the public meetings. In addition, Parks mailed 50,000 fliers to citizens in close proximity to the "sites under consideration" for skate facilities and posted signs at all Parks, School District and Seattle Department of Transportation properties. Multi-lingual signs were also posted at key locations.

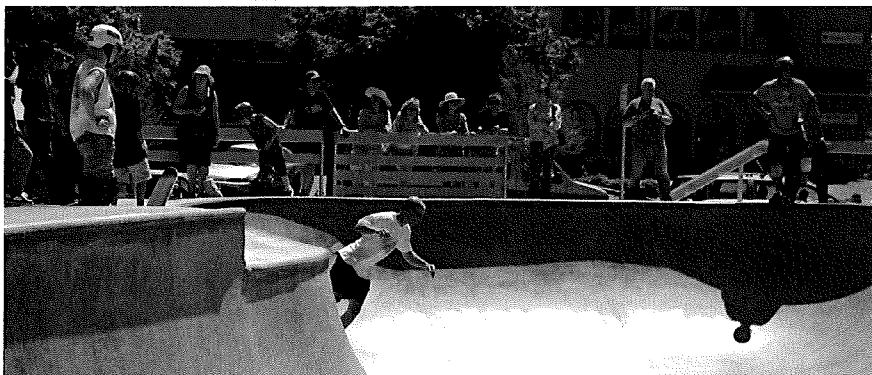
In addition to flier distribution, Parks and/or a Task Force member briefed 13 District neighborhood Councils, updated the project website with current information on the process, kept the community informed through neighborhood newsletters and list serves, and spoke with a number of organizations. (See Appendix: Community Outreach Details).

Participation

More than 400 community members signed in at the seven functions. Additionally, approximately 300 citizens provided input regarding the planning process and the specific sites via e-mails, phone calls, letters and comment forms.



June Meeting



Open House at Ballard Commons Park



October Meeting

The Results

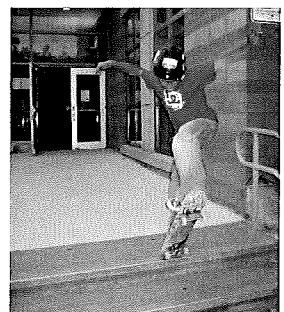
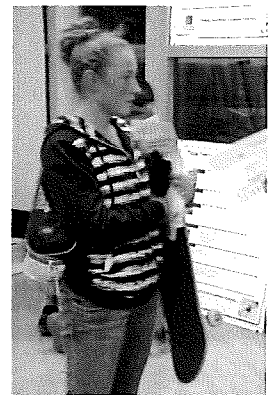
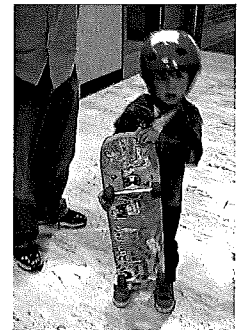
There was overwhelming public support for the process and the plan. Over 90% of the participation at the six public meetings was very supportive.

- There was an expressed need for skateparks, that kids need active things to do, and they need safe spaces to go to.
- Skateparks were seen as a means to build community.
- There was some doubt expressed about the need for skateparks.
- There was a strong desire for skatepark facilities in West Seattle, as well as at Judkins Park (Judge Stokes Overlook) and elsewhere in South Seattle.
- The majority of concerns centered around design issues or the conception that skateboarding brings unsavory behavior to the area. (These comments were mainly from e-mail correspondence and not from the public meetings.)
- There was a concern that skatepark development would result in loss of open space.
- There were compliments to the Task Force and Parks for their vision and forward thinking in this comprehensive planning process.

“What a wonderful park in Ballard. What a GREAT place to be! The skaters are great. The sport will never go away, might as well give them a legal place to do it! The fountains are refreshing. The families seem so happy. I’m a mom of three in my 50’s. What a smart way of using land. Makes people of Seattle feel lucky.”
- Citizen comment



Public Meetings





DEFINITION

Chapter 2: Skaters, Skateboarding & Skateparks

The Need/Demand for Skateparks

According to American Sports Data (2005), there are 10.6 million skateboarders nationwide. Since there have been no official counts of skateboarders in Seattle, we have to rely on a combination of data sources to determine how many skateboarders are here. The U.S. population is 295,734,134 (2005 Census estimate), so we conclude that 3.58% of the population skateboards. Applying that percentage to Seattle's current population of 572,600 (2004 Census estimate), Seattle has about 20,500 skateboarders now, and by the year 2020 there will be upwards of 24,000 based on a projected population of 655,000. This calculation method is based on Portland, Oregon's calculation method and is a quick way to estimate demand.

More important than calculating the exact number of skateboarders living in Seattle, it is important to understand that like with all other Seattle Parks and Recreation facilities, such as tennis and basketball courts, soccer and baseball fields, Park's goal is to distribute its facilities equitably throughout the city. Seattle athletes have opportunities within their own neighborhoods to practice these sports: Parks seeks to offer the same opportunity to skateboarders.

SKATEBOARDER PROFILE

People of all ages and backgrounds participate in and enjoy skateboarding for recreation and sport. Skateboarders are young and old, male and female. They are engineers, computer programmers, moms, the kid next door, and your neighbor's granddaughters and grandsons.

That said, the average age of skateboarders is 14 years old, which is young compared to other sports (see side bar). This is important to note for several reasons:

- A large number of the skateboarding population is not old enough to drive to a legal and safe place to practice, therefore it becomes even more important to provide opportunities within walking distance or a short bus ride.
- According to the Kaiser Family Foundation, kids devote 6½ hours a day to engaging in media (television, the internet, video games, etc.) as compared to 1½ hours a day spent in physical activity. Access to a skate facility may encourage kids to get outside and be active.
- Limited activities are available to this age group that are not organized and expensive. Skateboarding is a good alternative for those who do want to play on a team, cannot make the team, or cannot afford the costs associated with team sports.



Mother & Daughter



Young boy at Seattle Center

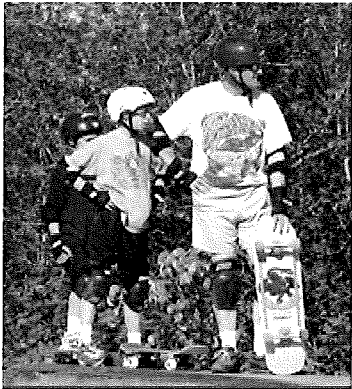
Average Age of Participant by Sport

Skateboarding ...	14.0
Soccer	17.2
Football	17.9
In-line Skating....	19.8
Baseball.....	20.0
Basketball.....	23.7
Softball.....	29.1
Tennis	30.5
Golf	39.0

Chapter 2: Skaters, Skateboarding & Skateparks

SEATTLE NEIGHBORHOOD DEMOGRAPHICS

Due to the ever-shifting nature of neighborhoods, Parks does not base facility distribution on demographics. However, as a discovery exercise, Parks created a series of maps illustrating where the following age groups live in largest numbers: under 18, 18-34, & 35-44. (See Appendix: Neighborhood Demographics Maps). The southeast and southwest areas of the City have the highest percentages of the under 18 population. The central City and the central-south portion of the north area have the highest percentages of people aged 18-34. The west/northwest area has the largest number of 35-44 year olds.



Generations of Skaters

SKATEPARKS AREN'T JUST ABOUT SKATEBOARDING

Skateboarding promotes physical fitness, self-esteem and discipline. It also provides an opportunity for people to interact in an unstructured activity while learning new skills.

Skateparks provide legitimate, safe, legal places to practice. If they are designed as part of a larger park they will attract a variety of spectators. The mingling of user groups can encourage positive interactions between different users of public space. Visit an area skatepark and you will likely see and hear people of all ages, skaters and non-skaters alike, encouraging the skaters. This interaction can help to break down barriers and build community.

“At the Shoreline skatepark a young man said to my seven year old ‘Hey little dude, maybe I should get your autograph now because you’re going to be famous one day.’ Talk about self-esteem boosting. The ‘element’ at this park was very positive and supportive to the kids. I hope fear of the unknown doesn’t take away the opportunity for kids to get exercise and have fun in an appropriate environment.” - Citizen comment



Old Ballard Bowl

SEATTLE SKATEPARKS

Seattle has some skateparks, existing and planned, public and private.

Existing Seattle Parks and Recreation Skateparks

Parks manages one public skatepark, which is located in Ballard Commons Park, 5701 22nd Avenue NW. The skatepark is a 4,200 square foot intermediate level, bowl style skatepark and is integrated into a larger park, which also includes green space and a plaza with a water feature.

Until December 2006 the City managed a second skatepark, SeaSkate located at the Seattle Center. The skatepark will be removed to make room for the Bill and Melinda Gates Foundation Campus, however the City is actively looking for a replacement location. The exact size of the facility has not been determined.

Planned Seattle Parks and Recreation Skateparks

There are also plans to construct a District skatepark (19,000 square feet) in Woodland Park just south of Green Lake. This skatepark will have street and bowl features designed for several skill levels. Construction will be under way in 2007.

A 3,200 square foot beginner skate facility is in the design phase at Dahl Playfield in northeast Seattle, and the community is currently raising funds for construction costs. On Beacon Hill, the Jefferson Park Master Plan has space set aside for a community skatepark, but no funds are identified for design or construction.

Other Skateparks

- Existing

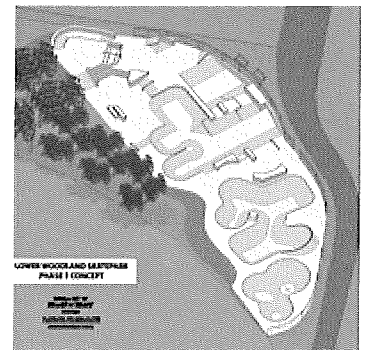
There are other skateparks in Seattle that are not officially affiliated with Parks. Marginal Way, a skatepark in the central south area of the city, was built and is maintained by skateboarders. Inner Space, an indoor private "Pay to Play" skatepark is located on Stone Way in the Fremont neighborhood.

- Planned

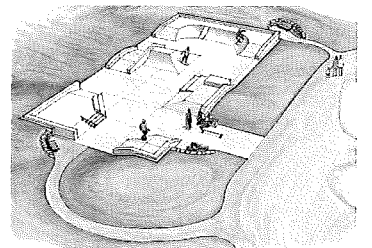
Sea Mar Community Health Center has partnered with Grindline Skateparks and the South Park Neighborhood Association to design a 10,000 square foot skatepark in South Seattle called River City Skatespot. The group is fund raising for construction. A skatespot is being discussed in the Roosevelt neighborhood underneath I-5 at 65th Ave. NE. No funding for this skatespot is identified. (See map on page 24 for locations)



Ballard Commons



Lower Woodland Park



Dahl Playfield

Chapter 2: Skaters, Skateboarding & Skateparks

Task Force Visits to Area Skateparks

Seattle

Ballard Bowl
 Seattle Center
 Lower Woodland
 Marginal Way

Outside Seattle

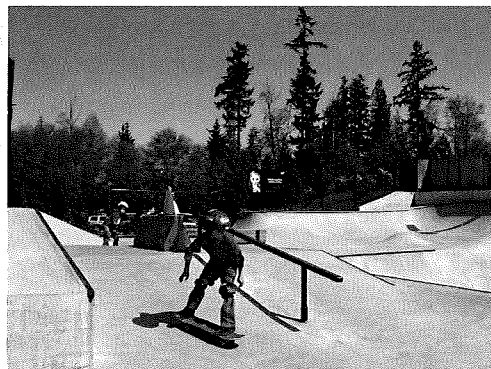
Burien
 Des Moines
 Kent (Two facilities)
 Mill Creek
 Mukilteo
 Renton
 Shoreline
 Woodinville

SKATEPARKS IN THE REGION

Task Force Field Trips

On two consecutive Saturdays in April, Task Force members toured 13 different skatepark facilities in surrounding jurisdictions to determine where and how other cities had sited and designed their skateparks. These visits provided an understanding of how siting decisions can affect the success or short-comings of skateparks. The most important conclusion drawn from these visits was that skateparks integrated into larger parks with high visibility and access had the broadest appeal (See Appendix: Task Force Skate Facility Visits). These site visits influenced the Task Force as they developed siting criteria for the citywide plan.

Concurrent to the Task Force visiting skateparks, a group of students from the University of Washington Seattle developed a map of skateparks in the region. Task Force members, who do not skateboard, were surprised to learn that Seattle ranked in the lowest tier for ratio of skateparks to population based on 2000 Census data. (See Appendix: Skatepark Ratio Map)



Field Trip - Mukilteo



Field Trip - Shoreline

Surrounding Area Parks & Police Department Perspectives

As part of the planning and educational process, the consultant spoke with eight local municipalities that operate skateparks in order to understand the day-to-day impacts a skatepark may have on a community. Additionally, in 2005, the consultant also spoke with 12 different town and cities in Washington and Oregon. You can see the results of that report at: (<http://www.portlandonline.com/parks/index.cfm?a=96344&c=40148>).

The Parks and Police staff of eight municipalities reported that when skateparks are highly visible, integrated into larger active parks, or next to active roads, minimal or no crime or drug usage is reported. Skateparks that are hidden away from public view and not integrated into a larger park can have more problems. Park and Police agencies stated that location and visibility are the most important aspects of siting a successful skatepark.

Parks & Police Departments Spoken To

Burien
Des Moines
Kent
Mill Creek
Renton
Shoreline
Woodinville
Gig Harbor
Puyallup

Comments from Surrounding Municipalities

"There is a perception that skateboarders are criminals because of the way they look, but Parks and Recreation has not received complaints about increases in crime or drug use at our [two] parks."

– Laurie Flem, Kent Parks and Recreation

"Areas that experience criminal activity could be helped by building a skate facility because bad people don't want to be near kids and their parents."

– Paul Peterson, Kent Police Department

"The skatepark is heavily used and I like to see public money invested in things that get used."

– Bob Crannell, Mill Creek Chief of Police

"There were a lot of the usual fears in the neighborhood about the skatepark, but those fears have not been realized and there are very few complaints about the skatepark. The skatepark in an unequivocal success."

– Scott Thomas, Burien Parks and Recreation

"The community and the police department expected a lot of problems when the park opened, but haven't seen many. There is a basketball court right next to the park and I expected conflict between the two user groups, but it hasn't occurred."

– Cindy Parks, Renton Police Department

Chapter 2: Skaters, Skateboarding & Skateparks

Injuries/100 Participants

Hockey.....	2.7
Football.....	2.2
Baseball.....	1.8
Basketball.....	1.6
Bicycling	1.1
Skateboarding	0.7*

- Skateboarders skating for less than a week account for 1/3 of all injuries
- Irregular riding surfaces account for over half the skateboarding injuries due to falls.
- In 2002, the Journal of Trauma concluded in their report that, "Skateboarding is a relatively safe sport."

Trash is generated at skateparks, just like at any other heavily used parks facility. If there is a routine maintenance/management plan, litter should not become a problem. Graffiti at skateparks does occur and the faster graffiti is removed, the less frequently it reoccurs. Therefore, it's important to have a graffiti removal plan in place when the facility opens. Only those skateparks sited very close to homes had reports of noise complaints, which are primarily due to due music and yelling, not noise generated by skateboards.

Unanimously, Parks and Police staff reported that their skateparks were good investments. Even the Gig Harbor skatepark, which due to lack of public visibility has experienced more problems than any other skatepark in the area, is supported by the Police Department. A spokesperson from the Police said that the skatepark does have its problems, but it is a positive activity to provide for kids: "You've got to give them something to do or they'll get into trouble." The skatepark was redesigned in October 2006 to increase visibility into the site.



Mill Creek



Renton

ADDITIONAL INFORMATION ABOUT SKATEPARKS

Liability

Liability for skateparks is just like any other public sports facility – all sports are played "at your own risk." As such, the City of Seattle is not liable for accidents. However, skateboarding isn't as dangerous as most people believe. (See sidebar)

Noise

Noise studies indicate that skateboards produce intermittent noise: noise that occurs occasionally from the 'popping' tails and 'grinding' of the aluminum trucks (a part on skateboards) on the steel coping surfaces (usually around the edges of skateparks). These sounds are not sustained over long periods of time. Studies have shown that sounds emitted from skateparks are diminished completely by other noises such as traffic passing by and planes flying over. Outside urban noises, such as loading docks, automatic dumpsters and power lawn mowers are often much higher than sound made by skateboards.

(See Appendix: Noise Information)

Chapter 3: The Citywide System

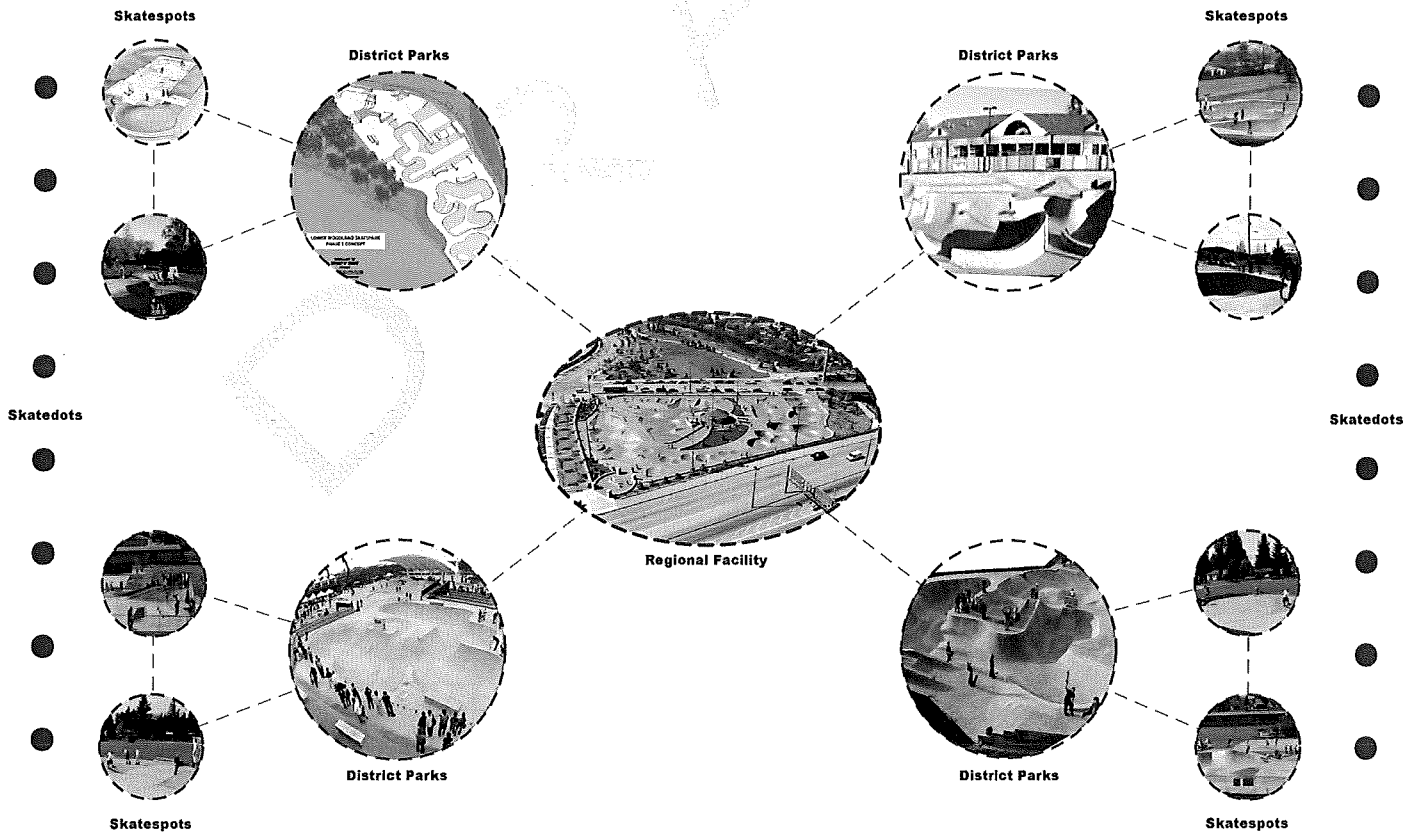
Seattle's System

In order to identify and recommend a range of types and sizes of skateparks to build, Task Force members studied skateparks in the region, looked at Portland, Oregon's skatepark system and researched types of facilities built throughout the country. Then based on their research and experience the Task Force developed a tiered skate facility system appropriate for Seattle.

TYPES & SIZES

The recommend Seattle skatepark system consists of integrated skateable terrain, a.k.a., Skatedots, smaller neighborhood Skatespots, medium-sized District skateparks, and one large Regional facility. Please see the next two pages for descriptions of each tier.

This system may evolve over time in response to need and new opportunities.



Chapter 3: The Citywide System

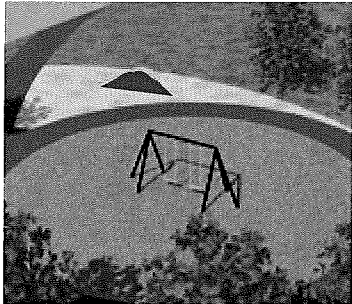
Skatedots

Skatedots are a unique concept and throughout the planning process many citizens expressed strong support for the idea. The idea evolved based on a paper written in 2005 by Task Force member, Matt Johnston, titled "Integrated Skateable Terrain in Seattle." (See Appendix).

Skatedots, otherwise known as "integrated skateable terrain," can be seamlessly integrated into small neighborhood parks and throughout the city by identifying existing spaces that already are or could be used for skating.

These elements are small, up to 1,500 square feet, and could be designed to avoid conflicts between skaters and other park users. The illustration (upper left) shows a simple raised embankment upon which skateboarders, rollerskaters, rollerbladers, and razor scooter enthusiasts can hone their skills next to other types of playground equipment, with a low-maintenance integrated element.

Integrated skateable terrain can also include benches, rails, and ledges that typically already exist in hardscaped areas.



