

FEBRUARY 2017

CITY OF HAMILTON

SKATEBOARD PARK STUDY

PHASE 2 - BACKGROUND STUDY



Hamilton

LANDinc



SPECTRUM
SKATEWAYS



CITY OF HAMILTON
HAMILTON SKATEBOARD STUDY

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1 INVENTORY OF CITY OF HAMILTON SKATE PARKS AND 3 NEARBY COMMUNITIES

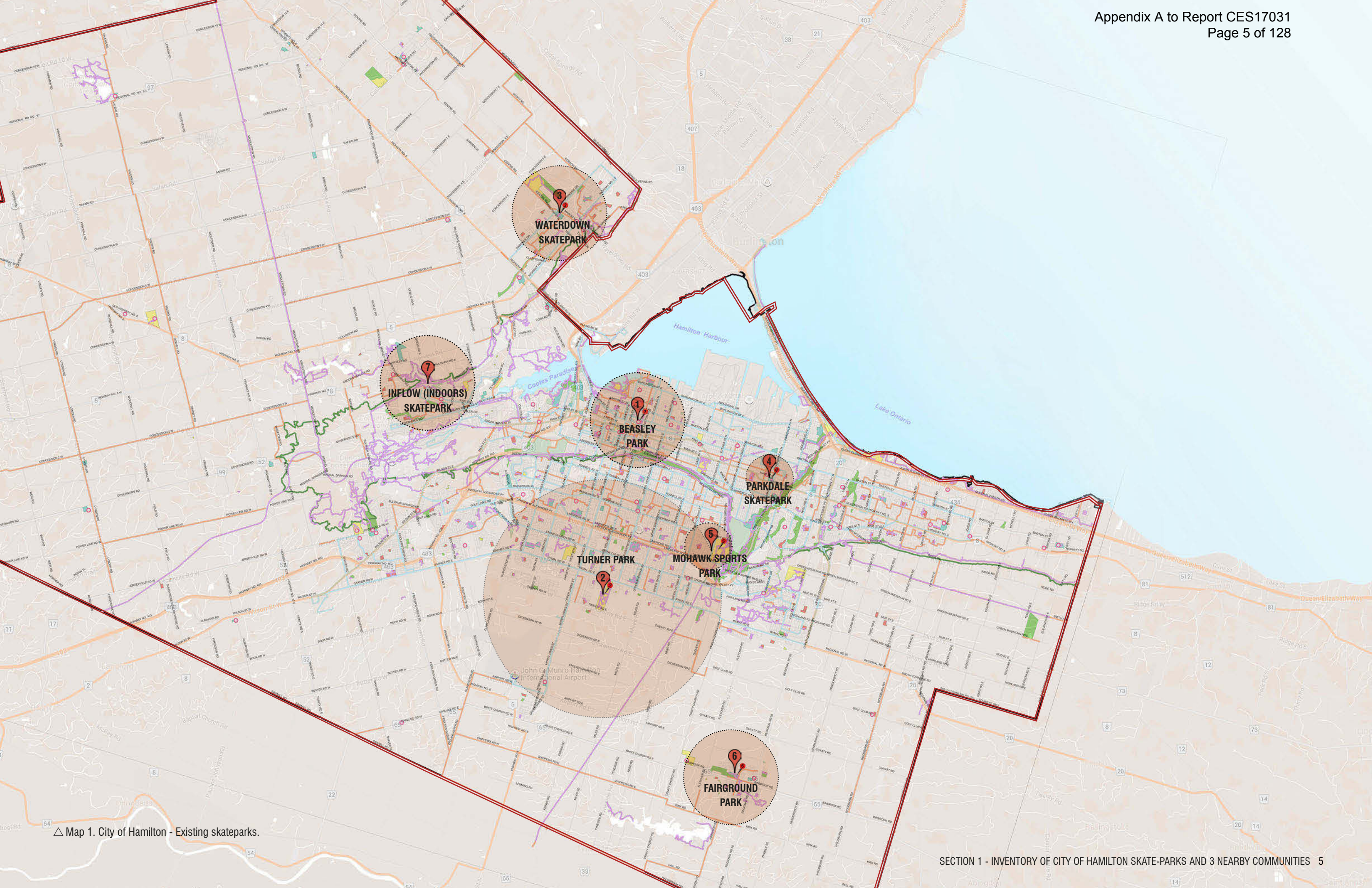
1.1 INVENTORY & SITE VISITS

Sources

Jibs Action Sports: jibsbmx.com/
City of Burlington: burlington.ca/en/index.asp
Skateboard.com.au
Town of Fort Erie: town.forterie.ca/