Skatedots

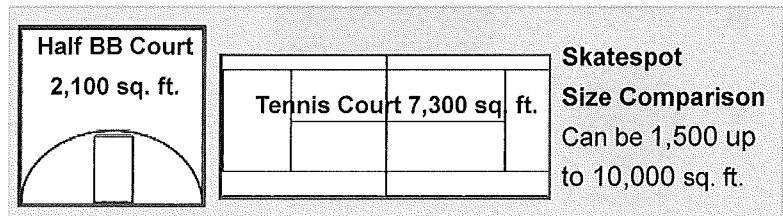
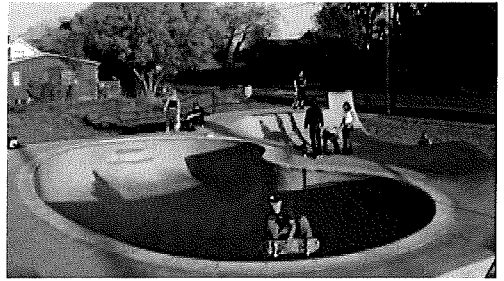


Skatespots

Skatespots can range in size from 1,500 up to 10,000 square feet. These are considered neighborhood facilities that can accommodate up to 13 users at a time and are similar in size to a basketball court or single tennis court. Skatespots are often designed to serve one skill level: either beginner, intermediate, or advanced, because there is not enough room to successfully accommodate more than one skill level.



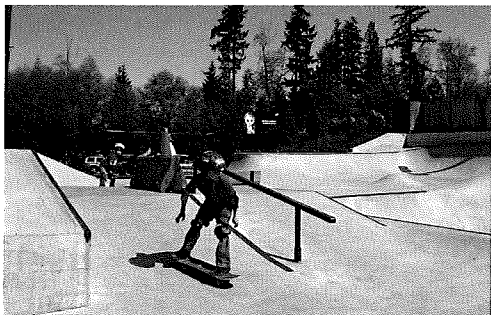
Skatespots



Comparison graphics are not to scale

Districts

District facilities can range in size from 10,000 up to 30,000 square feet and are about the same size as two to four tennis courts. These skateparks are meant to serve a larger area than just a neighborhood and, depending on the layout, can accommodate up to 30 users at a time. Due to their larger size, a wider range of skill levels can be accommodated.



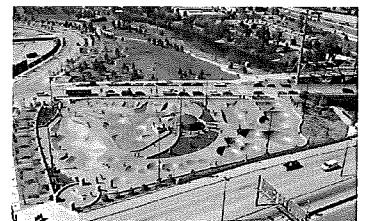
Districts



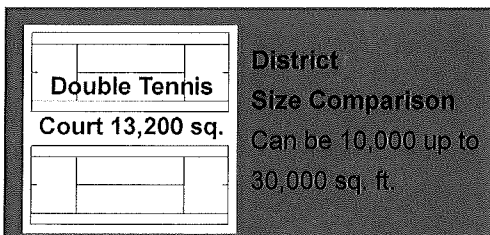
Photo courtesy of Dan Hughes

Regional

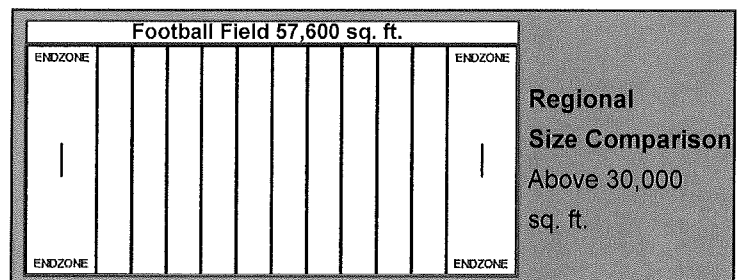
A regional facility is larger than 30,000 square feet and will attract users from around the region and possibly from around the world if it is well designed. This facility will be considered the crown jewel of Seattle's system and can accommodate up to 300 users at time. All skill levels can be accommodated and the facility can include a variety of vertical (bowls) and transitional (street) terrain. The facility should be large enough to host regional competitions and possibly produce revenue, not just through the venue itself, but also through goods and service purchased by visitors.



Regionals



Comparison graphics are not to scale



Comparison graphics are not to scale



Chapter 4: Site Criteria and Framework

The Foundation for Site Selection

Once the Task Force agreed on the system of sizes, site criteria were developed for each size of skate facility. These criteria ultimately became the foundation for analyzing each nominated site.

FRAMEWORK OF ASSUMPTIONS

The Framework of Assumptions evolved while developing the site criteria. There were several criteria that the Task Force felt should be applied to sites as a pre-cursor to applying type specific criteria. An initial draft of the Framework of Assumptions was discussed with the community during the first series of public meetings. Based on public comment, the Task Force revised the framework to respond to the concern of losing open space and to clarify some questions regarding private property and recent planning projects.

Frame Work of Assumptions

Emphasis will be given to the selection of sites that are 'gray-to-gray,' i.e. asphalt or other paving materials exist, and can be converted to skateparks.

Sites will NOT:

- Be sited in designated environmentally critical areas, natural areas, or greenbelts
- Interrupt planning projects underway or infringe upon recently completed project, i.e. Pro Parks Levy and Neighborhood Matching Fund Projects
- Be sited on private property
- Replace or remove existing active uses (e.g. Ball fields, play areas)

Sites WILL:

- Have adequate area available for appropriate size facility
- Be distributed equitably throughout the city



Designated Greenbelt

Chapter 4: Site Criteria and Framework

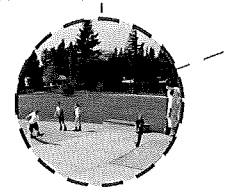
SITE CRITERIA

The Task Force used public input, national siting criteria, Portland's criteria, and Seattle's original Skateboard Park Policy, to develop criteria most critical to selecting sites in Seattle's unique, dense urban

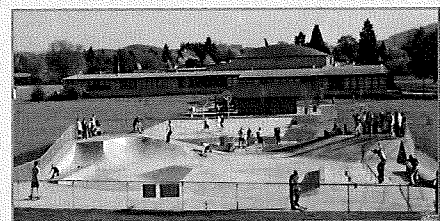
environment. The site criteria are built on a tiered system that reflects the different types and sizes of skateparks proposed for the Seattle system. Each tier includes the baseline criteria.

Baseline Criteria, Apply to All Types: SKATESPOTS, DISTRICT and REGIONAL

- Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces is compatible with safe skate surfaces
- Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting
- Allow for clear, passive observation by parents, emergency services, police and the public
- Are in close proximity to public transit, and have good foot, bike and vehicular access
- Are easily developable and have minimal construction impediments
- Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance
- Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities
- Can be integrated into a larger park space that provides other park amenities
- Consider sun and shade and protection from rain and wind
- Include a space for size appropriate community viewing
- Consider the environment for the well being of skateboarders, including noise and air quality



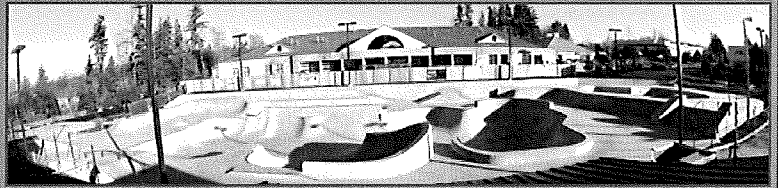
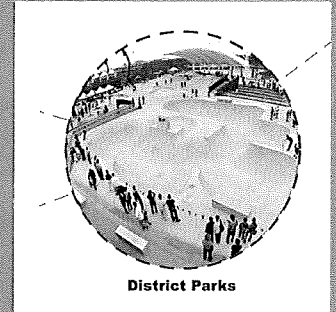
Skatespots



Additional Criteria Apply to: DISTRICT and REGIONAL

District sites are larger than Skatespots and serve a different role within the tiered system and therefore require additional criteria:

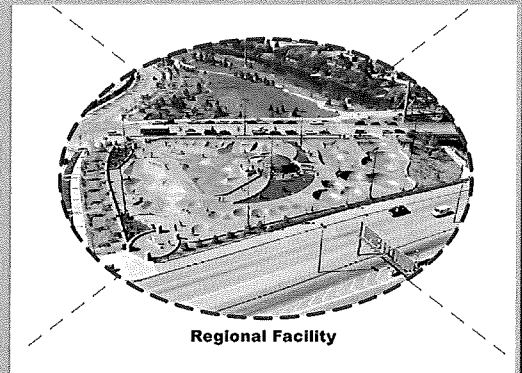
- Offer adequate separation from other facilities/program at site
- Are in close proximity to water fountain, trash cans, restroom
- Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing
- Include the possibility of lighting, or integration with existing lighting
- Have expansion potential
- Have access to adequate parking

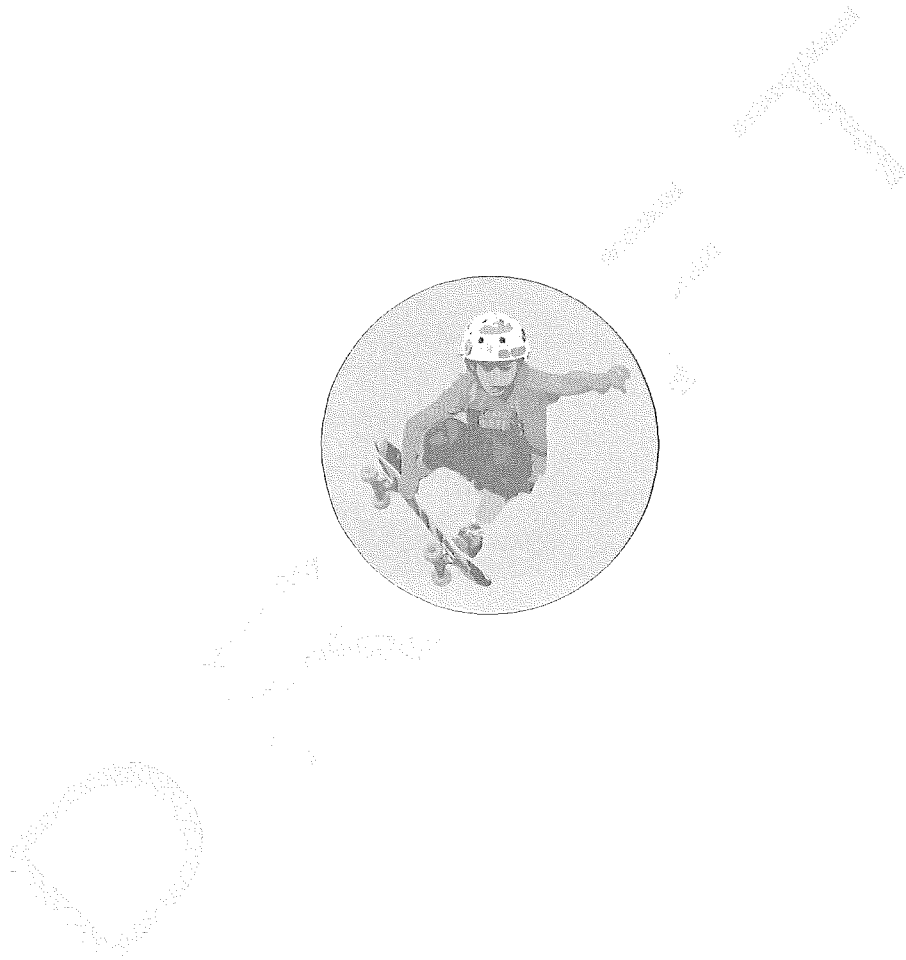


Additional Criteria Apply to: REGIONAL

The Regional facility, the largest in the tiered system, plays a different role than Skatespots and District facilities and has two criteria in addition to all the criteria listed above:

- Have the capacity for concessions
- Promote action oriented sports activities and events





Chapter 5: Site Recommendations

Site Nominations

In June, a host of citizens and city departments, including Seattle Parks and Recreation, the Seattle Department of Transportation, the Port of Seattle, and the Seattle School District, nominated 130 sites throughout the city for the Task Force to analyze as potential locations for skate facilities.

THE EVALUATION PROCESS

During the course of two months, the 130 sites were evaluated in the following manner.

Framework Application

The evaluation team visited each site, applied the Framework of Assumptions, and removed inappropriate sites. For example, sites that did not have enough room for a skate facility were removed from consideration (e.g. Beacon Hill Playfield). Seventy sites were removed during this phase of analysis.

Full Site Analysis

Sites remaining after the Framework application received a full site analysis. First, the team determined the type/size of facility appropriate for the nominated location. Some sites were nominated to be a specific type of skatepark (Skatespot, District, Regional) and some were nominated for general consideration. If the site was nominated for

a specific type/size, the team determined whether that size was appropriate. For example, the area around the SDOT Inter-urban Trail Project at Bitter Lake Reservoir was nominated to be a Regional facility, but was analyzed as a Skatedot based on the area available.

After determining the appropriate type/size of facility, the team completed an evaluation sheet in the field, ranking each criterion on a scale of 1-10 (one being the lowest, ten being the highest). For example, a criterion for a District site is "Are in close proximity to water fountain, trash cans, rest room." If the site had all these amenities the criterion received a score of 10.

Weighting the Criteria

Running parallel to the site visits, weighted scores were developed for each criterion through a Task Force ranking process. Then a score was calculated for each site by applying the weighted criteria. (See Appendix: Alphabetized Individual Site Evaluation Sheets).

Discussed 30 Sites with the Community

The thirty sites scoring in the top 25% were presented to the community at the second series of public meetings. Based on community feedback and the goal to distribute skate facilities equitably, the Task Force eliminated the following sites; Cowen Park, Westcrest Reservoir, Fairmount Playfield and Denny Middle School Athletic Complex.



Evaluated Sites



Chapter 5: Site Recommendations

A Note About the Reservoir Sites & Northgate Park and Ride Lot

The Task Force is recommending that future planning efforts at three reservoir sites and the Northgate Park and Ride Lot consider including skatepark facilities along with other elements (such as ball fields, basketball courts, play areas, etc.).

The reservoir sites are owned by Seattle Public Utilities and are scheduled to be converted to enclosed reservoirs covered with concrete lids over the next fifteen years. Once the sites are covered by Seattle Public Utilities, Parks may have the opportunity to develop the sites as usable open space (example: Cal Anderson Park in Capitol Hill). Currently, no funding is available to develop these sites into parks. If funds become available to develop sites into parks, there will be a full public planning process to establish design and use of these spaces.

The Northgate Park and Ride Lot is in the process of being acquired from King County Metro Transit by Parks. During 2007-08, funds will be available for the planning and design of the future park at this site. A full planning process will commence with the neighborhood to determine the nature of the park. A skatepark may or may not be included in the final design based on community desire, but including a skatepark in the design dialogue is recommended by the Task Force.

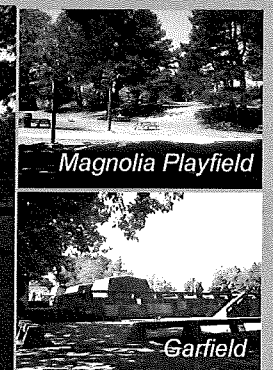
THE RESULTS

The Task Force recommends these (see opposite page) sites for development as funding becomes available.

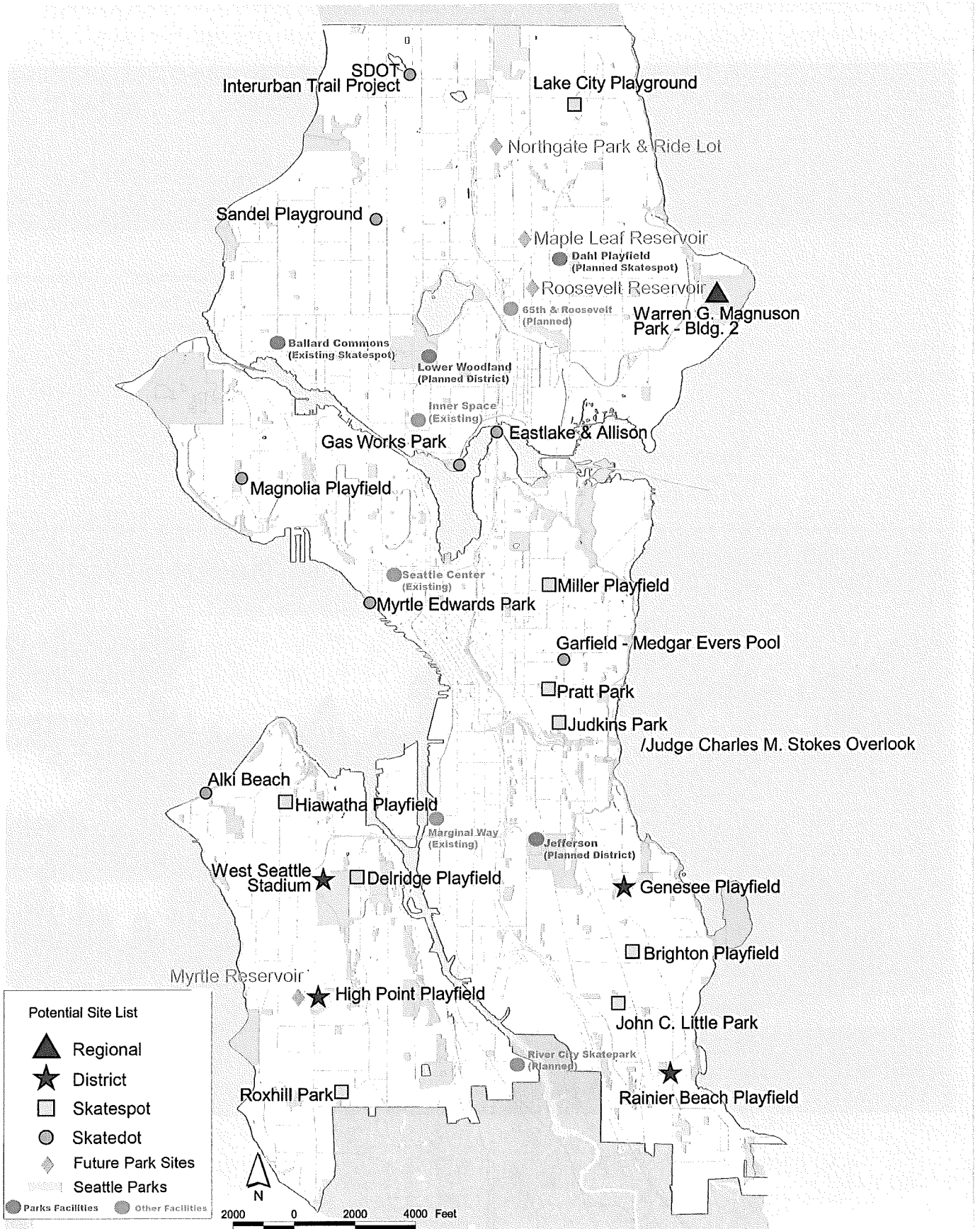
These sites were discussed with Seattle Parks and Recreation. Parks staff generally concur with the Task Force recommendations, with the exception of the West Seattle Stadium site. Parks does not recommend the inclusion of the West Seattle Stadium site as it is to be reserved for future golf course driving range development.

TASK FORCE RECOMMENDED SITES					
NORTHWEST	NORTHEAST	CENTRAL WEST	CENTRAL EAST	SOUTHWEST	SOUTHEAST
REGIONAL					
Warren G. Magnuson					
DISTRICT					
				High Point Playfield	Genesee Playfield
				West Seattle Stadium	Rainier Beach Playfield
SKATESPOT					
Lake City Playground		Judkins Park/Judge Charles M. Stokes Overlook Pratt Park Miller Playfield		Hiawatha Playfield Delridge Playfield Roxhill Park	Brighton Playfield John C. Little Park
SKATEDOT					
SDOT Interurban Trail Project Sandel Playground Gas Works Park		Magnolia Playfield Myrtle Edwards Park	Garfield - Medgar Evers Pool Eastlake & Allison	Alki Beach	
RECOMMENDED FOR CONSIDERATION					
Maple Leaf Reservoir Northgate Park & Ride Lot Roosevelt Reservoir				Myrtle Reservoir	

See next page for map of all site locations.



CITYWIDE SYSTEM SITES



Chapter 6: Costs, Funding Resources & Priorities

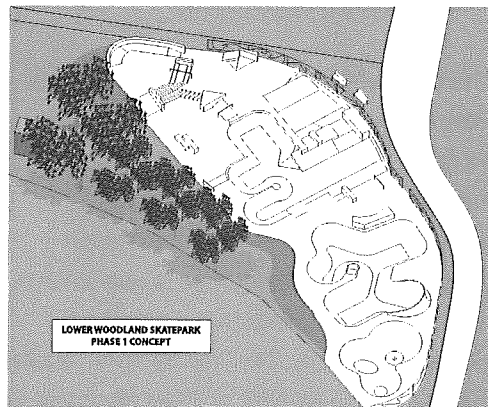
Once a Skatepark is Approved for Development - What Next?

Grindline, a company that designs and build skateparks, worked with Parks to develop planning level cost estimates for the different types of facilities outlined in the Citywide Plan. These costs provide a framework for citizens to start fund raising for approved facilities. The Task Force also developed a list of prioritized sites for funding.

PLANNING LEVEL COST ESTIMATES FOR SKATEPARK TYPOLOGIES

Planning level cost estimates are in 2006 dollars, unless otherwise noted. Square footage cost estimates were provided by Grindline and include mobilization, Temporary Erosion Sediment Control, compaction, excavation, formwork, concrete work and finishing. Estimates do not include landscaping, irrigation, benches, etc. (See chart below).

Maintenance and operations costs based on existing and proposed facilities for a District level skatepark, at approximately 20,000 square feet, run in the range of \$24,000 annually. These costs estimates are taken from the Lower Woodland Skatepark Project Proposal.



Task Force members visit Lower Woodland site

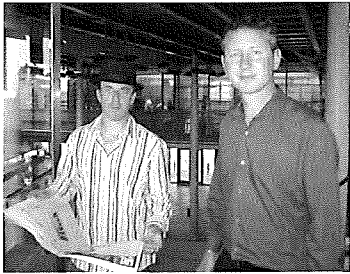
THE CITYWIDE SYSTEM			
	Size Range	Cost Per Foot	Planning Level Cost Estimates
Skate Dot	Approximately 20 sq. ft., but up to 1,500 sq. ft.	\$6.00	Up to \$16,000
Skatespot	Up to 10,000 sq.ft. .	Approximately \$40.00 per sq.ft.	Up to \$640,000
District	Up to 30,000 sq.ft.	Approximately \$40.00 per sq.ft.	Up to \$2 million
Regional	30,000 sq.ft. or larger	Approximately \$45.00 per sq.ft.	\$2 million and up

Note: Per square foot construction costs are adjusted to include design, management, sales tax, and other costs to show total development costs.

Chapter 6: Costs, Funding Resources & Priorities

FUNDING RESOURCES

There are several ways in which communities can attain funding for the skate facilities recommended in the Citywide Plan. Neighborhood groups can apply to the Department of Neighborhoods Matching Fund Award Program, which has Small and Simple Awards (\$15,000), and Large Project Fund Awards (\$100,000) available to community groups for planning, design, and construction work. Groups can also apply to foundations such as the Tony Hawk Foundation to acquire funds.



SPAC Representatives

The Seattle Parks and Recreation's Skate Park Advisory Committee (SPAC), is an advisory group who provides guidance to the Parks Department on skatepark issues. SPAC has developed a "recipe book" for community groups to use when seeking to raise funds for an approved skateboard facility. The "recipe book" walks through a step-by-step process designed to assist communities to make a skatepark a reality. In addition to fund raising information, the web site also contains information about skatepark advocacy & organization, planning and design. See <http://www.par-ents4sk8parks.org/spac/Fundraising.html>.

Skaters for Public Skateparks is also a resource for fund raising information. See <http://www.skatersforpublicskateparks.org>.

PRIORITIZED PROJECTS FOR FUNDING REQUEST

The Task Force recommends that the following priority projects be considered for funding, for future planning, design and construction.

1. **Judkins Park/Judge Charles M. Stokes Overlook (Skatespot)**
Planning level cost estimates are up to \$640,000 depending on the final design and size of the facility.
2. **Roxhill Park (Skatespot)**
Planning level cost estimates are up to \$640,000 depending on the final design and size of the facility.
3. **Dahl Skatespot**
\$205,000 is needed to complete construction of the approved plans.
4. **Jefferson Master Plan (District facility)**
The current Pro Parks Levy Master Plan for Jefferson Park includes a place holder for a District sized skatepark. The Task Force recommends adding funds to Pro Parks Levy money to facilitate planning, design and construction work. Planning level cost estimates are approximately \$1 million, depending on the final design and size of the facility.

"If residents want to get a jump start on building a skatepark for kids in their neighborhood, the Citywide Plan provides them with a pre-screened and approved site."

**- Matt Johnston,
SPAC Representative
and Task Force
Member**

5. Delridge Playfield (Skatespot)

Planning level cost estimates are up to \$640,000 depending on the final design and size of the facility.

6. Brighton Playfield (Skatespot)

A Pro Parks Levy project is scheduled for 2007/2008 to develop a science park in conjunction with the middle school next to the site. Physics could be studied and illustrated (and fun!) by incorporating skateable terrain into the science park. Planning level cost estimates are up to \$640,000 depending on the final design and size of the facility.

Additionally, Parks requests the inclusion of:

7. A Skatespot Pot

This 'pot' of \$160,000 would allow Parks to implement skateable elements and wading pool modifications. Planning level cost estimates to implement these modifications are approximately \$16,000 each.

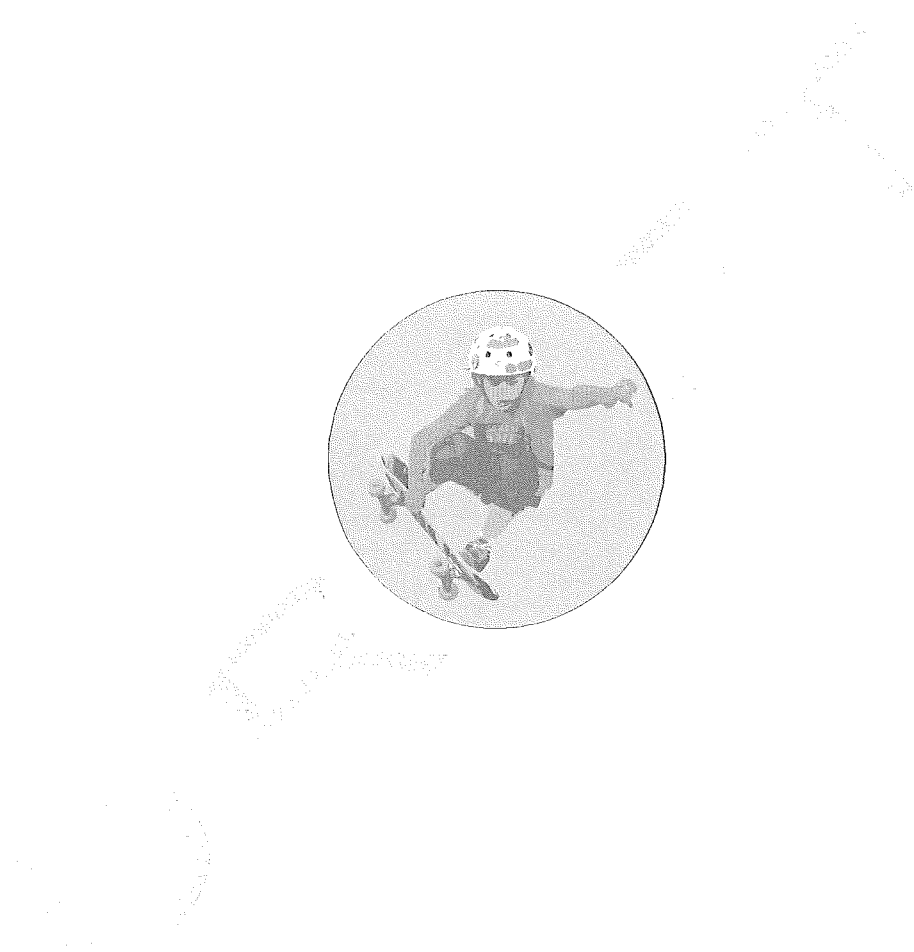
"I have lots of friends around Delridge (Playfield) that I skate with, but have to travel to either SeaSkate or Burien (to skate), which is a pain. It would be GREAT to build one here. I would skate almost every day. I love this idea and would really enjoy it if a skatepark is built here." - Citizen comment



Judkins Park/ Stokes Overlook



Roxhill Park



Chapter 7: Recommendations

Citywide Recommendations

The following recommendations represent the groundwork for future facilities and design, however they do not preclude additional future opportunities for skate facilities or skateable terrain development not specifically identified in the Citywide Skatepark Plan. These recommendations set the stage for creating an intentionally skateable Seattle.

The Skatepark Advisory Task Force offer the following recommendations to implement the Citywide Skatepark Plan:

A. ADOPT THE CITYWIDE TYPOLOGY SYSTEM

See Chapter Three for a description of the recommended Citywide System.

B. APPLY THE DEVELOPED FRAMEWORK OF ASSUMPTIONS

See Chapter Four for the full Framework of Assumptions.

C. ADOPT SKATEPARK SITING CRITERIA

See Chapter Four for site criteria for each type of facility recommended in the Citywide System.

D. ADOPT LIST OF RECOMMENDED SITES FOR DEVELOPMENT AS FUNDING BECOMES AVAILABLE.

See Chapter Five for the types and locations of the recommended sites. The appendix (Site Details) includes detailed information for each site including, on-site and adjacent uses, and a summary of public comment.

E. CONSIDER POTENTIAL SKATEPARKS ON FUTURE LIDDED RESERVOIR SITES AND NORTHGATE PARK & RIDE LOT

The reservoir sites identified in this plan and Northgate Park and Lot represent large parcels of land with the potential to accommodate the desires of a wide-range of park users. See Chapter Five for further details.

F. PROVIDE FUNDS FOR THE PLANNING AND DEVELOPMENT OF THE PRIORITIZED PROJECTS

See Chapter Six for a list of prioritized sites and planning level cost estimates.

G. FILL GAPS IN CITYWIDE SYSTEM

There are obvious gaps in the current geographic distribution of facilities in the plan. Therefore the Task Force recommends:



Northgate Park and Ride Lot



Myrtle Reservoir

“What a nice opportunity to create green space with adjoining recreational space for a skatepark. Why not daylight Thorton Creek and weave skatepark features through and over the creek at Northgate.”
- Citizen comment

Chapter 7: Recommendations

G.1 Consider integrating skateparks in future park acquisition and development design dialogues.

- a. In keeping with the North Downtown Park Plan, continue to pursue collaborative options with Seattle City Light substation development for possible park and skateboard siting
- b. Consider options for skate facilities if the Aurora corridor is lidded
- c. Strive for a facility in the Georgetown area
- d. Consider skate facilities in Greenwood Park expansion
- e. Consider skate facilities at any new Park facilities in the Downtown or Capitol Hill area

G.2 Consider integrating Skatedots into the future waterfront planning efforts.

Additionally, Parks recommends the following:

G.3 Allow use of wading pools for skateboarding during non-summer use

Incorporate skateable elements inside various wading pools, adding coping around the pool, or making some safety improvements to wading pools in areas that lack opportunities for skate facilities.

The following list of wading pools represent those areas that are currently used for skating by the local community and pools that help fill geographic gaps in facility distribution:

- East Queen Anne Playfield
- Sandel Playground
- Georgetown Playfield
- Beacon Hill Playfield
- South Park Playfield
- Gilman Playfield
- Volunteer Park
- Powell Barnett Park

H. ACTION ITEMS FOR SEATTLE PARKS AND RECREATION AND THE SKATEPARK ADVISORY COMMITTEE (SPAC)

H.1 Consider industrial site options

The site criteria developed in this plan seek to integrate skateboarding into park settings. However, there may be sites in industrial areas, under bridges, etc., that do not met the established site criteria, but have potential for a skate facility.



East Queen Anne Playfield wading pool with skateable "hump"

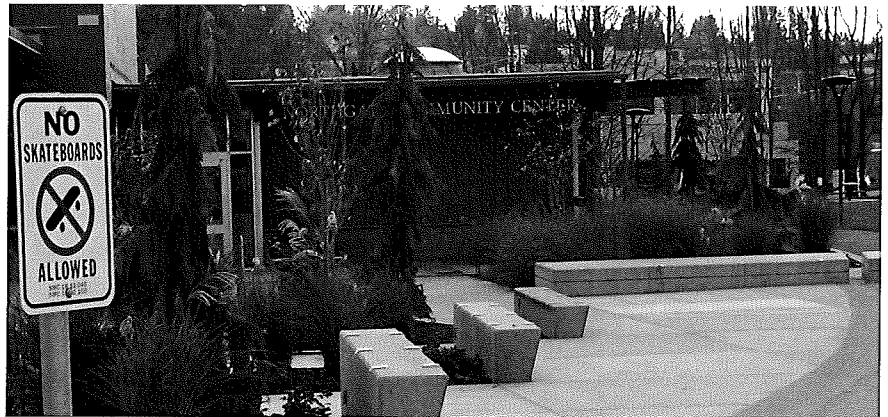
H.2 Work with Community Center Staff (maintenance and operations....crew chiefs,....) to allow skateboarding, when appropriate, on hardscapes surrounding facilities.

The Task Force recommends that Parks work with Community Center staff to identify areas that could be used for skating. Instead of putting in skate stoppers and posting “No skateboarding allowed,” “Okay to skate here” signs could be posted, skate stoppers removed and skateable furniture (skateboard wear and tear resilient) installed.

H.3 Build Partnerships

- a. Work with the Seattle Police Department to make skateboarding legal throughout the city in designated places. For example, Portland, Oregon has signs posted throughout the downtown core denoting skateboarding routes.
- b. Foster relationships with private developers to educate them about skateboarding and the Skatedot idea. Developers may be open to the idea of incorporating skateable terrain, i.e. Skatedots, into new developments and associated open space if they understand more about the sport and the benefits of skateboarding. This is one way to build positive relationships with the private sector, which has

often times been in opposition to skateboarding. It may also be a way to incorporate more skateable terrain into the downtown core and citywide.



Northgate Community Center

“A thorough plan, accompanied by site recommendations, and implementation guidance is a splendid product. It may be that an additional recommendation, emphasizing potential future skate opportunities would be helpful. I am particularly interested in what I have learned from the Task Force concerning skatedots and integrating skating opportunities into streetscape/landscape design, with the notion that the next step is to make skate design a known, predictable element of project decision-making.”

- George Blomberg, Task Force Chair

Chapter 7: Recommendations

- c. The Task Force further recommends that city departments work to incorporate broad thinking and integrate skate design principles into normal project review processes.
- e. Additionally, the Task Force recommends that SPAC act as interface and work with the city and the community, on skatedot opportunities.

J. DESIGN RECOMMENDATIONS

J.1 Accommodate different skill levels in park design, including street style and transitional elements

When space is available every opportunity should be made to accommodate different skill levels and include street style and transitional elements. This will help attract a broad range of users and make the facilities family-friendly. Furthermore, older skaters who have worked so hard to get

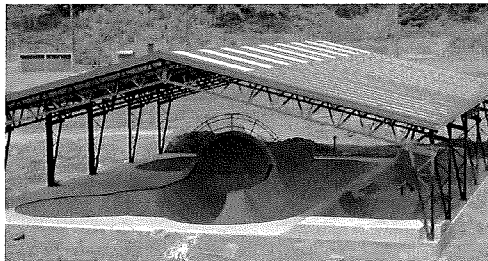
safe, legal places to skate are often good stewards of skateparks and can serve as a good role models for younger skaters.

J.2 Hire Reputable Skatepark Firms

Reputable skatepark firms should be hired as part of the team for design and construction of Seattle's skatepark system.

J.3 Cover Some Facilities

During the public process, the Task Force heard repeated requests for Parks to cover some of the facilities. This is an added expense and is not necessary for all the facilities, however it should be considered, at least in part, in future park design for the District skateparks. Also, a Regional skatepark should be at least partially covered, to maximize the investment by attracting users year round.



Covered Skatepark in Lincoln City, Oregon



The Pacific Northwest, despite the rainy climate, is famous for its skate friendliness. Seattle can enhance this reputation by creating a city where skateboarding is embraced and encouraged. This plan is a first step towards that goal.

“I think this is a really awesome and optimistic plan.”

- Citizen comment



APPENDICES

DRAFT

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Appendix A - Site Summaries

NORTHWEST RECOMMENDED SITES

SDOT Interurban Trail Project - SKATEDOT**Gray-to-Gray****Trail Characteristics**

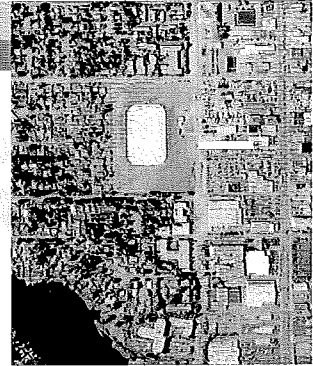
Bike and pedestrian path. Recently completed Pro Parks Levy project with green space and Interurban trail connection to Shoreline, room for skateable terrain

Adjacencies

Businesses, reservoir, housing, landscaping. This is a long trail with a multitude of uses running adjacent

Comments

There is support from the Bitter Lake community for Skatedots along the trail. Parks would need to coordinate work with SDOT.

**Sandel Playground - SKATEDOT****Gray-to-Gray****On-Site Uses**

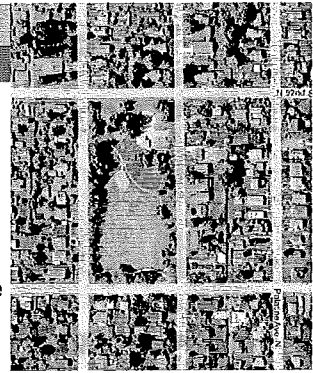
Play area, wading pool, basketball court, picnic area • Area under consideration is walkway through park

Adjacencies

Single family in each direction.

Comments

The limited public comment is not supportive of site, due to concerns about potential path user conflicts. There may be more support for a skatespot than for a skatedot. Converting the wading pool to a skatespot for the nine months of the year when it is not in use as a wading pool is another option. This area of the city has very limited opportunities for locations to site a skate facility, and this location can fill a hole in the geographic gap.

**Gas Works Park - SKATEDOT****Gray-to-Gray****On-Site Uses**

Play barn, under cover picnic area, trail winds through site, kite flying is popular • Area under consideration includes existing ramps, stairs and handrails.

Adjacencies

Gasworks Park is separated by a large parking lot and buffer of trees on the north side. The Burke-Gilman Trail, a pedestrian/bike path, runs just north of the park. Lake Union is adjacent in the other directions.

Comments

The area recommended is already skated and no major structural changes are suggested. The idea here is to make the area safer for skating, not to build a new facility. There is general support for the site. Friends of Gas Works Park expressed opposition to a structure at the play area. They are supportive of skateboarding in general, however.



Appendix A - Site Summaries

NORTHEAST RECOMMENDED SITES

Lake City Playground - SKATEDOT

On-Site Uses

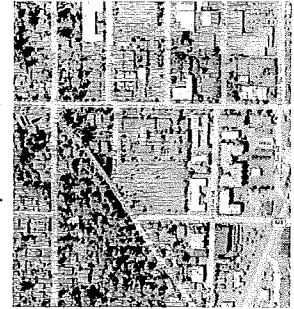
On-site uses: playarea, basketball court, picnic area, perimeter pathway • Allows for clear, passive observation • Safe & Secure for pedestrians and vehicle access • Visible area with moderate pedestrian traffic • Close proximity to single family housing

Adjacencies

Multi-family south and east, commercial area to east buffered by trees. Library, community center and school one block away across 125th.

Comments

Public comments generally oppose a skatespot at Lake City Playground; however, a small skatedot at this location can fill a hole in the geographic gap and provide an opportunity for skate boarding in the area. Other locations were suggested: next to QFC at N 127, and at the intersection of N 130 and N 1st.



Warren G. Magnuson Park - Bldg 2 - REGIONAL

Gray-to-Gray

On-Site Uses

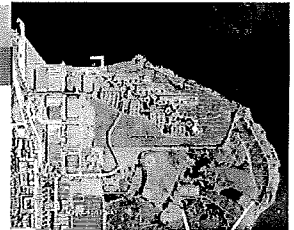
On-site uses: Bldg 2 currently used for indoor sports, but those activities are moving to the building just northwest. The Seattle Mountaineer organization is moving into the building just west of the site and building an outdoor climbing wall • Existing and growing sports complex • Room for concessions • Existing parking lot • Safe & secure for pedestrians and vehicular access • Good proximity to public transportation

Adjacencies

See above. East & South is park. West across 4 lanes of traffic and parking lot is multi-family.

Comments

Public comments were limited, but primarily positive. A few stated concern that the regional facility should be located toward the center of town for easier accessibility. However, this is the only site available that is large enough to support a regional facility.



Maple Leaf Reservoir - To Be Determined

On-Site Uses

SITE ACREAGE: 23.37 acres (does not include the acreage for Maple Leaf PF, which is adjacent)

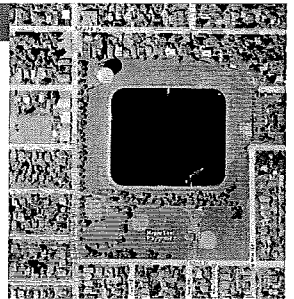
Site will be lidded in 2013 • No current plans for site • Site allows for clear, passive observation • Close proximity to public transit
Includes space for community viewing

Adjacencies

Single-family housing north and east. Maple Leaf Playfield and play area south, neighborhood commercial west.

Comments

There is general opposition from neighbors directly adjacent to the reservoir. Community response centers mainly around design issues. Citizens are concerned about the parking, lighting, and noise that a skate facility might generate. The site remains on the list because concerns can be addressed in the siting and design processes that will take place with the community.



NORTHEAST RECOMMENDED SITES

Northgate Park & Ride Lot - To Be Determined

Gray-to-Gray

On-Site Uses

SITE ACREAGE: 3.73 acres

Currently used as a Metro King County Park & Ride Lot • Future park site • Allows for clear passive observation • Safe & Secure for pedestrians and vehicular access • Good public transportation, including future light rail • Highly visible • High pedestrian traffic

Adjacencies

Multi-family west, north and east. Big box development (Target, Best Buys, GI Joe, etc.) south. Northgate Mall is one block south of development. Community center several blocks south

Comments

This site is currently a lit parking lot and therefore is considered a “gray-to-gray” opportunity. The site remains on the list due to a number of factors.

Most public comments support the site; however, there is a group opposed to locating a skate facility of any size on the site. Those opposed want passive green space. Those in support feel that the desire for green space and the desire for a skate facility can be accommodated by park design. The site is large enough to meet the desire to have green space and a skate facility.

This site is highly visible, located next to a commercial shopping district, and has high pedestrian and vehicular traffic. It is easily accessible by public transportation, including planned light rail. It is also an important site in meeting the goal of geographic distribution. The northern sector of the city has limited parks in which a skate facility is appropriate. A facility at Northgate could help fill the gap.

The Northgate Neighborhood Plan includes the following recommendation: I.G. 12.1 C. Active Park – on the existing Metro Park-and-Ride lot at Fifth Avenue NE. The City’s response was: The City is exploring purchase of King County’s 5th Avenue NE Park & Ride Lot for development of a park and possibly community facilities.