City of London: london.ca
Scott's Dreams of Skate Parks: blogspot.ca/scottsdreamsofskateparks
Ontario Skate Parks: ontarioskateparks.com
Chasemarch.com

Skateparkhunter.com/
Facebook.com/hogo141



△ Map 1. City of Hamilton - Existing skateparks.

1.1 INVENTORY AND SITE VISITS

HAMILTON, ON L8R 3N2

SITE 1 - BEASLEY SKATEPARK

	Beasley Park - Hamilton, ON L8R 3N2
Day of the week & time of the visit:	September 3, 2015 - Thursday 13.30am
Weather & conditions on the day of the site visit:	Very hot, supposed to have a high of 37°.Direct sun with slight cloud cover at times
Approximate number of users at the moment of the site visit.	No users
Are users gathering in line to use the space?	Non applicable
General Dimensions of the Skatepark. Is there any buffer space around?	45 meters by 20 meters on the widest point.
Does the space feel constrained? Conflicts between users and non users?	Not applicable due to lack of users currently. However one of the paths to walk through this part of the park cross the skateboard area which would present a conflict.
Is it easy to access to the park?	Accessible from the street and adjacent park space. Skateboard area is directly against the street.
Is there any room for spectators?	Lots of standing room as the park is relatively flat and there is a pathway on the inside to connect to the street and the Park . No dedicated seating area as all surfaces are potentially used by skaters
Is there any potential area for expansion of the park?	No, surrounded by road, kids splash pad and kids play area. Only possibility would be to extend towards the green space which would involve demolishing trees and lawn.
Are there trees on the site? Do they provide shade or wind protection?	Trees around the park do not offer shade for spectators. No shade within the park itself. Trees offer little wind protection, site surrounded by trees on 2 sides.
Are there water fountains available around the park?	One drinking fountain, one splash pad and one ornamental fountain.
Are there washrooms available around the park?	No washrooms are available for park users. Community center and school were locked during regular weekday business hours.
Are there any convenience stores in close by?	None surrounding the immediate perimeter of the park.
Is the drainage system working properly? Are the drains clogged?	Two areas of significant ponding. One Low point shows water accumulation. Main bowl appears to have open catch basin that would work well. Other low points are not addressed by storm system inlets.
How does it integrate with other recreational space?	Poor circulation through park. Acceptable circulation around park into adjacent program areas. Acceptable layout overall
Proximity to residential Transit Access	Adjacent residential and commercial. 2 bus stops nearby: CANNON at FERGUSON and WILSON opposite ELGIN
Parking Lot	No parking lot dedicated to the park.
Topography	Flat
Are there garbage cans available around the park?	Yes. 2 industrial cans and 1 garbage can on the kids area installed by the City.
Crime Prevention Through Environmental Design - Are there places for people to hide? Drive-by surveillance: Access Lighting Morality Lighting Security	Acceptable. Easily viewed from streets if danger occurs. Skateboard park lighting seems as though it would be acceptable for night use No apparent security measures in place other park lighting. Few spaces to hide.
Is there graffiti in the park? Are these street art or tagging?	Both graffiti and tagging with no effort to cover or prevent.
Emergency Phone What is the ambient noise? (Measure Decibels) What is the general condition? Is concrete and paint flaking? Main Features of the Skatepark:	No 60db - Average: 58 db - Peak:66 db - Max: 94 db Cracks and uneven transitions between slopes Established as an official public, outdoor skateboard park in 1992, the park was used by skateboarders for many years prior to this date when what is now the famous Beasley Bowl was still a kids' wading pool. When the area became an official skateboard park in 1992, significant new concrete areas were added, as well as a 4 sided pyramid with good, mellow angles, a challenging tight transitioned quarter pipe, a low flatbar, and a flatbank hip. The bowl was also renovated at that time to make it more skate-friendly. Over time, skaters have added new DIY elements such as parking block curbs, wall ride ramps, ledges, barrier-type features and much more. "The Beaze" as it's affectionately known to the locals has developed over time into a place seen by many as a youth heritage and culture site. Skaters love and respect the park for its history and the generations that have grown up skating there, and as a place that truly represents the punk-rock / DIY ethos of skateboarding. This skatepark is valuable far beyond the funky obstacles, it's a very rare skate culture site. Beasley Skatepark is at the Corner of Wilson and Mary Streets.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	Both permanent concrete and temporary additions.
Additional Notes:	•Small park however users seem to love it. Human scale as it is surrounded by residential. Feels intimate. Presumably popular because it is downtown and easily assessable without a car.