Funding for site planning and design will start in 2007/2008. A skatepark could be considered in future planning and design for park development if so desired by the community during the parking planning process public.



Roosevelt Reservoir - TO BE DETERMINED

On-Site Uses

SITE ACREAGE: 18.74 acres (not including acreage for Froula Park, which is adjacent)

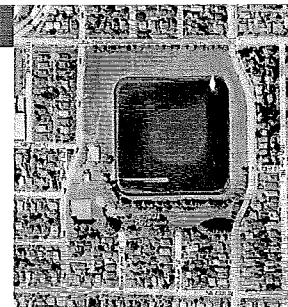
Site will be lidded in 2013 • No current plans for site • Site allows for clear, passive observation • Close proximity to public transit

Adjacencies

Single-family housing to east, west, & north. Froula Playground to the south

Comments

Public comments were limited and are split between positive and negative. The majority of concerns center around design and parking issues.



Appendix A - Site Summaries

CENTRAL EAST RECOMMENDED SITES

Eastlake & Allison - SKATEDOT

Gray-to-Gray

On-Site Uses

Paved Seattle Department of Transportation area under I-5 freeway

Adjacencies

I-5 Interstate directly overhead, heavily travelled arterials to north & south

Comments

There is overall general support for this site, with some concern expressed about ambient noise levels. This site would require coordination and approval for skate-able elements to be installed by Seattle Department of Transportation and Washington State Department of Transportation.



Garfield - Medgar Evers Pool - SKATEDOT

Gray-to-Gray

On-Site Uses

The top of the pool is the location under consideration and is already skated. There are engineering challenges to modifying the pool rooftop, which would be taken into account during the design phase. There is solid community support.

Adjacencies

High School south, community center and park north & east

Comments

There is overall general support for this site, with some concern expressed about ambient noise levels. This site would require coordination and approval for skate-able elements to be installed by Seattle Department of Transportation and Washington State Department of Transportation.



Judkins Park/ Judge Charles M. Stokes Overlook - SKATESPOT

On-Site Uses

Large park with basketball court, restroom, play area, picnic area, water feature • On pedestrian/bike path • Good proximity to public transit • Moderate pedestrian traffic

Adjacencies

Several ball fields north, multi-family east, single-family west, park continues south and east over I-90 lid to south

Comments

The community is excited about working together to determine the best location and to create a design reflective of the desires of the community. Some residents expressed limited concerns, mostly centered on loss of open space.



CENTRAL EAST RECOMMENDED SITES

Miller Playfield - SKATESPOT

On-Site Uses

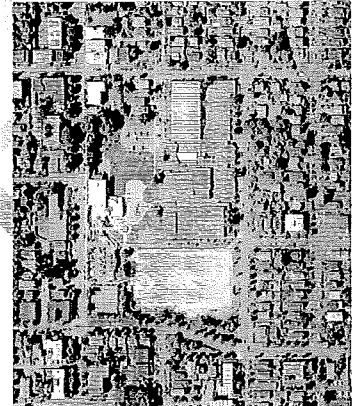
Play area, water feature, ball field, tennis courts, soccer field, community center • Good proximity to public transit • Safe and secure for pedestrians and vehicles • View into site obstructed from street level • Moderate pedestrian traffic

Adjacencies

Middle School to northeast, community center and ball fields south, housing to east across 4 lane arterial

Comments

This is a very active site and would help to serve this sector of the city. Limited public concern and support were expressed.



Pratt Park - SKATESPOT

On-Site Uses

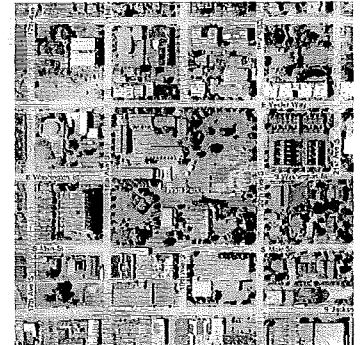
Play area, water feature, basketball court, picnic area, restrooms • Good proximity to public transportation • Safe and secure for pedestrians and vehicles • Moderate pedestrian traffic

Adjacencies

Multi-family to east & west, Pratt Fine Arts Center south, neighborhood commercial north

Comments

Parks received no written comments regarding this site. However, Parks did receive strong support from the neighborhood association, who invited a Parks representative to speak at a meeting regarding the prospect of locating a skate facility in the park.



Appendix A - Site Summaries

CENTRAL WEST RECOMMENDED SITES

Magnolia Playfield - SKATEDOT

Gray-to-Gray

On-Site Uses

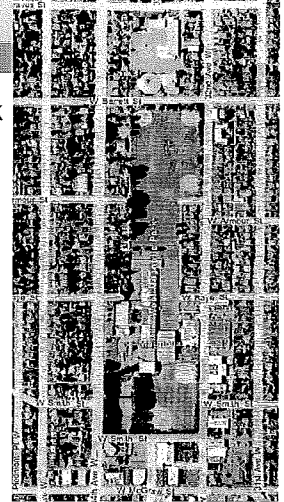
Community Center, outdoor pool, play area, ball fields, picnic area • Very active park
• Allows for clear passive observation • High pedestrian traffic • "Dot" suggested for pathway

Adjacencies

Community Center northeast, K-8 School to north, commercial business to east, multi-family south.

Comments

There is strong support from the neighborhood and Magnolia Advisory Council. The council is already fund raising. Pathway will need to be reconfigured to prevent ADA conflicts.



Myrtle Edwards Park - SKATEDOT

Gray-to-Gray

Trail Characteristics

Bike and pedestrian path along waterfront • "Dot" suggested for pathway

Adjacencies

Path runs adjacent to Puget Sound on the west, through industrial areas north & east, and meets the Sculpture Park on the south

Comments

There is general support, although there is some concern about potential path user conflicts. Pedestrians use the shore side path and bicyclists use the bike path. Conflict could be avoided by creating a small skatespot separate from the pathway.



SOUTHWEST RECOMMENDED SITES

Alki Beach - SKATESPOT

Gray-to-Gray

Trail Characteristics

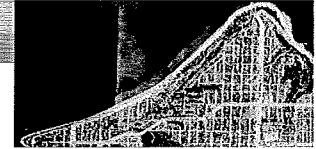
Existing pedestrian/bike pathway already skated

Adjacencies

Alki Beach, Alki Bathhouse, multifamily housing businesses

Comments

Alki is already heavily skated. There is general public support although there is some concern about potential path user conflicts. Skate elements should be placed in conjunction with the area currently skated around the renovated bathhouse.



Hiawatha Playfield - SKATESPOT

On-Site Uses

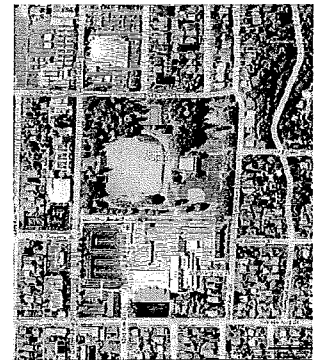
Play area, tennis courts, wading pool, sports field, restrooms, community center • Very active park • Heavily programmed • Highly visible area • Olmsted designed park and a Landmarked site

Adjacencies

Single family housing located on north & west side, lighted ball fields to south &

Comments

The site received general community support with limited concern. Friends of Seattle's Olmsted Parks conditionally support use of this site for a skate facility.



Delridge Playfield - SKATESPOT

On-Site Uses

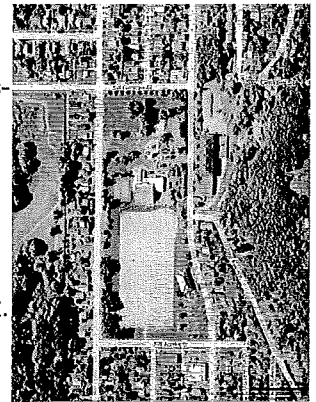
Play area, tennis courts, wading pool, picnic area, restrooms, community center • Active park • Allows for clear passive observation • Safe & Secure for pedestrians and vehicular access

Adjacencies

Single family housing located on north & west side, lighted ball fields to south & north

Comments

This is a heavily used park with great site amenities and room to include a skatespot. Public comments were mostly supportive, with some concern expressed.



Roxhill Park - SKATESPOT

On-Site Uses

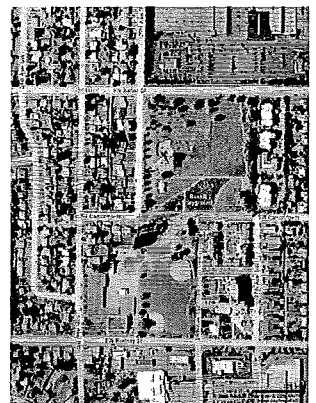
Play area, picnic area, restrooms, parking lot, practice soccer field • Allows for clear passive observation • Safe & Secure for pedestrians • High pedestrian traffic • Close proximity to public transit vehicular access

Adjacencies

Wetland restoration park project to east including Longfellow Legacy Creek Trail, single-family housing south and west, Target store and outdoor shopping mall north,

Comments

This site received solid community support. There was no opposition.



Appendix A - Site Summaries

SOUTHWEST RECOMMENDED SITES

West Seattle Stadium - DISTRICT

On-Site Uses

On site uses: Football stadium and public golf course • Impacts to residents minimal • Offers adequate separation from other facilities at site • Potential for near-by action sports • Possibility of lighting (stadium lighted) • Not easily observable/visible from street • Public transit moderate

Adjacencies

Golf course east & south, buffered multi-family west, track & stadium north

Comments

There is wide spread community support for this site.



High Point Playfield - DISTRICT

On-Site Uses

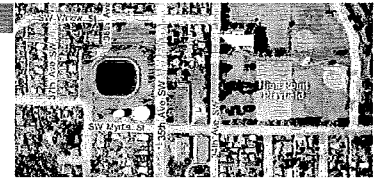
Lighted baseball and soccer field, play area, tennis courts, picnic area, rest-rooms, community center • Good proximity to public transit • Safe & Secure for

Adjacencies

Single family housing located on south & west side, community center north, Seattle Housing Authority multi-family (plans for redevelopment)

Comments

There is general support for this site with limited concern from adjacent residences. It is important to note that half the support comes from the skateboard community and half is from neighbors who do not want a skate facility located at Myrtle Reservoir, which is two blocks away. Those who oppose this site feel that High Point is an active park and should continue to be so, while Myrtle should be developed as a passive park.



Myrtle Reservoir - TO BE DETERMINED

On-Site Uses

SITE ACERAGE: 5.67 acres

Currently undergoing a lidding process • No current plans for site • Site allows for clear, passive observation • Close proximity to public transit

Adjacencies

Single-family housing located south, west, & north. East is heavy traveled 35th

Comments

There is strong opposition from neighbors directly adjacent to the reservoir. Most concerns center around design issues and perceptions of skate facilities as unsafe and attracting undesirable behavior. Citizens are concerned about the parking, lighting, and noise that a skate facility might generate. Most letters and e-mails suggested placing a facility at High Point Community Center instead.



SOUTHEAST RECOMMENDED SITES

Brighton Playfield - SKATESPOT

On-Site uses:

Lighted ball fields, play area, tennis courts, restrooms, • Allows for clear, passive observation • Safe & Secure for pedestrians and vehicle access • Visible area with moderate pedestrian traffic • Pro Parks Levy science project slated for 2007

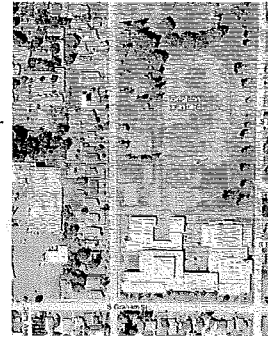
Adjacencies

Single family to east, west and north. Middle School to south.

Comments

There was little public comment on this site and it remains on the list to serve the southeast sector of the City.

A Pro Parks Levy project is scheduled in 2007/2008 to develop a science park in conjunction with the middle school. Skateboard elements could embrace physics components.



John C. Little Park - SKATESPOT

On-Site uses:

Several basketball courts, play area • Active park • Allows for clear passive observation • Safe & Secure for pedestrians and vehicular access • Good public transportation, including light rail • Park located in new dense SHA housing development

Adjacencies

Single and multi-family housing to east & west, park facilities to north & south

Comments

There was little public comment on this site and it remains on the list to serve the southeast sector of the City.



Genesee Playfield - DISTRICT

On-Site uses:

Lit soccer field, play area, dog off-leash area, restrooms • Safe & Secure for pedestrians and vehicular access • Large park, not heavily programmed, has expansion potential • Good visibility • Moderate pedestrian traffic visibility • Moderate pedestrian traffic

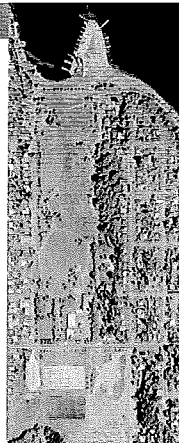
Adjacencies

Community Center to west, park area south, single-family housing north and east

Comments

Some members of the community feel that a location that meets the following criteria would be a better location for a skate facility than the area that was analyzed:

- Closer to lit soccer fields
- Across from park maintenance building
- West side of the Community Center – where the tennis courts are
- There are also significant geotechnical issues associated with portions of this Parks site since it is a former sanitary landfill



Rainier Beach Playfield - DISTRICT

On-Site uses:

Community Center with pool, baseball fields, play area, lighted tennis courts, picnic area, restrooms, parking lot • Good proximity to public transit including light rail which is under construction • Safe & Secure for pedestrians and vehicular access • New School on site

Adjacencies

Rainier Avenue runs east, community center to west, single-family to north

Comments

There was little public comment on this site and it remains on the list to serve the southeast sector of the City.



DRAFT

Appendix B - Citywide Skatepark Plan Resolution**Resolution Number: 30843**

A RESOLUTION relating to skateboarding in the City of Seattle; recognizing its importance as a healthy and popular recreational activity; establishing a skateboard advisory task force to develop a comprehensive citywide Skatepark Plan; and stating the City's resolve to establish a network of skateparks of various sizes.

Date introduced/referred: February 13, 2006 **Date adopted:** February 21, 2006 **Status:** Adopted **Vote:** 7-0 (Excused: Conlin, Licata) **Committee:** Parks, Education, Libraries and Labor **Sponsor:** DELLA

Index Terms: STATING-POLICY, RECREATIONAL-ACTIVITIES, PUBLIC-REGULATIONS, PARKS

Text

RESOLUTION _____

A RESOLUTION relating to skateboarding in the City of Seattle; recognizing its importance as a healthy and popular recreational activity; establishing a skateboard advisory task force to develop a comprehensive citywide Skatepark Plan; and stating the City's resolve to establish a network of skateparks of various sizes.

WHEREAS, the City of Seattle recognizes skateboarding as a healthy and popular recreational activity; and

WHEREAS, nationwide more than 11 million people from all ages and backgrounds participate in and enjoy skateboarding for recreation and sport, making it one of the fastest growing sports in North America which continues to gain popularity as a healthy activity; and

WHEREAS, studies have found that skateboarding is safer than soccer and baseball on an accident-per-participant basis; and

WHEREAS, skateboarding plays a key role in promoting physical fitness, self esteem, and a sense of belonging; and

Appendix B - Citywide Skatepark Plan Resolution

WHEREAS, studies have dispelled myths about skateboarding and skateparks, shown that skateparks do not contribute to serious crime, and found that integrating the park within the community is important for siting skateparks; and

WHEREAS, a lack of public places within the City of Seattle to skate has forced many skateboarders to occupy transitional spaces or public properties; and

WHEREAS, the City of Seattle through its Department of Parks and Recreation encourages healthy recreational activities and sports, and to the extent possible seeks to accommodate these activities and sports; and

WHEREAS, skateboarding requires ample terrain and facilities to appropriately accommodate this rapidly growing sport; and

WHEREAS, skateboarders, as the users of such terrain and facilities, should have sufficient opportunity to provide input and to participate in the siting and design of such terrain and facilities; and

WHEREAS, the City of Seattle seeks to gain the input and knowledge of skateboarders and other experts from the skateboarding community on integrating into the City's appropriate recreational infrastructures a network of skateparks of various sizes; and

WHEREAS, the City of Seattle through its Department of Parks and Recreation can serve its skateboarding community through appropriate planning; and

WHEREAS, the Department of Parks and Recreation's long term plans currently don't include skateparks, and only recently have begun planning for the development of individual skateboarding sites; and

WHEREAS, other local jurisdictions have benefited significantly from engaging stakeholders of the skateboarding community in a strategic planning process to map out a course for serving skateboarders; and

WHEREAS, decisions about where, how many, and what types of public skateparks would best serve the City of Seattle do require both consideration of a broad range of stakeholder perspectives, as well as decision making that is characterized to the greatest extent by objectivity and freedom from political pressures;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING THAT:

Section 1. The City of Seattle recognizes skateboarding as a underserved by the City's parks infrastructure. Therefore, the City shall develop a comprehensive skatepark system plan to address this growing demand.

Section 2. The City of Seattle hereby establishes a Skatepark Advisory Task Force (Task Force) to develop a recommended comprehensive Seattle skatepark system plan. The Task Force, with the assistance of a consultant and with staffing support from the Department of Parks and Recreation, is requested to carry out the duties defined below in the following sections. Upon completion of said duties, the Task Force shall dissolve unless otherwise authorized by future legislation. Meetings of the Task Force will be open to the public unless, had the Task Force been subject to Chapter 42.30 RCW, that law would not have required that the meeting or portion of the meeting be open to the public.

Section 3. The Task Force shall be comprised of the following: a citizen representative of the Department of Parks and Recreation's Skate Park Advisory Committee; two representatives of skateboarding and/or skatepark advocacy groups; a planning or landscape architecture professional; a representative of the Department of Parks and Recreation; a representative of the Department of Transportation; and five at-large members representing a variety of community perspectives. Employees of any government agency shall be non-voting, but otherwise fully participating members. The representatives of the Department of Parks and

Appendix B - Citywide Skatepark Plan Resolution

Recreation and of the Department of Transportation are to be selected by the Mayor or his or her designee. A Task Force chair and all other members of the Task Force shall be jointly selected by the Mayor and the Chair of the City Council's Committee on Parks, Neighborhoods and Education (PNE) or its successor.

Section 4. The Department of Parks and Recreation shall staff the Task Force and, subject to approval of the Chair of the PNE Committee, hire a consultant or consultants to work with the Skatepark Advisory Task Force. A member or a designee of the City Council's PNE Committee and two representatives from the Task Force shall participate in the development of the consultant Request for Proposals (RFP) process and in the consultant selection process.

Section 5. The consultant(s), working in conjunction with the Skatepark Advisory Task Force and the Department of Parks and Recreation, shall develop a proposed plan for building a citywide network of safe and accessible skatable terrain and skateparks. The consultant(s), Task Force and the Department of Parks and Recreation shall work together to exchange appropriate information pertinent to developing a proposed plan.

Section 6. Any recommended plan forwarded for Council approval and adoption for a Seattle skatepark system shall include:

- a) the establishment of skatepark siting criteria (using existing data from studies such as Portland's The Urban Grind, Skateparks: Neighborhood Perceptions and Planning Realities);
- b) identification and recommendations on a range of types and sizes of skateparks to be built;
- c) an assessment of the current supply of Seattle skate facilities, including an evaluation of the functionality of existing facilities and how these facilities meet skaters' (of all skill levels) interests, and where improvements may be desired;
- d) an evaluation of the overall demand for skateparks in Seattle and in specific neighborhoods of Seattle;

- e) identification of neighborhoods and other parts of the city that lack skate facilities or terrain;
- f) identification of parks, other potential city property, Port of Seattle property, and/ or Seattle School District property that may be functional for the development of skateparks;
- g) estimated projected costs for the development of a Seattle skatepark system, including cost estimates for development of individual terrain or facilities;
- h) identification and evaluation of potential funding sources; and
- i) a proposed development timeline including significant phases, milestones and a prioritization of projects suitable for funding and development.

The planning process shall include and be based upon outreach to appropriate community and district Councils, schools, youth recreation organizations, chambers of commerce and other neighborhood-level support organizations.

Section 7. The Skatepark Advisory Task Force and consultant(s) shall jointly provide and present a draft proposed plan to the Council's PNE Committee for review and comment on the draft plan. After the Task Force reviews comments from the Council's PNE Committee, the Task Force and the consultant shall jointly provide to the Board of Parks Commissioners a proposed plan no later than December 15, 2006. The Executive shall present a final proposed plan by January 31, 2007 to the City Council for possible adoption.

Section 8. Adoption of this resolution and support for the establishment of a plan for a Seattle skatepark system shall not delay or halt existing efforts to plan, design and construct skateparks in Seattle. In proposing funding for the 2007-2008 Biennial Budget, the Superintendent may make recommendations to the Executive for the implementation of phases of a proposed skatepark plan. These recommendations may be implemented as part of the Department of Parks and Recreation's future Capital Improvement Plan and related budget, which will be proposed by the Mayor and considered by City Council.

Appendix B - Citywide Skatepark Plan Resolution

Adopted by the City Council the ____ day of _____, 2006,
and signed by me in open session in authentication of its adoption
this ____ day of _____, 2006.

President _____ of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2006.

City Clerk

(Seal)

TMWN/SM

skatepark_reso_v10.doc

February 1, 2006

version #10

Appendix C - Parks Skatepark Policy

Department Policy & Procedure

City of Seattle



Subject: Skateboard Park Policy	Number 060-P 7.18
	Effective August 14, 2003
	Supersedes N/A
Approved: <i>Ken Bowls</i>	Department: Parks & Recreation
Page 1 of 3	

1.0 PREFACE

Seattle Parks and Recreation recognizes skateboarding as a healthy and popular recreational activity and a legitimate use to be accommodated in the parks system. The Department seeks to develop skateboard parks at selected sites in the city to serve a variety of skill levels.

2.0 PURPOSE

To create a policy, general criteria and guidelines for the development and operation of skateboard parks in Seattle parks.

3.0 ORGANIZATIONS AFFECTED

3.1 Seattle Parks and Recreation

3.2 Seattle park users including members of the skateboarding community

4.0 REFERENCES

4.1 Seattle Park and Recreation Plan 2000

4.2 Public Involvement Policy for Proposals to Acquire Property, Initiate Funded Capital Projects, or Make Changes to a Park or Facility 060-P1.9.2

5.0 POLICY

5.1 It is the policy of Seattle Parks and Recreation:

5.1.1 To seek public input on the development and operation of skateboard parks in a manner consistent with Reference 4.2.

5.1.2 To develop publicly-owned skateboard parks in the City of Seattle consistent with Reference 4.1. Generally, skateboard parks should include components that serve a variety of skill levels. Skateboard parks that serve specific skill levels can be considered in the context of the site.

Appendix C - Parks Skatepark Policy

6.0 SITING CRITERIA

- 6.1 Skateboard park sites should consider adjacent uses and potential noise impacts. Sites should be selected where impacts to surrounding neighbors can be minimized and mitigation measures can be maximized.
- 6.2 Different considerations may apply for sites that serve specific skill levels. The following does not preclude consideration of site specific features that may be appropriate depending on the skill level including fencing, lighting, community-generated art, etc.
- 6.2.1 Skateboard park sites should:
- be developed as part of a larger park space that provides other park amenities.
 - be located to provide maximum visibility in and through the skateboard park area.
 - be located near public transportation (i.e. bus routes).
 - have a code of conduct.
- 6.2.2 Ideal skateboard park locations would include:
- spectator accommodations (i.e. seating and/or viewing area).
 - community generated art.
 - a drinking fountain.
 - a bike rack.
 - restroom facilities within the park.
- 6.3 The department will seek to distribute facilities throughout the City, with the goal of providing at least one skateboard park in each quadrant of the City, and generally will not seek to develop skateboard parks as stand alone facilities.

7.0 SKATEBOARD PARK DESIGN AND CONSTRUCTION

- 7.1 Skateboard-park design will be created through a public involvement process consistent with the Department's existing Public Involvement Policy.
- 7.2 Skateboard-park design will be consistent with any applicable Department design standards.
- 7.3 The Department will use consultants/designers who have experience in the design of skateboard parks.
- 7.4 Skateboard parks may be designed and then constructed in phases.
- 7.5 Design and materials selection will consider available products which mitigate ongoing maintenance costs, aid in noise reduction and increase safety.
- 7.6 Design elements within the park should be spaced so participants can maneuver and recover without interfering with other users or another element. Also elements requiring different

skill levels should be situated so that users of different levels do not interfere with one another.

- 7.7 The Department will provide signage as to the specific rules of conduct for each skateboard park. Signage may include hours of use, recommendations for helmets and padding, prohibition of other uses such as in-line skates or bikes, presence of supervision, etc.

8.0 SKATEBOARD PARK MAINTENANCE AND OPERATIONS

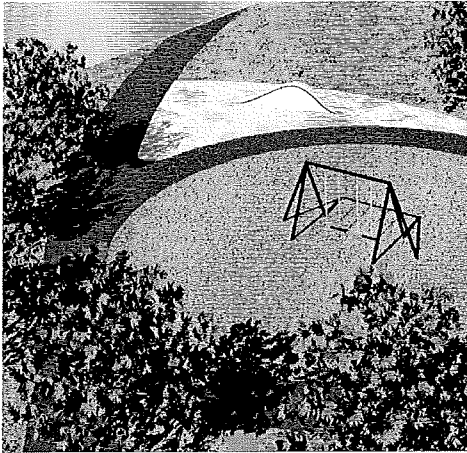
- 8.1 The Department will consider contracting with a qualified organization to operate and maintain skateboard parks.
- 8.2 A fee may be charged at some facilities for special events.
- 8.3 No amplified music will be played at the facilities unless permitted for a special event.
- 8.4 Use of skateboard parks will not be directly supervised by Park and Recreation staff.
- 8.5 Use of skateboard parks by in-line skaters will be permitted when the Department determines such uses can be safely accommodated. The Department may limit non-skateboarding use of the skateboard parks.

DRAFT

Appendix D - "Skateable City" by Matt Johnston - Drafted August 2005

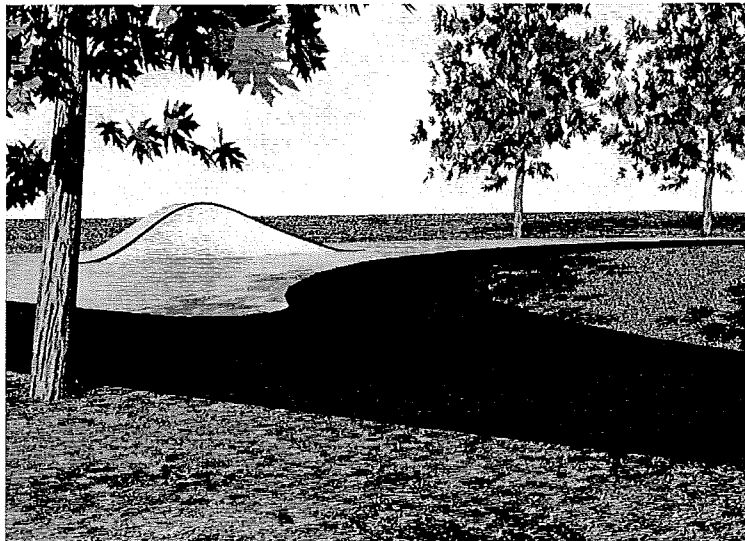
Integrated Skateable Terrain in Seattle

The Vision



As much-needed major skatepark construction continues in our large regional parks, this initiative seeks to seamlessly integrate more skateable terrain into smaller neighborhood parks, creating a complementary network of "skatespots" and "skatedots" for the public to enjoy. The design shown in these pictures is a simple cement pad with a raised embankment upon which skateboarders, roller skaters, rollerbladers and razor scooter enthusiasts could practice their craft and improve their skills next to other types of playground equipment, creating a supportive, low-maintenance public space for skating.

Considering skating in existing and new parks and proposed park upgrades will add appropriate, site-specific, skateable terrain to our city. Skate advocates could help design the layout of walkways, assist with bench placement, identify prime locations for skating, and suggest ways to avoid conflicts between skaters and other park users.



The Rationale

Supports the transient nature of the skating activity. Imagine kids stopping at 5 different spots along a "circuit" or "skate trail" of spots, visiting with friends, grabbing some food, picking up people along the way, and getting out into the world, which is more true to the nature of skating than all climbing into a designated hole in the ground for a few hours, launching off grocery store loading docks next to smelly dumpsters, or driving to a distant roller rink. Expanding the "park" into the city-at-large is an overdue idea and more conducive to growth and sustainability. Features can be upgraded and added with comparably low amounts of effort and expense.

Appendix C - "Skateable City" by Matt Johnston - Drafted August 2005

Acknowledges that skating is everywhere. Skateboarding is not a crime and should be encouraged in appropriate public spaces through landscaping features that can be used by skaters. In contrast, the landscape of areas where skating is inappropriate should be designed to deter it. Because the law has not required park planners to consider the impacts of their landscaping or development practices on skating, or of future skaters on proposed parks or buildings, the sport of skateboarding itself grew and flourished in a concrete environment where stairs, banks, ledges, loading docks, etc. on both public and private property were the de facto skatedots of choice. This initiative gives park designers an opportunity to direct the skating activity that's already happening into loosely defined areas that are clearly superior for skating. 78% of skateboarders consider themselves "street skaters" and yet there are very few places for them to legally skate.

Integrates skating with other disciplines. If neighborhood-level skate advocates are able to work with other community leaders who advise the Parks Department about new park features, they have an opportunity to educate all parties on the positive aspects of incorporating and integrating skating into the urban landscape. This would help the public understand skating, might actually help get more skateparks built, and would help the skate community connect with the people responsible for sculpting our cityscape. The skating community would have an opportunity to learn from these other disciplines as well, opening up new avenues and ideas.

Focuses effort. Including skating features with general construction guidelines gets more skateable terrain in less time, with less effort. We're finding that the process is grueling and seems to be equal whether or not you're trying to lobby for a 20K sq. ft. park or a single banked ledge with a granite cap in the corner of an existing park. Skateboard supporters should not have to canvas the community with petitions in order to have a place to enjoy their sport. Integrated skate features would look just like other park features, and in some cases would be even more aesthetically pleasing. Park users and citizens would not perceive the skate features as "issue worthy" as they would be unassuming and well integrated into the surrounding environment.

Broadens the skatepark design/build industry. This initiative would encourage commercial development of skate-friendly structures like benches, parking blocks, barriers, bus stops, mailboxes, etc. Skate representatives would be needed for sitting on design committees, in meetings, and on site, which would bring more diversity to the process. Again, this is all tied into the idea of removing some of the insulation around skatepark design and construction. Integrating skateable terrain into existing and new parks could be a great "ramp up" for a Parks Dept. staff who is tasked with understanding and creating facilities for skaters. It could also be a great way to integrate skating as an acceptable park activity, making it as commonplace as kids playing on a swing set or two people playing chess.

Some Next Steps

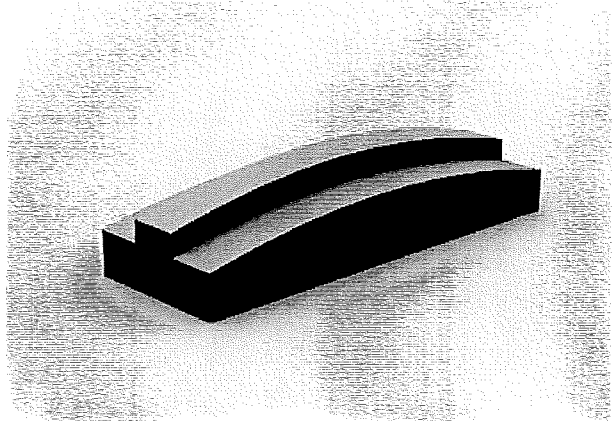
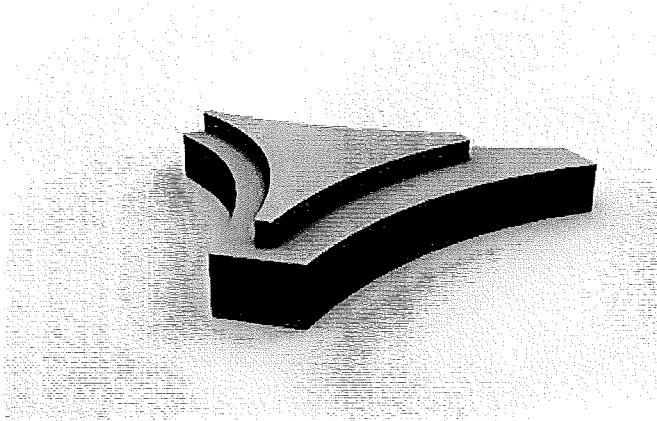
Identify some sites. Verify initial administrative details with Parks management, then add descriptions and support for proposed sites

Study the sites, design them.

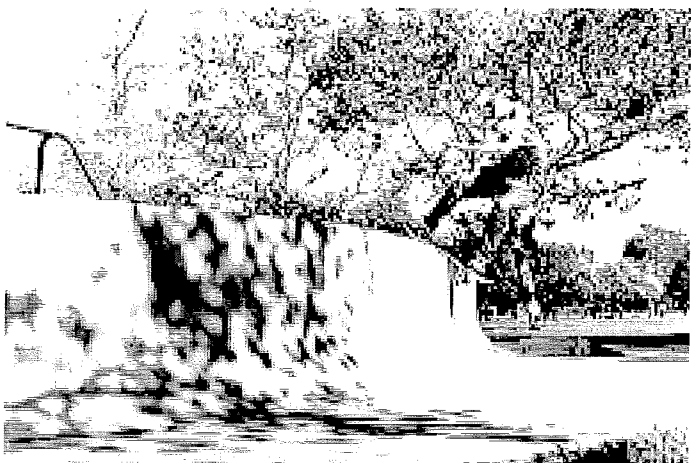
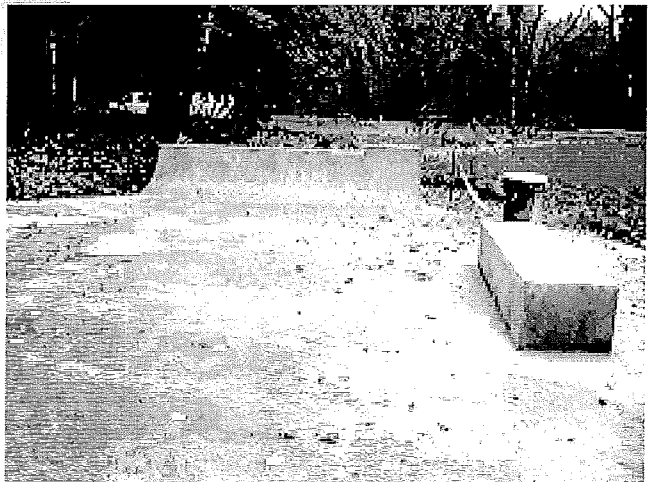
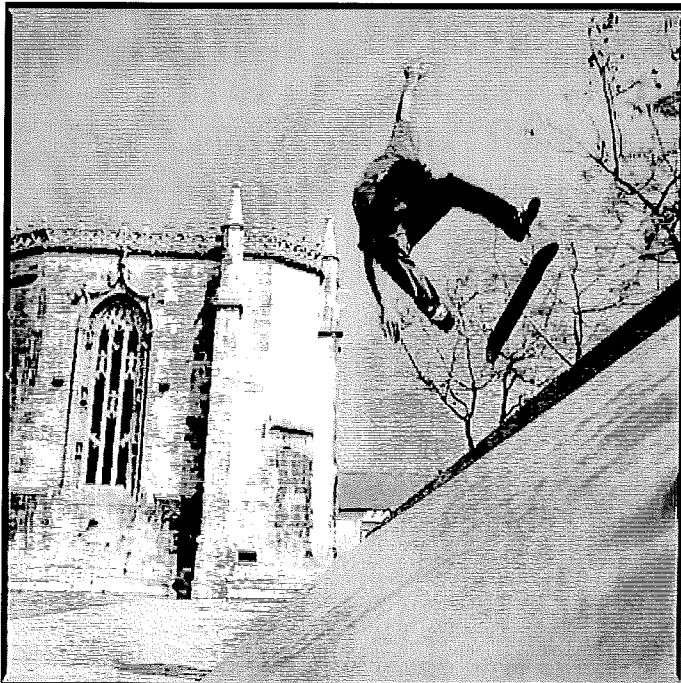
- Look at unofficial spots that already attract skaters and the possibility of "legitimizing" them with sanctioned upgrades
- Investigate public art programs that could help provide inspiration for funding and placement
- Explore the Parks Dept's ability to work with DPD and other city agencies responsible for core infrastructure and general construction projects
- Determine what type of spots are needed and how multiple spots can be complementary, ie: the "skate trail"
- UW may teach a skatespot design class during Spring or Summer quarter 2005, wherein students will design skatespots on the sites identified by Parks.
- Prior to this, members of the SPAC might also seek design help for specific sites from professional resources in the community at-large. The goal is to have a clear initial picture of the proposed skatespot that can be used as a focal point for public outreach, detailed design, and fundraising.

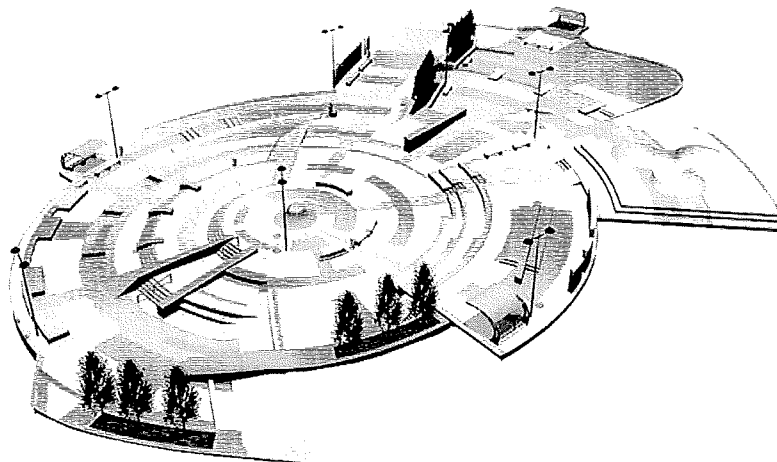
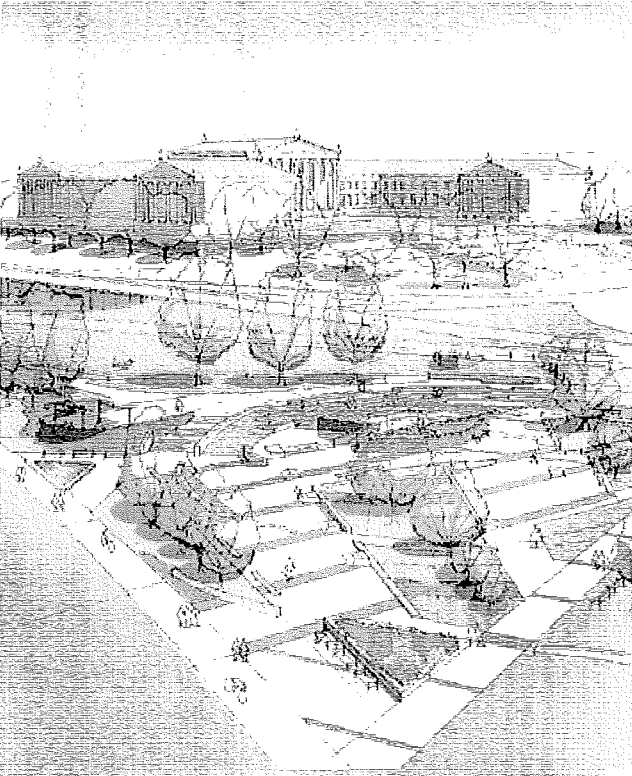
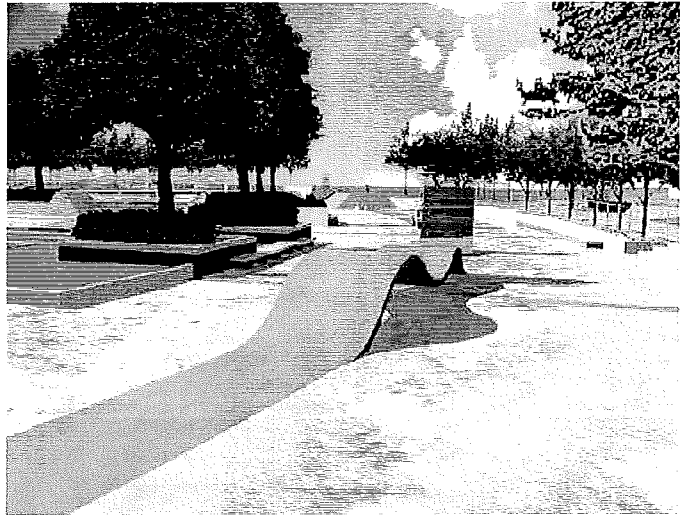
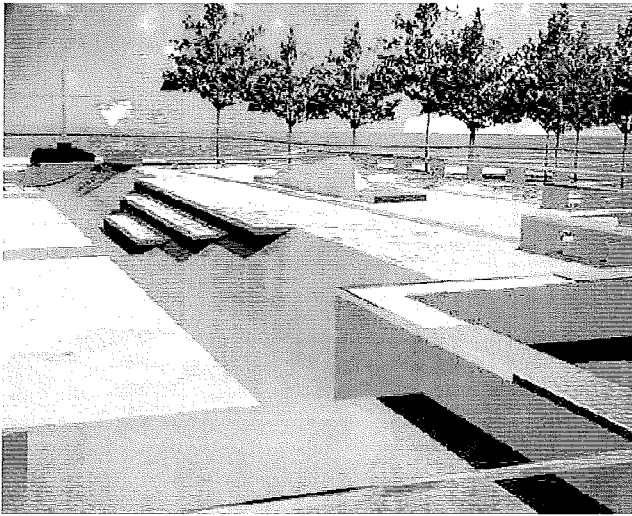
Examples

Below and on the following page are some additional examples of real and imagined skatespots, skatedots, skateplazas and skateable art features.



Appendix - "Skateable City" by Matt Johnston - Drafted August 2005





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Appendix E - Community Outreach Details

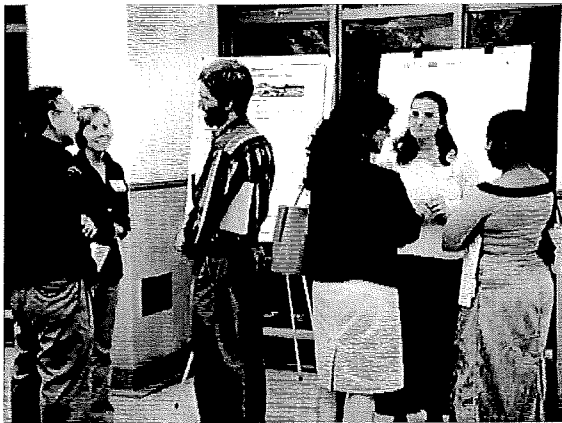
Summary of Public Outreach – Citywide Skatepark Planning Process Update to the Board of Park Commissioners August 1, 2006

Below is a summary of public outreach for the Seattle citywide skatepark plan during the period March 2006 through July 2006.

Skatepark Advisory Task Force

The Mayor and City Council appointed members to the Skatepark Advisory Task Force, which holds regular meetings. The agendas and meeting summaries are posted on the webpage, and the meetings are open to the public.

Citywide Public Meetings



In June 2006, the Skatepark Advisory Task Force and Seattle Parks and Recreation hosted three public meetings and one open house, with more than 100 community folks participating in the public meetings alone, to comment on and review draft skatepark siting criteria, skateboard facility typologies, and to nominate possible locations to be included in the Citywide Plan.