344 RYMAL RD E, HAMILTON, ON L9B 2P

SITE 2 - TURNER SKATEPARK

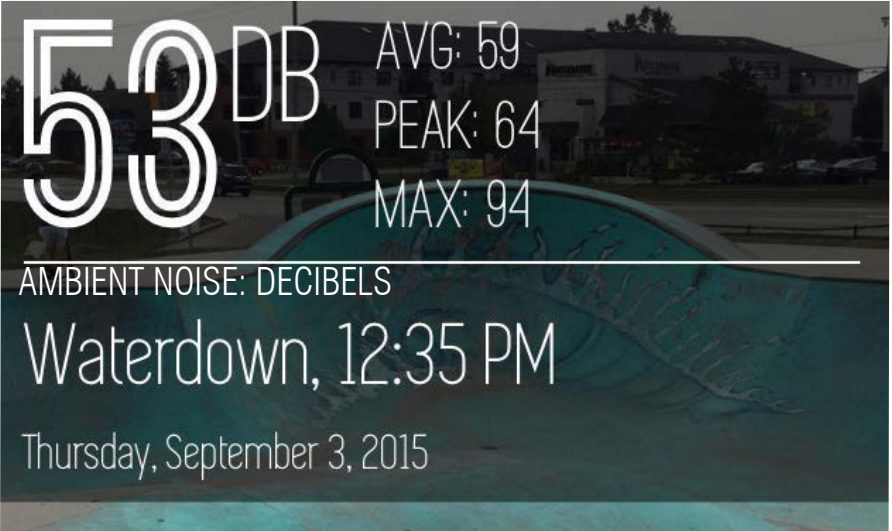
	Turner Park - 344 Rymal Rd E, Hamilton, ON L9B 2P
Day of the week & time of the visit: Weather & conditions on the day of the site visit:	September 3, 2015 - Thursday 4:21 PM Hot day, high of 37° sunny, no cloud cover.
Approximate number of users at the moment of the site visit. Are users gathering in line to use the space? General Dimensions of the Skatepark. Is there any buffer space around? Does the space feel constrained? Conflicts between users and non users?	Seven skateboarders, one scooter, no bikes. No, very large park with plenty of space. 40 by 55 meters . Nice buffer space for circulation around park, adjacent children's play area. No. Well laid out, well proportioned - circulation versus activity zones.
Is it easy to access to the park?	Yes, very easy. Directly off the main road with a pedestrian pathway
Is there any room for spectators?	Lots of standing room for direct observation. Four benches plus additional contextual benches. Many informal areas to sit.
Is there any potential area for expansion of the park?	No, however the park is the largest of our Hamilton study. Unlikely it would be required to expand.
Are there trees on the site? Do they provide shade or wind protection? Are there water fountains available around the park?	Young trees sit in the middle of the park and will provide shade once mature - total of six. Adjacent community center and police building may provide wind protection. No exterior water fountains, but available at community center.
Are there washrooms available around the park?	Washrooms in adjacent community center.
Are there any convenience stores in close by?	YMCA has everything skaters could need. Including washrooms, drinking fountains, canteen. Also includes library, gym, swimming pool, etc..
Is the drainage system working properly? Are the drains clogged? How does it integrate with other recreational space?	Seems to be working well. Very well integrated with children's play area and police building, easy access to community center.
Proximity to residential Transit Access	Yes, to mostly residential. Yes. Bus stop beside the park on Rymal Rd.
Parking Lot Topography	Yes, lots of available parking. Contextually flat, slight build up for bowl area.
Are there garbage cans available around the park?	Yes. Garbage and benches etc. aesthetically relate.
Crime Prevention Through Environmental Design - Are there places for people to hide? Drive-by surveillance: Access Lighting Morality Lighting Security Is there graffiti in the park? Are these street art or tagging?	Safe park. Right beside to police station and YMCA center. Dedicated lighting as well as parking lot lighting, pathway lighting and police station lighting Two small tags. No other graffiti present due to adjacent police station
Emergency Phone What is the ambient noise? (Measure Decibels) What is the general condition? Is concrete and paint flaking? Main Features of the Skatepark:	No. But police station is facing the park. 58db - Average: 58 db - Peak:65 db - Max: 94 db Stress cracks are showing, however concrete sounds and appears to still be very smooth. Built in 2009, Turner has an excellent, unique plaza, and a good quality bowl. It is roughly 16,000 sq.ft. of concrete footprint, with planted areas punctuating the space. The street plaza includes staple street elements including stair sets, manual pads, ledge and rails. It also includes a mini Carlsbad gap, a wedge-bank with doorway, suspended steep bank ramps, an arcing steep bank ramp down stairs, a large kicker, steep bank to ledge, a unique transition feature and lots of flatground. This plaza offers something for nearly every type of street skater. The bowl ranges in depth from 5' to 8' with good lines and challenges from intermediate to high-intermediate bowl riders.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	No
Additional Notes:	<ul style="list-style-type: none">•Better irrigation and maintenance would help. Some of the lawn areas are dry and yellow.•Nice and busy park, all the skaters and scooters seem to love it, only surpassed in some cases by Norton.•Seems to be the easiest park chosen by parents due to the proximity to the police station and YMCA center. (safety) All ages use the park