Rainier Community Center, June 14

Meetings were held on:

- Wednesday, June 14, Rainier Community Center
- Thursday, June 15, Southwest Community Center
- Saturday, June 17, Green Lake Public Library
- Saturday, June 24, Ballard Commons Park

Mailings and Flyers

Parks distributed packets of flyers to every single Seattle Library branch, Parks Community Centers, and Department of Neighborhoods service centers.

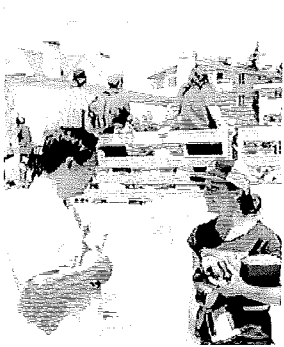
In addition, flyers were mailed to:

- Department of Neighborhoods list of residential groups, business groups and district councils
- Those who had expressed an interest in skateboarding issues and interest groups, including citizens involved in Dahl Playfield, Ballard Commons Park, Elliott Bay/Seattle Center, and Lower Woodland sites,
- Parks Associated Recreation Council representatives

Task force members distributed flyers to local skateboard shops.

Parks Superintendent Ken Bounds included an article in the "View from Denny Park," which is distributed to an e-mail list and posted on the Parks webpage.

Appendix E - Community Outreach Details



Councilmember David Della included items about the public process in his e-mail newsletters.

Councilmember Della at the June 24 Open House at Ballard Commons Park

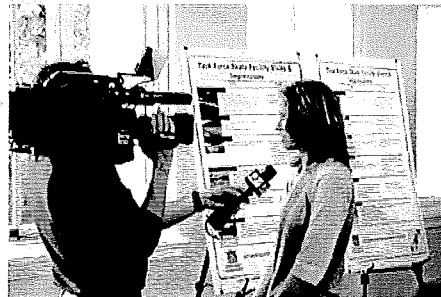
Web

Parks staff created a webpage about the Citywide Skatepark Planning Process and have provide ongoing information, including draft criteria, a Power Point presentation, and meeting updates.

Meeting information was posted on the City of Seattle and Parks event calendars on the web.

Media

Extensive press coverage resulted from two press releases, and phone calls and e-mails from Parks staff and task force members.



KCPQ-TV at Green Lake meeting, June 17

Media coverage included:

- Seattle Times article and calendar item
- Seattle PI article, also carried on MSNBC website
- Daily Journal of Commerce article
- KOMO 1000 radio, KOMO-TV, KING-TV and webpage, KCPQ television, KUOW radio
- Seattle Channel televised a news brief and posted an article on their website
- Front page articles with photographs in the following neighborhood newspapers: Queen Anne News, Magnolia News, Ballard News Tribune, North Seattle Herald-Outlook, West Seattle Herald
- Front page article in the Beacon Hill News and South District Journal
- UW News Lab reporter attended June 24 open house
- Calendar item in the Skanner, and article with photos in the Journal Extra

Neighborhoods

The Department of Neighborhoods included an item in their monthly calendar and an article with photographs in their newsletter. As noted above, many neighborhood newspapers ran articles and calendar items.

Through this outreach, and as a result of direct contact from Parks staff and task force members, numerous local groups posted the meeting information on their list-serves and webpages including:

- Capitol Hill Community Council
- Capitol Hill Neighbors—community news

Morgan Junction Community Association
Groundswell NW newsletter and e-mail
All Seattle PTAs
Fremont Neighborhood Council
Lake Union District newsletter
North District newsletter
Bradner Gardens
Green Lake Community Council
Wallingford e-news
West Seattle blog
Seattle Parks volunteer coordinators to their volunteer groups.

E-Mails and Websites

Skateboard interest groups posted information in e-mails, webpages or other outreach including:

Parents for Skateparks
River City Skatepark,
Skate Like a Girl
Boarders 4 Parks

Signs

Laminated signs with meeting information were posted at existing skateboard facilities, including Marginal Way, Ballard Commons Park and Seattle Center.

Briefings

Parks staff and/or task force members have briefed the following groups:

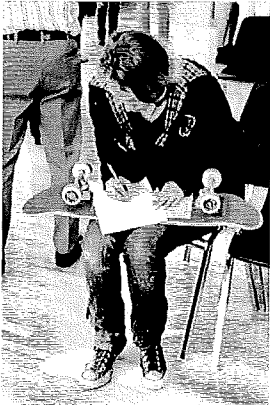
Friends of Seattle Olmsted Parks
Seattle Parks and Open Space Advocates
Seattle City Council PELL Committee (shown on Seattle Channel)
Seattle School District
Board of Park Commissioners
Skateboard Park Advisory Committee
Parks Operation and Recreation Managers
Parks Planning and Development staff, Planning Unit, Pro Parks Unit, Acquisition Unit and Engineering Unit.

- Task Force members are currently attending and offering briefings at meetings of each District Council.
- Department of Neighborhoods District Coordinators will be briefed in early September.
- Briefings to the Seattle Community Council Federation and Laurelhurst Community Club are pending, dependent on their interest.

Appendix E - Community Outreach Details

Summary of Public Outreach – Citywide Skatepark Planning Process Second Set of Public Meetings October, 2006

Following the June public meetings and open house, the Task force drafted site selection criteria for potential new skateboarding facilities. The Task Force then applied the criteria to the sites suggested by the public at the first round of meetings, and proposed a list of locations that met the criteria.



The draft list of proposed locations was publicized, with over 250 citizens attending three public meetings in October 2006 at Delridge Community Center, Garfield Community Center and Northgate Community Center to provide comments and feedback.

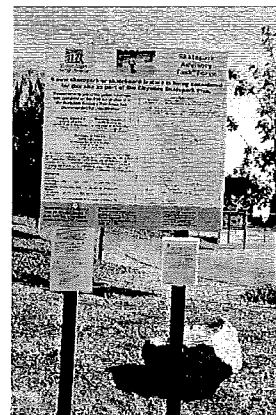
In addition, approximately 300 citizens have provided input through e-mails, phone calls, letters and via comment forms distributed at the public meetings.

Participant filling out a comment form at the Northgate public meeting.

Outreach for the October meetings was particularly directed to the communities surrounding the 30 proposed sites. Prior to the October public meetings, Task Force members attended and briefed the 13 Neighborhood District Councils throughout the city on the status of the project and heard community comments. Upon request, Task Force members also attend a variety of additional neighborhood meetings.

Signs: Signs were placed at all of the proposed locations on Parks-owned properties. The signs varied from 2'x3' to 4'x4' and many sites were posted with two signs. The signs also included letter boxes with flyers about the proposed locations and the October public meeting information. In addition, smaller laminated signs were posted at existing skateboard facilities, including Marginal Way and Seattle Center.

Key information was translated into Spanish, Chinese, Vietnamese and Amheric and these translations were also posted on a number of the signs.



Mailings: More than 50,000 flyers were sent to carrier mail routes surrounding each of the proposed locations. Flyers were also sent to a database of citizens, including those who had been involved in earlier skatepark discussions or projects.





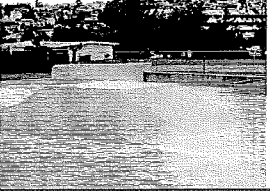

Media: As in the spring, the media provided extensive coverage, including: Seattle Post Intelligencer, the Seattle Times, the Daily Journal of Commerce and the West Seattle Herald: several carried articles and a map of proposed locations. Radio and television coverage included KIRO, KING, KUOW, KONG.

Newsletters and List-Serves: As in the spring, the public meeting notices were carried in the Department of Neighborhoods calendar, Ken Bounds' View from Denny Park, and in many community list-serves, including Groundswell NW, GAIN, and Capitol Hill.

Webpage: The map of the proposed sites and the meeting locations and other information was kept up to date on the Citywide Skatepark Plan webpage.

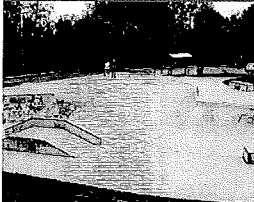





Appendix F - Task Force Skate Facility Visits

Task Force Skate Facility Visits

	Pros	Cons
<p>Ballard</p>  <ul style="list-style-type: none"> • Highly visible, centralized park setting. • Really like the siting - Right across the street from business, the library and neighborhood service center. • Soooo much more attractive as an integrated piece of a grassy spot for the entire neighborhood. The previous bowl was rather imposing with its high fences and lack of passive observation areas. • Smell of QFC's dumpsters is unfortunate. 		<ul style="list-style-type: none"> • Too small a footprint to serve more than a single function – one user at a time – transition based park. • No room for street skating. • Insufficient beginner elements.
<p>Lower Woodland</p>  <ul style="list-style-type: none"> • Super integration with other active uses, fair accessibility and parking. • Lots of promise. • Good siting. Wish it was going to be bigger! 		
<p>Marginal Way</p>  <ul style="list-style-type: none"> • The best case scenario for an adult based, do-it-yourself effort reclaiming otherwise abandoned industrial space. 		<ul style="list-style-type: none"> • The worst-case scenario for a publicly created and administered facility intended to foster use by a broad demographic of users. • Inaccessible, out of sight, noisy, no amenities of any type. • A prime example of the exact types of sites that skaters are forced to develop when there is no enlightened municipal planning process in place for siting. • The initiative is obviously there, but really terrible site conditions, with the exception that it's covered. If I had kids, I'd be scared to death to have them in that environment.
<p>Burien</p>  <ul style="list-style-type: none"> • Very well integrated neighborhood park fronting on residential property, parkland, and a neighborhood center. • Lots of great foot traffic and complimentary active uses. • A vital gathering place for kids • Really great siting. One of my favorites of the tours. • Right next to the community center, basketball courts, picnic area, park access and pathway go right up to, and through the skatepark. • Plenty of space and flow for multiple users. • Single family homes across the street! 		
<p>Des Moines</p>  <ul style="list-style-type: none"> • One of the most beautiful and positive locations for a skatepark. • Integrated into an active use park, across from a police station, surrounded by green and enjoying a majestic view of the Puget Sound. • Good siting 		<ul style="list-style-type: none"> • Incidentally happens to be one of the most poorly designed and constructed skateparks in captivity. • Poor construction. • Testimony to the need for a qualified skate builder.
<p>Renton</p>  <ul style="list-style-type: none"> • Really nice location – tucked near lots of active use and a library, central and accessible. A little close to the freeway and a railway line, but not so close as to be objectionable. • Absolutely fabulous!!! My favorite site. Loved watching the parents sitting on benches watching their kids do these amazing tricks • Seemed to provide elements for every skill level. 		

Appendix F - Task Force Skate Facility Visits

Task Force Skate Facility Visits

	Pros	Cons
 <p>Kent Clover</p> <ul style="list-style-type: none"> The metal artwork is great 		<ul style="list-style-type: none"> What could be a positive, green, and pleasant location is undercut by a lack of accessibility and visibility. Separated from an active use park by a busy 4 lane arterial without any safe pedestrian access. Otherwise a nice space for a modest skatespot. Siting is terrible from an access and visibility perspective.
 <p>Kent Dent</p> <ul style="list-style-type: none"> Lots of expansion space and good frontage on a running path and greenbelt. Original artwork is very cool 		<ul style="list-style-type: none"> Adjacency to prison and overall industrial and out-of-the way feel makes site less than humane. Lots of efforts to incorporate community art are offset by a very poorly designed park. Being right next to the prison was disconcerting. Terrible layout - not enough flow space between elements and an overall lack of any challenging elements (except for the in-line skaters present)
 <p>Shoreline</p> <ul style="list-style-type: none"> Super example of a neighborhood based skatepark that is well integrated with both active uses and passive observation area. Close to, but well separated to adjacent homes by effective use of grading. Nice siting, good kids spot. 		<ul style="list-style-type: none"> I did hear some comments from skaters who said it wasn't designed that well, maybe too much flat space, not enough thought to transition.
 <p>Mill Creek</p> <ul style="list-style-type: none"> Great access to amenities. Nice siting, right across the street from single family residential, next to an amazing baseball field, stands, picnic tables and concession stand w/ bathrooms. 		<ul style="list-style-type: none"> Could be a super integration with surrounding active and passive uses, but for an aggressive separation between the skatepark and other users with chain link fence. Insufficient parking. Too small a footprint for the features planned, impairing usefulness of site. Didn't need the chain-link fencing. Only about half of the park was being used, due to inappropriate layout and flow problems.
 <p>Woodinville</p> <ul style="list-style-type: none"> Great integration with climbing wall, amenities, graffiti wall, etc. Close to a school in a pleasant wooded environment. The most active site we visited. Mix of boarders, bmx and in-line skating Liked having the play area, graffiti wall and concession stand/ bathrooms right there. Definitely could be expanded. 		<ul style="list-style-type: none"> A little too close to the freeway to be optimal. High usage despite design problems. Space seemed very tight and we witnessed several crashes between different users, but folks didn't seem to mind.
 <p>Mukilteo</p> <ul style="list-style-type: none"> Amazing layout, awesome kids skating! Overall siting problems (tucked between two parking lots and the backs of two concrete buildings) offset by private management by adjoining YMCA, permanent supervision, world-class skatepark, and aggressive programming designed to maximize accessibility to a broad demographic. I liked the fact that the Mukilteo site had hours for specific age groups - I think this would be important for the management of the larger skate parks. 		<ul style="list-style-type: none"> Siting should have been in the front of the YMCA instead of shoved to the back.

Appendix G - Seattle Neighborhood Demographic Maps

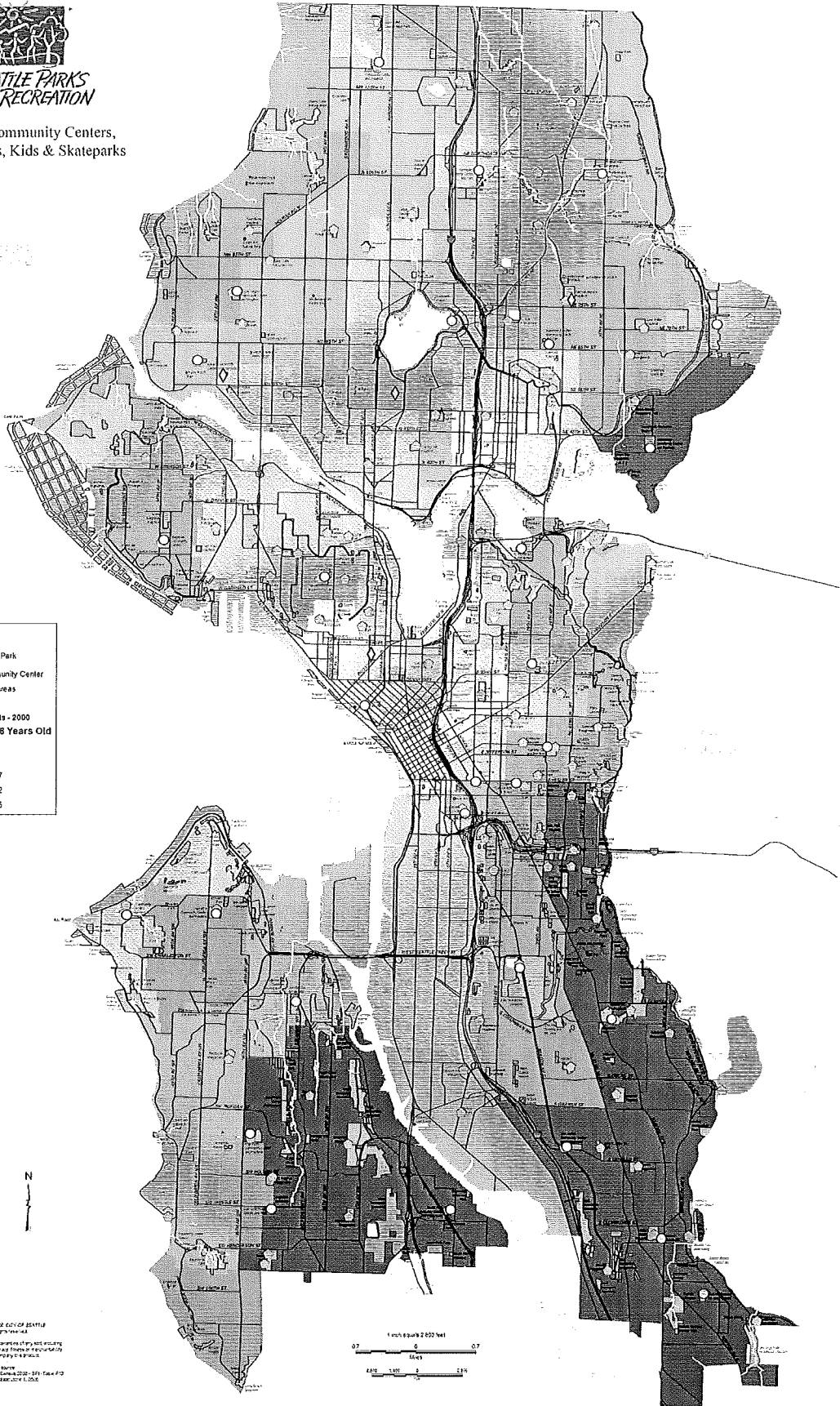
SEATTLE PARKS AND RECREATION
 Parks, Community Centers,
 Play Areas, Kids & Skateparks

Legend

- ◆ Skate Park
- Community Center
- ⊕ Play Areas
- ⊞ Park

Census Tracts - 2000
 % Under 18 Years Old

- 0 - 5
- 6 - 12
- 13 - 17
- 18 - 22
- 23 - 35



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 as to the accuracy of the information
 presented on this map.

Date: 06/08/06
 06/08/06 09:00 AM
 06/08/06 09:00 AM

Se 1. Project 1057 Census Maps (06/08/06) 22031.mxd

Appendix G - Seattle Neighborhood Demographic Maps



Parks, Community Centers,
Play Areas, Kids & Skateparks

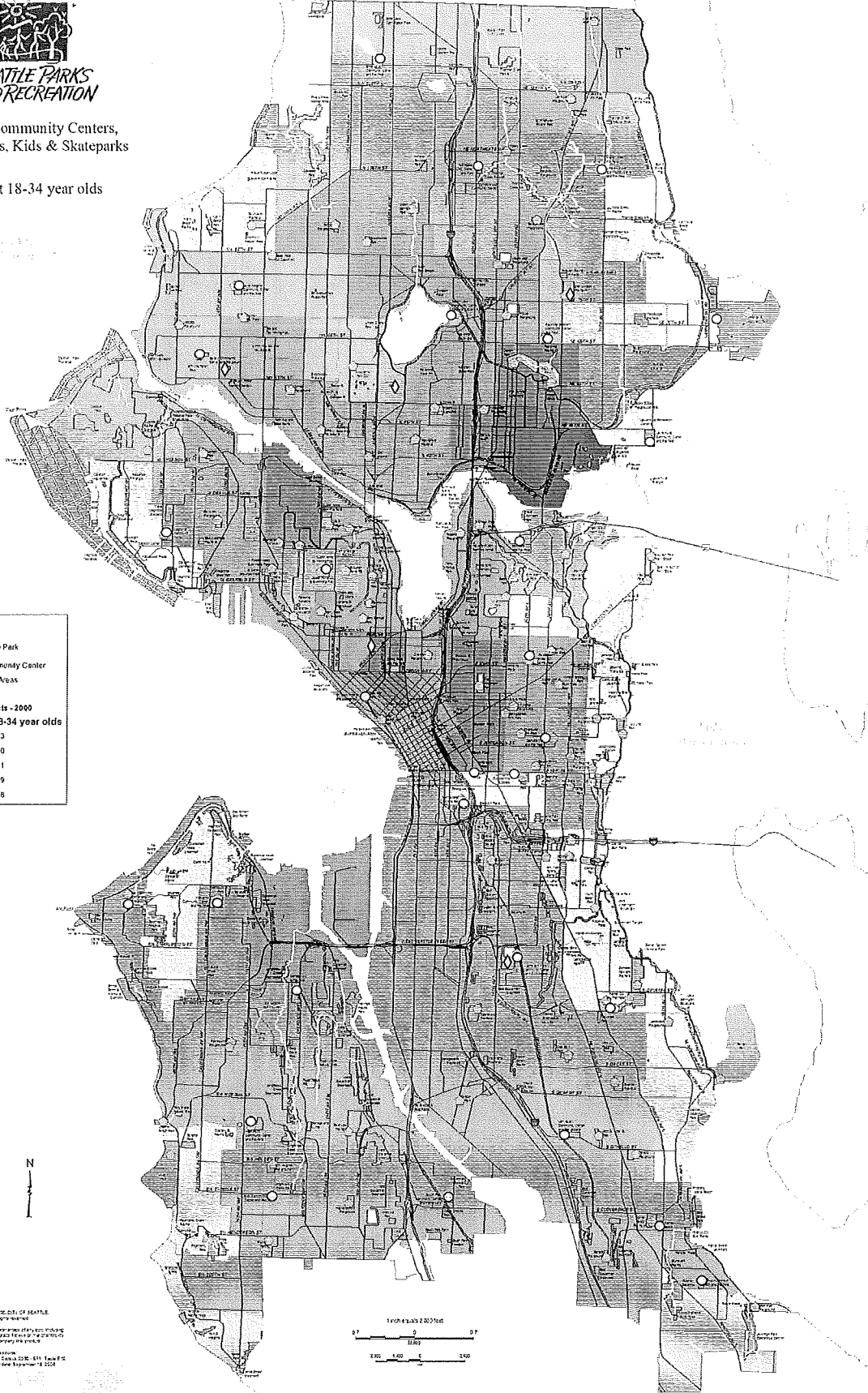
Percent 18-34 year olds

Legend

- ◆ Skate Park
- Community Center
- ⊕ Play Areas
- ⊞ Park

Census Tracts - 2000
Percent 18-34 year olds

14 - 23
24 - 30
31 - 41
42 - 59
60 - 88



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4010 15th Ave NE
1000 WASHINGTON STATE UNIVERSITY
KING COUNTY OFFICE OF COMMUNITY
AND ECONOMIC DEVELOPMENT

DATE: 08/01/01
BY: [unreadable]
VERSION: 1.0



SEATTLE PARKS AND RECREATION

Parks, Community Centers,
Play Areas, Kids & Skateparks

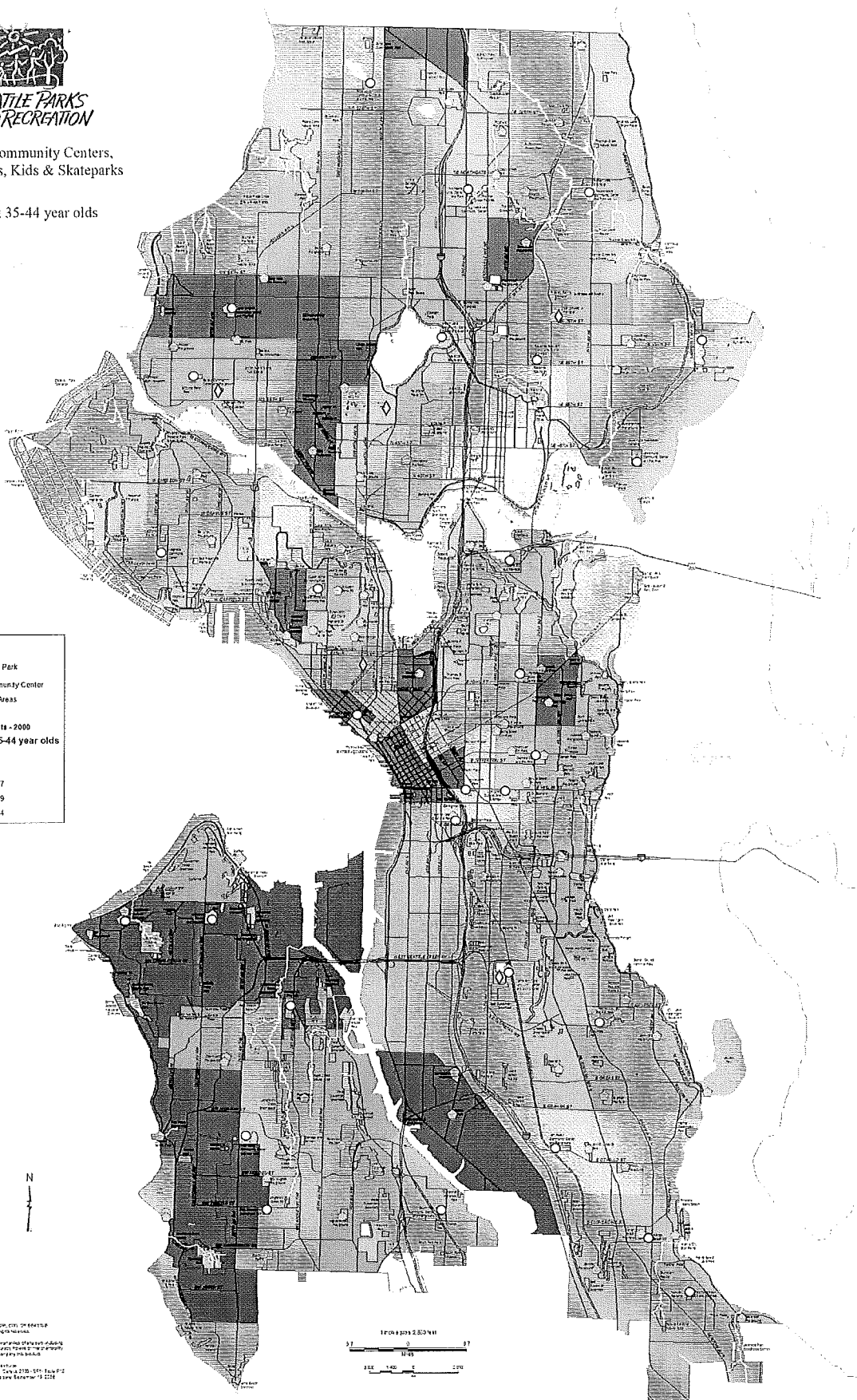
Percent 35-44 year olds

Legend

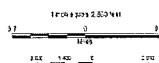
- ◆ Skate Park
- Community Center
- ⊙ Play Areas
- ⊞ Park

Census Tracts - 2000
Percent 35-44 year olds

1 - 4
5 - 14
15 - 17
18 - 19
20 - 24

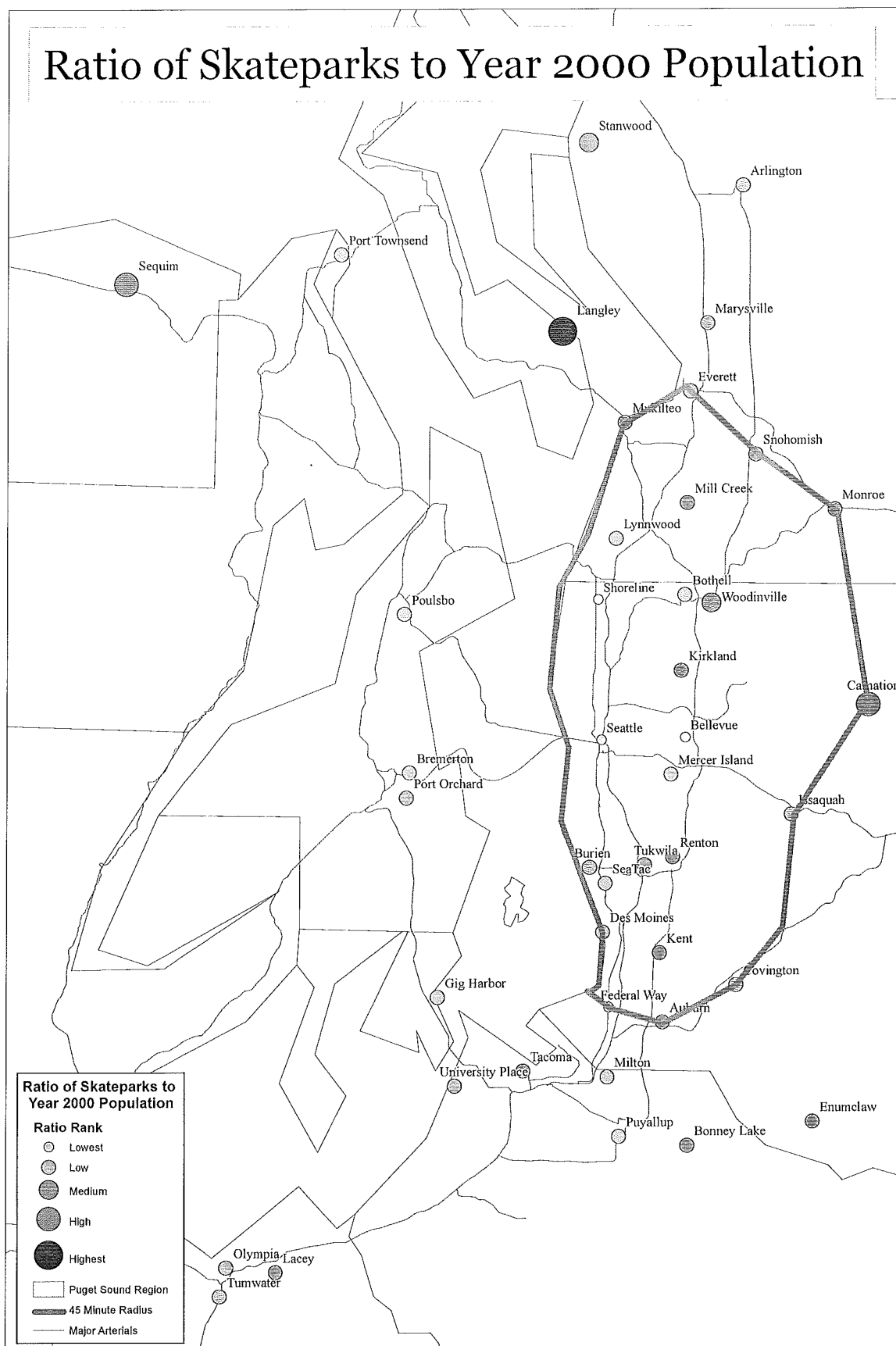


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Appendix H - Skatepark Ratio Map



Created for the City of Seattle Skatepark Advisory Task Force by Students of the University of Washington Geography Department (Eric Duml, Mark Green, Kevin Kelly, Megan Brown, Jonathan Sargent). Data Sources: ConcreteIdeas.com, ESRI.

DRAFT

Appendix I - Noise Information

Noise Information

- Information taken from the League for the Hard of Hearing, February 2001

0 db	the faintest noise audible to the human ear
10 db	normal breathing
20 db	whispering at 5 feet
30 db	soft whisper
40 db	quiet residential area
50 db	rainfall
60db	normal conversation
70 db	highway traffic

Average Noise levels for Basketball and Skateboarding

- Noise Study – Skate Park & Basketball Court, West Linn Parks Department, OR.

44 – 47 db	Ambient noise levels
49 – 58 db	Basketball Court game noise
55 - 63db	Skateboard Park noise

Long-term noise impacts are as follows: Portland Oregon prepared a chart of predicted noise levels for skate parks in Figure 1 below.¹

Figure 1

Location	Tail and Nose related sounds	Skateboard Truck related sounds	Approximate Distance from edge of Park to location
<i>Reference measurements</i>	65-71 dBA	54-63 dBA	50 Feet from skateboard
Outside predicted sound levels at the closest home from the location referred to as SITE A	45-51 dBA	34-43 dBA	550 Feet
Inside predicted sound levels at the closest home from the location referred to as SITE A	35-41 dBA	24-33 dBA	550 Feet
Outside predicted sound levels at the closest home from the location referred to as SITE B.	56-62 dBA	45-54 dBA	160 Feet
Inside predicted sound levels at the closest home from the location referred to as SITE B.	46-52 dBA	35-44 dBA	160 Feet

Noise levels recorded by Seattle Parks and Recreation for comparison at an existing skatepark facility are listed below.

Figure 2

Comparative Noise Level Readings

Seattle Center Skatepark [2 pm Feb 22, 2006]	
[skatepark 10' from skaters, at the furthest point in the park from Broad Street and at the main stop/start point on the course]	
activity	dB meter reading
boarders rolling by	62-63
landing on their boards	66-68
very hard board landing	70
no skating	55-58

Seattle Center Skatepark [2 pm Feb 22, 2006]	
[Sidewalk between Broad St and skatepark, with meter aimed at the street]	
activity	dB meter reading
car traffic	65-70
buses	75
speeding taxi	67
no traffic	55-58

Change in noise of 10 dBA is typically perceived as a doubling of noise, whereas a change of less than 3 dBA is not normally perceptible to human hearing. Skateboard noise levels from metal frames and wooden tail and nose sounds are predicted to generate noise up to 62 dBA in front of residences approximately 160 feet away, over very short intervals. This is similar to the sound and noise level of a batted baseball.²

¹Memo from Paul Van Orden, Noise Control Officer, Planning and Development Review, City of Portland, February 2, 2006

²Ibid

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Appendix J Site Evaluation Sheets- ARMINI BOAT RAMP SW

Skateparks Skatepark Siting Criteria Ranking Armini Boat Ramp SW

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10					
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.4	35.6		
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.8	38.0		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0		
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	7.00	3.4	23.8		
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0		
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	5.00	2.9	14.4		
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	8.00	1.7	13.3		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	1.00	1.2	1.2		
Additional Comments:	scaled down to skatespot -- originally rated as a district skatepark											total score	273.5	Total Score/Possible Points %	83.39%

7/31/2006

Appendix J - BALLARD BRIDGE NW

Skateparks Skatepark Siting Criteria Ranking Under Ballard Bridge NW

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)	1										1.00	4.4	4.4	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)		1									2.00	3.9	7.8	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)		1									2.00	3.8	7.6	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		10.00	3.4	34.0	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)				1							4.00	3.4	13.6	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	1.00	3.4	3.4	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)				1							2.00	2.9	5.8	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to integrate)											1.00	2.9	2.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)							1				8.00	1.8	14.4	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	2.00	1.7	3.3	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	10.00	1.2	12.0	
Additional Comments:	Overall Context Score: 328 Possible Points										total score	109.3	Total Score/Possible Points %	33.31%
	Analyzed two sites - one contained SDOT storage, one leased to Fremont Arts Council for storage. Located at Shilshole Ave. NW													

UPDATED 7/24/06

Appendix J - BAR S SW

Bar S SW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)				1							4.00	17.8	Existing - 2 ball fields. Adjacent - single family	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)								1			8.00	31.2		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1						5.00	19.0		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		4.00	13.6		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1		4.00	13.6	If the hedges are removed it would be visible	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		5.00	17.0		
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	8.00	23.2		
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	7.00	20.2		
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	4.00	7.2		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	3.00	5.0		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	5.00	6.0		
Overall Context Score: 328 Possible Points											total score	173.8	Total Score/Possible Points %	52.99%
Additional Comments:											Analyzed as a small skatepark in a neighborhood park. Area is grassy spot on the north side			

UPDATED 7/24/06

Appendix J - BRIGHTON PLAYFIELD SE

Skateparks Skatepark Siting Criteria Ranking Brighton Playfield SE

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10					
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1				7.00	4.4	31.1	
2. Allow for the creation of a safe and secure environment: providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1			10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1			9.00	3.8	34.2	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1				7.00	3.4	23.8	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1		10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1		8.00	3.4	27.2	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)											1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1		8.00	1.8	14.4	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)											1	7.00	1.2	8.4	
Overall Context Score: 328 Possible Points											total score	286.7	Total Score/Possible Points %	87.40%	
Additional Comments:															

UPDATED 7/24/06

Appendix J - CARKEEK NW

Carkeek NW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	4.4	35.6		
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	3.9	23.4		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)											3.8	7.6		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)											3.4	34.0		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	3.4	13.6		
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)											3.4	13.6		
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											2.9	29.0		
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)											2.9	28.9		
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											1.8	18.0		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1.7	16.7		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	1.2	8.4		
Overall Context Score: 328 Possible Points											total score	228.7	Total Score/Possible Points %	69.73%
Additional Comments:											Analyzed area near play area.			

UPDATED 7/24/06

Appendix J - COWEN PARK NE

Skateparks Skatepark Siting Criteria Ranking

Cowen Park NE

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1					7.00	4.4	31.1	Existing - Olmstead Blvd. play field. Adjacent - Neighborhood court south across Ravenna. Single family to the west. Park to the north
2. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	9.00	3.9	35.1	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	9.00	3.8	34.2	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)						1					7.00	3.4	23.8	Visible outside of park on two sides.
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	8.00	3.4	27.2	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	6.00	1.2	7.2	
Overall Context Score: 328 Possible Points											total score	285.2	Total Score/Possible Points %	86.94%
Additional Comments:	Most appropriate spot at southwest corner (Brooklyn & Ravenna). Park is an original Olmstead.													

UPDATED 7/24/06

Appendix J - DELRIDGE PLAYFIELD SW

Skateparks Skatepark Siting Criteria Ranking Deiridge Playfield SW

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	10.00	4.4	44.4	Existing - Community center, play area, tennis courts, picnic area, Community Center and single family housing.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	9.00	3.8	34.2	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1	8.00	3.4	27.2		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	3.4	30.6	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1	9.00	1.8	16.2		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1	10.00	1.7	16.7		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1	7.00	1.2	8.4		
Overall Context Score: 328 Possible Points											308.6	Total Score/Possible Points %	94.09%	
Additional Comments:											Need to verify unprogrammed space available.			

UPDATED 7/24/06

Appendix J - EC HUGHES SW

Skateparks Skatepark Siting Criteria Ranking EC Hughes SW

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:			
	1	2	3	4	5	6	7	8	9	10							
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)																	
2. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)												1					Single family housing adjacent on all four sides, but heavily buffered w/ the exception of the front of the park.
3. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)																	
4. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)																	
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)																	
6. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)																	
7. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)																	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to integrate)																	
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)																	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)																	
11. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)																	
Overall Context Score: 328 Possible Points											total score	244.3	Total Score/Possible Points %	74.47%			
Additional Comments:											There is not a lot of room available for skatepark. Site would need to be reconfigured. Only analyzed as a small skatepark next to play area						

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Appendix J - ERCOLINI SW

Skateparks Skatepark Siting Criteria Ranking Ercolini SW

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)					1						6.00	4.4	26.7	Existing - new park being developed. Adjacent - single family hous
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)							1				7.00	3.9	27.3	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)											7.00	3.8	26.6	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)						1					6.00	3.4	20.4	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	6.00	3.4	20.4	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	7.00	2.9	20.3	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)											9.00	2.9	26.0	Site only size appropriate for beginner element compatible with chi
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	7.00	1.7	11.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	5.00	1.2	6.0	
Overall Context Score: 328 Possible Points											237.3	total score	Total Score/Possible Points % 72.56%	
Additional Comments:														

UPDATED 7/24/06

Appendix J - FAIRMOUNT PLAYFIELD SW

Skateparks Skatepark Siting Criteria Ranking Fairmount Playfield SW

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		8.00	4.4	35.6	Existing - soccer field, bbcourt, play area, open fields. Adjacent - st trees to east, multi family to north and south (across busy arterial).
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		8.00	3.8	30.4	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1		10.00	3.4	34.0	Observable on three sides now, but when school closes only visible
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		9.00	3.4	30.6	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1		9.00	2.9	26.1	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)									1		10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1		10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1		10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		5.00	1.2	6.0	
Additional Comments:	Overall Context Score: 32 Possible Points										total score	292.4/310	Total Score/Possible Points %	89.15%
	Fairmount School is on the south side of the play field and is scheduled for closure													

UPDATED 7/24/06

Appendix J - FROULA PLAYFIELD NE

Skateparks Skatepark Siting Criteria Ranking Froula Playfield NE

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)											3.00	4.4	13.3	Existing - Play area, tennis court, narrow open field. Adjacent - sing (30feet) and east (across arterial), Green Lake Reservoir.
2. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)					1						5.00	3.9	19.5	Small area surrounded by large tree so a lot of leaf litter would mak
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1						5.00	3.8	19.0	Site is fenced off except to north.
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)	1										1.00	3.4	3.4	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)				1							3.00	3.4	10.2	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)											3.00	3.4	10.2	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	Heavily treed.
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)								1			6.00	1.8	10.8	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)				1							3.00	1.7	5.0	Only a little passive viewing from play area possible due to size cor
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	7.00	1.2	8.4	
Overall Context Score: 328 Possible Points											total score	157.7	Total Score/Possible Points %	48.09%
Additional Comments:											Site only suitable for really small skatepot, not taking into account the reservoir.			

UPDATED 7/31/06

Appendix J - GENESEE PLAYFIELD SE

District Skatepark Siting Criteria Rating Genesee Playfield (SE)

Genesee Playfield (SE)	Rating:										Weighted Score	Comments:				
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor		
Context Criteria:																
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1			8.00	4.3	35		Existing - lit soccer field, play area, picnic, off-leash area. Adjacent - single family to south & nw, community center to sw, park to the NE
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1			7.00	4.0	28		
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1			7.00	4.0	28		
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											1	10.00	4.0	40		
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1			7.00	3.9	27.3		
7. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1			8.00	3.9	31.2		
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)											1	10.00	3.8	38		
8. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)											1	10.00	3.8	38		Very large site
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)											1	10.00	2.7	27		
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)											1	10.00	2.4	24		
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)												5.00	2.3	11.5		
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1			10.00	2.2	22		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	2.0	20		
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)											1	10.00	2.0	20		Lighting exists on soccer field
14. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)												5.00	1.9	9.5		Could include climbing wall
16. Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)									1			10.00	1.9	19		
17. Have access to adequate parking. (1=No Parking, 10=Best Access)											1	10.00	1.9	19		
Overall Context Score: 510.3 Possible Points											437.2	Possible Pts/Total Score %	85.67%			
Additional Comments:																

Appendix J - GOLDEN GARDENS NW

Golden Gardens NW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10					
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1						7.00	4.4	31.1	Active beach park with picnic areas and a play area. Pick-up sports take place here. There aren't any ballfields. Mostly a beach park so tough to skate.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)					1							5.00	3.9	19.5	Route maintenance difficult due to sand.
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1							5.00	3.8	19.0	.2 miles from public transit. Burke Gilman Trail essentially ends at (great because very little residential surrounding park.
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1		10.00	3.4	34.0	Park is very isolated with no surrounding residential
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)					1							5.00	3.4	17.0	Not visible to anyone, but those using park.
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1		5.00	3.4	17.0	Passive observation only by park users. Not observable unless used
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)											1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											1	7.00	1.8	12.6	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)											1	7.00	1.2	8.4	
Overall Context Score: 328 Possible Points											total score	233.2	Total Score/Possible Points %	71.09%	
Additional Comments: Analyzed two potential areas - immediately east of bathhouse (not the kite flying area) and near the childrens play area.															

UPDATED 7/24/06

Appendix J - HIAWATHA PLAYFIELD SW

Hiawatha SW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	10.00	4.4	44.4	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	9.00	3.9	35.1	Some leaf litter would effect maintenance.
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	9.00	3.8	34.2	Single family to the east and north of area analyzed, but the park is
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High impact, 10=Low impact)										1	8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	9.00	3.4	30.6	Very active community center
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	10.00	3.4	34.0	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to integrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	8.00	1.8	14.4	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	9.00	1.7	15.0	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	5.00	1.2	6.0	
Additional Comments:	Overall Context Score: 328 Possible Points										total score	298.8	Total Score/Possible Points %	90.85%
	This site is heavily programmed with only a small grassy area available on the north side of the Community Center, south of the wading pool. Might need to remove Olmstead Park (top tier).													

UPDATED 7/24/06

Appendix - HIGH POINT PLAYFIELD SW

District Skatepark Siting Criteria Rating Highpoint Reservoir SW

Highpoint Reservoir SW	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
Context Criteria:														
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		8.00	4.3	35	Existing - Community Center, play area, play field. Adjacent - Currently site has empty SHA housing on two sides, which we believe will be redeveloped as part of the Highpoint Hope VI community. Two other sides have lined with single family housing. Elementary school nearby on same block.
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1	8.00	4.0	32	Community Center on site	
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1	9.00	4.0	36		
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1	10.00	4.0	40		
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1	10.00	3.9	39	Sports fields have lighting	
7. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1	8.00	3.9	31.2		
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)									1	10.00	3.8	38		
8. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1	10.00	3.8	38		
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)									1	10.00	2.7	27		
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)									1	10.00	2.4	24		
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1	7.00	2.3	16.1		
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1	8.00	2.2	17.6		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1	7.00	2.0	14	Sports fields have lighting	
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)									1	10.00	2.0	20	Baseball and soccer fields, but probably not room for BMX or climbing.	
14. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)									1	1.00	1.9	1.9		
16. Have expansion potential. (1=No Potential, 10=Best Expansion Potential)									1	5.00	1.9	9.5	Parking at Community Center, but not Park designated. Parking would occur on-street.	
17. Have access to adequate parking. (1=No Parking, 10=Best Access)									1	3.00	1.9	5.7	Possible Pts/Total Score % 63.22%	
Overall Context Score: 510.3 Possible Points											total score			
Additional Comments:														

UPDATED 7/24/06

Appendix J - JACK BLOCK SW

Jack Block SW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)				1							4.00	4.4	17.8	Located on Elliot Bay in an industrial area.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)								1			8.00	3.9	31.2	Stand alone park separated from any other activity. Low poter
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)				1							3.00	3.8	11.4	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		10.00	3.4	34.0	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)	1										1.00	3.4	3.4	Cannot be seen at all from out of park
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)			1								2.00	3.4	6.8	Great views!
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)								1			8.00	2.9	23.2	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)									1		8.00	2.9	23.1	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1		8.00	1.8	14.4	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)				1							3.00	1.7	5.0	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		5.00	1.2	6.0	
Overall Context Score: 328 Possible Points											total score	176.3	Total Score/Possible Points %	53.75%
Additional Comments:														

UPDATED 7/24/06

Appendix J - JOHN C. LITTLE PARK SE

Skateparks Skatepark Siting Criteria Ranking John C. Little (SE)

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		9.00	4.4	40.0	Existing - 2 Basketball Courts, play area, picnic area. Adjacent - Multi-family and family attached. New SHA mixed income housing community
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.8	38.0	Residential surrounding park, but entire development is very dense.
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High impact, 10=Low Impact)								1			8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	3.4	30.6	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	9.00	2.9	26.1	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		5.00	1.2	6.0	
Overall Context Score: 328 Possible Points											total score	304.5	92.82%	Total Score/Possible Points %
Additional Comments:														

UPDATED 7/24/06

Appendix J - JUDKINS PARK / JUDGE CHARLES M STOKES OVERLOOK SE

Skateparks Skatepark Siting Criteria Ranking Judkins Park / Judge Charles M. Stokes Over

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		9.00	4.4	40.0	Existing - Large park w/ bbcourt, play area, water features. Adjace multifamily to east, park to south and single family to west.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.9	35.1	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)								1			8.00	3.8	30.4	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	Very close to freeway so considerably high noise levels
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)								1			8.00	3.4	27.2	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		8.00	3.4	27.2	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	Verify where the lid begins.
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1		9.00	1.8	16.2	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		5.00	1.2	6.0	
Additional Comments:	Overall Context Score: 328 Possible Points										283.9	total score	6.0	Total Score/Possible Points % 86.54%

UPDATED 7/24/06

Appendix J - LAKE CITY PLAYGROUND NE

Skateparks Skatepark Siting Criteria Ranking Lake City NE

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1					8.00	4.4	35.6	Existing - play field, bbocourt, picnic area, perimeter pathway. Adjac east, commercial area to north buffered by trees., Library, commur block away across 125th.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	8.00	3.8	30.4	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)					1						6.00	3.4	20.4	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	3.4	30.6	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	Benches in shade lining park.
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	7.00	1.2	8.4	
Overall Context Score: 328 Possible Points											total score	290.9	88.69%	Total Score/Possible Points %
Additional Comments:											Site similar to Shoreline skatepark site. Pick-up soccer played on grass... Analyzed as a small skatepot.			

UPDATED 7/24/06

Appendix J - LINCOLN PARK SW

Lincoln Park SW

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.4	35.6	Existing - Bbcourt, playfields, picnic, wading pool. Adjacent to si
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)					1						6.00	3.9	23.4	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.8	38.0	Single family buffered by parking lot, 2 lane road and
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			9.00	3.4	30.6	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)	1										2.00	3.4	6.8	
6. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)		1									3.00	3.4	10.2	Only appropriate location next to wading pool in midst of
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1	0	9.00	2.9	26.1	
8. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)											3.00	2.9	8.7	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)	1										2.00	1.8	3.6	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)				1							4.00	1.7	6.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		6.00	1.2	7.2	
Additional Comments:	Overall Context Score: 328 Possible Points										total score	196.8	Total Score/Possible Points %	60.01%
	Analyzed area next to BB court Lincoln Park is Landmarked & bottom tiered Olmstead.													

UPDATED 7/24/06

Appendix J - LOYAL HEIGHTS NE

Loyal Heights NE

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)				1							4.00	4.4	17.8	Adjacent uses include a Community Center, play area, & Bbcourt : northeast corner on two sides. Also, area is underneath many, mar compatible with safe skate surfaces.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)				1							4.00	3.9	15.6	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		7.00	3.8	26.6	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)				1							3.00	3.4	10.2	25 ft. from housing
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1		6.00	3.4	20.4	Area tucked away on side of Community Center out of view of other observation not feasible except from people inside Community Center
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		8.00	3.4	27.2	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)											3.00	2.9	8.7	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	2.00	1.8	3.6	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	2.00	1.7	3.3	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		7.00	1.2	8.4	
Overall Context Score: 328 Possible Points											total score	170.8	Total Score/Possible Points %	52.07%
Additional Comments: Analyzed area in northeast corners as proposed by community member (no other space is available on site).														

UPDATED 7/24/06

Appendix J - MAGNOLIA PLAYFIELD CW

Skateparks Skatepark Siting Criteria Ranking Magnolia Playfield CW

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10					
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	10.00	4.4	44.4	Existing park uses include a Community Center, outdoor pool, play school. Adjacent uses - The park is 15.3 acres and the southern pc under consideration. To the east is a grocery store. North is the CC travelled XXXX and south are the ball fields.	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)											7.00	3.9	27.3		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	9.00	3.8	34.2		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	9.00	3.4	30.6	The two areas under consideration - once has one multi-family b. between two commercial developments.	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0		
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	10.00	3.4	34.0		
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0		
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	2.9	28.9		
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	7.00	1.8	12.6	One of the areas under consideration will require negotiating with tl area is used for a summer concert series, but if it were developed it could several multi purposes.	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	6.00	1.2	7.2		
Overall Context Score: 328 Possible Points											total score	298.9	Total Score/Possible Points %	91.13%	
Additional Comments: The Magnolia Advisory Council is in full support of developing a skatepark and as working on siting prior to the City beginning the process. The one concern is the park itself so only a small skatespot should be considered. The MAC would like a urban plaza type park that can be used for other purposes such as concerts. A lot behind the school that appears to be under utilized. There is a new playarea in the middle of the parking lot.															

UPDATED 7/24/06

Appendix J - MILLER PLAYFIELD CE

Skateparks Skatepark Siting Criteria Ranking Miller Playfield CE

Miller Playfield CE	Ranking:										Score	Weight Factor	Weighted Score	Comments:	
	1	2	3	4	5	6	7	8	9	10					
Context Criteria:															
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1				8.00	4.4	35.6	Existing - Community Center, school, tennis court, ballfields, water feature, play ; annex. Adjacent - Community Center, school, parking lots, a few single homes an arterial down a slope buffered by trees.
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1= Worst, 10=Best)										1		9.00	3.9	35.1	Area analyzed is tucked away on back side of CC, but 9 months out of the year sc in session therefore they will be eyes on the park at that time.
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1		9.00	3.8	34.2	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)											1	8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1		7.00	3.4	23.8	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1		7.00	3.4	23.8	lot super high pedestrian traffic except when school is in session - will be a little hi
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											1	9.00	2.9	26.1	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)												10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											1	9.00	1.8	16.2	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)												5.00	1.2	6.0	
Additional Comments:	Overall Context Score: 328 Possible Points										total score		273.5	Total Score/Possible Points %	83.33%

UPDATED 7/24/06

Appendix J - MYRTLE RESERVOIR SW

Myrtle Reservoir SW

Context Criteria:	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)											8.00	4.3	35	Single family on 3 sides, 35th busy street, Highpoint Park and Community Center to blocks west
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										10.00	4.0	40		
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		8.00	4.0	32	
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											10.00	4.0	40	
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		9.00	3.9	35.1	Currently overlook reservoir (some time full, some times empty) surrounded by chain link fence
7. Limit on-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		8.00	3.9	31.2	
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10= easiest to integrate)											10.00	3.8	38	
8. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)											10.00	3.8	38	
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)											10.00	2.7	27	
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)											10.00	2.4	24	
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	2.3	11.5	
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											10.00	2.2	22	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											10.00	2.0	20	
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)						1					6.00	2.0	12	
14. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)											10.00	1.9	19	
16. Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)											10.00	1.9	19	
17. Have access to adequate parking. (1=No Parking, 10=Best Access)											10.00	1.9	19	
Overall Context Score: 510.3 Possible Points											Total score	462.5	Possible Pts/Total Score %	90.65%
Additional Comments:											Reservoir being lidded (2007)			

Note: Weight factor calculated as 1-5 Converted Average

UPDATED 7/24/06

Appendix J - NORTHGATE PARK & RIDE LOT NE

District Skatepark Siting Criteria Rating Northgate Park & Ride Lot NE

Context Criteria:	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)							1				8.00	4.3	35	
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	4.0	40	New multi-purpose park will be developed. There is also a new community center, library and p-patch approx. 5 blocks south. Northgate Mall is two blocks south.
3. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	10.00	4.0	40	
4. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	9.00	4.0	36	Ligh rail being developed
5. Are in close proximity to public transit and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.9	39	
6. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	9.00	3.9	35.1	
7. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	3.8	38	
8. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	9.00	3.8	34.2	
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	Potential to incorporate
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)											5.00	2.3	11.5	
12. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.2	22	
13. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20	Site ahead lit.
14. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	10.00	2.0	20	
15. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	5.00	1.9	9.5	Assumed build out to full capacity
16. Have expansion potential. (1=No Potential, 10=Best Expansion Potential)											5.00	1.9	9.5	
17. Have access to adequate parking. (1=No Parking, 10=Best Access)										1	5.00	1.9	9.5	
Overall Context Score: 510.3 Possible Points											total score	450.0	88.78%	Possible Pts/Total Score %
Additional Comments:											Parks is slated to acquire property from King Co. With the intent to develop a park including passive open space and play area. Park was suggested as a Regional, however with the other park amenities that the community desires there isn't enough room for a Regional, so it was considered as a District.			

Note: Weight factor calculated as 1-5 Converted Average

UPDATED 7/24/06

Appendix J - PRATT PARK CE

Pratt Park CE

Skateparks Skatepark Siting Criteria Ranking

Context Criteria:	Ranking:										Score	Weight Factor	Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10						
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)							1					8.00	4.4	35.6	Existing - play area, water feature, bb court, picnic area. Adjacent - Pratt to the south, neighborhood commercial to the north	
2. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1		9.00	3.9	35.1		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)											1	10.00	3.8	38.0		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)											1	7.00	3.4	23.8		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)											1	7.00	3.4	23.8		
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)											1	8.00	3.4	27.2		
7. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)												10.00	2.9	29.0		
8. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1		9.00	2.9	26.1	Depends on specific location. Several options on site.	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											1	8.00	1.8	14.4		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	1.7	16.7		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1		6.00	1.2	7.2		
Additional Comments:	Overall Context Score: 328 Possible Points										total score	276.8	84.40%	Total Score/Possible Points %	84.40%	
	Lincoln Cultural Center located one block to the west runs a summer skateboard program.															

UPDATED 7/24/06

Appendix J - RAINIER BEACH PLAYFIELD SE

District Skatepark Siting Criteria Rating Rainier Beach Playfield SE

Context Criteria:	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	8.00	4.3	35	Existing - Community Center with pool, baseball fields, play area, picnic. Adjacent - Single family to north, south is busy arterial, New School on site pre-k through 3 (will be up to 8th grade, adding a grade every year)
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	9.00	4.0	36	Bern on south side separating parking lot
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	4.0	36	
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	9.00	4.0	36	Light rail going in 2 blocks away.
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.9	39	
7. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	8.00	3.9	31.2	
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	3.8	38	
8. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38	
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	7.00	2.3	16.1	
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.2	22	
10. Include a space for size appropriate community viewing (1=NO Space, 10=Most Ideal Space)										1	10.00	2.0	20	Lighting fixtures exist, but unsure whether they are used.
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	8.00	2.0	16	
14. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=NO Space, 10=Optimal Potential Space)										1	8.00	1.9	15.2	
16. Have expansion potential. (1=No Potential, 10=Best Expansion Potential)										1	10.00	1.9	19	
17. Have access to adequate parking. (1=No Parking, 10=Best Access)										1	10.00	1.9	19	
Overall Context Score: 510.3 Possible Points											total score	467.2	Possible Pts/Total Score %	91.55%
Additional Comments:													The New School is currently co-located on the site. There has been a discussion about building a new New School on the site where the flat top is currently (not used)	

UPDATED 7/24/06

Appendix J - ROOSEVELT RESERVOIR NE

District Skatepark Siting Criteria Rating Roosevelt Reservoir NE

Roosevelt Reservoir NE	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
Context Criteria:														
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	8.00	4.3	35	Existing - reservoir - Adjacent - Single family on 3 sides with 2 2 lanes and one 4 lane of traffic, adjacent to Froula Park
2 Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	4.0	40	
2 Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	8.00	4.0	32	
6 Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	4.0	40	
2 Are in close proximity to public transit and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	8.00	3.9	31.2	
7 Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	8.00	3.9	31.2	
5 Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	3.8	38	
8 Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38	
9 Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10 Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
9 Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	5.00	2.3	11.5	
5 Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.2	22	
10 Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20	
15 Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	6.00	2.0	12	
14 Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	10.00	1.9	19	
16 Have expansion potential. (1=No Potential)										1	10.00	1.9	19	
17 Have access to adequate parking. (1=No Parking, 10=Best Access)										1	10.00	1.9	19	
Additional Comments:											total score		458.6	Possible Pts/Total Score % = 89.86%
Overall Context Score: 510.3 Possible Points														
Reservoir being lidded (2013) and park plan will be developed.														

Appendix J - ROXHILL PARK SW

Skateparks Skatepark Siting Criteria Ranking - Roxhill

Site Name	Ranking:										Score	Weight Factor	Weighted Score	Comments:
	1	2	3	4	5	6	7	8	9	10				
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		9.00	4.4	40.0	On a bike/ped trail that will eventually connect almost to the West Seattle Bridge
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.8	38.0	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	3.4	30.6	High pedestrian traffic across the street at the strip mall
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	9.00	2.9	26.0	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	5.00	1.2	6.0	
Overall Context Score: 328 Possible Points											total score	304/47	92.83%	
Additional Comments:														

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Appendix J - SANDEL PLAYGROUND NW

Skateparks Skatepark Siting Criteria Ranking Sandel NW

Sandel NW	Ranking:										Weighted Score	Comments:			
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor	
Context Criteria:															
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1					7.00	4.4	31.1	Existing - play area, open field. Adjacent - single family on all side	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0		
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	7.00	3.8	26.6		
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	7.00	3.4	23.8		
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0		
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	7.00	3.4	23.8		
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)															
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)										1	10.00	2.9	29.0		
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)															
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	8.00	1.8	14.4		
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1	10.00	1.7	16.7		
Overall Context Score: 328 Possible Points											total score	275.7	Total Score/Possible Points %	84.04%	
Additional Comments:											Could consider skate dots on path through winds around the perimeter or include as extension of play area.				

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Appendix J - VIEWLANDS ELEMENTARY NW

Skateparks Skatepark Siting Criteria Ranking - Viewlands Elementary NW

Site Name	Ranking:										Weighted Score	Comments:			
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor	
Context Criteria:															
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1				8.00	4.4	35.6	
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1		10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)								1				7.00	3.8	26.6	on 28 bus route, good bike and ped access
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1		8.00	3.4	27.2	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)					1							5.00	3.4	17.0	back side is remote
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1		6.00	3.4	20.4	visible from the sides and from the building, but not from the main roadway due to the building blocking the view. Only remote forest access from the west side.
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)												10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)												10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)												10.00	1.8	18.0	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)												10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)										1		6.00	1.2	7.2	
Additional Comments:	Overall Context Score: 328 Possible Points										total score	265.5	Possible Pts/Total Score %	80.95%	

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Appendix J - WARREN G MAGNUSON PARK BUILDING 2 NE

Regional Skatepark Siting Criteria Rating - Warren G. Magnuson

Warren G. Magnuson Context Criteria:	Rating:										Weighted Score	Comments:		
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor
1. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		9.00	3.9	35.1	Multi-family across Lake City Way (4 lanes) and above multi-family is single family.
2. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	10.00	3.7	37	Climbing wall will be built west of existing building.
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)								1			8.00	3.6	28.8	
4. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.6	36	Likely that existing building will be demolished as a separate process.
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)										1	10.00	3.4	34	Existing - Hanger #2, existing indoor sports activities moving to an adjacent building. Adjacent - Area being developed as an Athletic Complex - Mountaineers Office w/ climbing wall to the east, indoor sporting complex to the north, UW storage building to the south, and NOAA to east.
6. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	10.00	3.3	33	Would need to drive into site, not visible from the street, but located within what will be an active sports complex.
7. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)								1			7.00	3.2	22.4	
8. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	3.2	32	
9. Promote action oriented sports activities and events. (1=Worst, 10=Best)										1	10.00	3.2	32	Community Center a few blocks away - would need to develop a comfort station.
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)									1		2.00	3.1	6.2	New sports fields will be lit.
11. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)									1		9.00	3.1	27.9	Large parking lot exists.
12. Have access to adequate parking (1=No Parking, 10=Best Access)										1	10.00	3.1	31	
13. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	9.00	3	27	
14. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.9	29	
15. Have the capacity for concessions. (1=No Capacity, 10=Best Capacity)										1	10.00	2.6	26	
16. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.4	24	
17. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.3	23	
18. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)									1		5.00	1.8	9	
19. Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)										1	10.00	1.6	16	
Additional Comments:	Overall Context Score: 570 Possible Points										total score		509.4	Possible Pts/Total Score %: 89.37%

Appendix J - WESTCREST RESERVOIR SW

District Skatepark Siting Criteria Rating Westcrest Reservoir SW

Westcrest Reservoir SW	Rating:										Weighted Score	Comments:			
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor	
Context Criteria:															
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)							1				7.00	4.3	30	Area analyzed is near north of playground. South of reservoir, southwest of off-leash dog area	
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)		1									2.00	4.0	8	The site is fairly isolated	
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)					1						5.00	4.0	20		
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	4.0	40	Public transit is on the main arterial several blocks away. Easiest to access by car.	
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)							1				3.00	3.9	11.7		
7. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)											10.00	3.9	39		
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be integrated, 10=Easiest to Integrate)										1	10.00	3.8	38		
8. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38		
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27		
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24		
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)											5.00	2.3	11.5		
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	9.00	2.2	19.8		
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20		
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	10.00	2.0	20		
14. Offer potential space for nearby action-oriented sports activities and events such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	10.00	1.9	19		
16. Have expansion potential. (1=No Potential, 10=Best Expansion Potential)										1	10.00	1.9	19		
17. Have access to adequate parking. (1=No Parking, 10=Best Access)										1	10.00	1.9	19		
Overall Context Score: 510.3 Possible Points												total score	404.3	Possible Pts/Total Score %	79.29%
Additional Comments:	Westcrest has a reservoir just north of the playground that will be covered. The site was analyzed with the understanding that the reservoir area will be developed as park space, but that not plan currently exists. The site could be considered for a spot, district or regional														

Appendix J - WEST SEATTLE STADIUM SW

District Skatepark Siting Criteria Rating West Seattle Stadium SW

Context Criteria:	Rating:										Weighted Score	Comments:			
	1	2	3	4	5	6	7	8	9	10			Score	Weight Factor	
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)											1	10.00	4.3	43	
2. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)						1						6.00	4.0	24	
2. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1		7.00	4.0	28	
6. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)											1	10.00	4.0	40	
2. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)											1	10.00	3.9	39	
7. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)											1	9.00	3.9	35.1	
5. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)											1	9.00	3.8	34.2	
8. Allow for the creation of a safe and secure environment, providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)											1	10.00	3.8	38	
9. Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)											1	10.00	2.7	27	
10. Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)												5.00	2.4	12	
9. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)												5.00	2.3	11.5	
5. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)											1	6.00	2.2	13.2	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)											1	10.00	2.0	20	
15. Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)											1	9.00	2.0	18	
14. Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)											1	1.00	1.9	1.9	
16. Have expansion potential. (1=No Potential, 10=Best Expansion Potential)											1	2.00	1.9	3.8	
17. Have access to adequate parking. (1=No Parking, 10=Best Access)											1	10.00	1.9	19	
Additional Comments:	Overall Context Score: 510.3 Possible Points										total score	408.0	Possible Plus/Total Score %	79.96%	

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