HAMILTON ST N WATERDOWN, ON LOR 2H0

SITE 3 - WATERDOWN SKATEPARK

	Waterdown Skatepark -Hamilton St N Waterdown, ON LOR 2H0
Day of the week & time of the visit:	September 3, 2015 - Thursday 11:30am
Weather & conditions on the day of the site visit:	37°C . Overcast with periods of direct sun. It looks like a thunderstorm will hit later in the afternoon as expected.
Approximate number of users at the moment of the site visit.	Nine kids on scooters, no skateboarders. All in elementary school below the age of 12 with two adult parents to supervise. Children at the park as school starts next week.
Are users gathering in line to use the space?	Some gathering to hit a specific line but different users are skating at the same time
General Dimensions of the Skatepark. Is there any buffer space around?	Approx. 20 by 45 meters
Does the space feel constrained? Conflicts between users and non users?	Not congested because of the low amount of users. Some lines simply for children to directly compete. Park would quickly become congested with double or triple the amount of current users.
Is it easy to access to the park?	Next to major roadway with McDonald's, and Fortino's. Easy access with a vehicle or as a pedestrian. Informal pathways to the sidewalk.
Is there any room for spectators?	Temporary stadium seating set up, otherwise spectators would have to sit on park curbs and boxes to view. Elevated nature of Park means that context slopes do not allow for level viewing
Is there any potential area for expansion of the park?	Yes, beside the park entrance there is a rundown basketball court in which the park could expand, also the parking could be a potential area to grow but it would reduce the amount of parking available. The park as a whole has flexibility to allow for each program to expand.
Are there trees on the site? Do they provide shade or wind protection?	No, nothing close to provide shade or windbreak. Parents cannot easily escape from the sun. Sparse trees within park, no practical benefit.
Are there water fountains available around the park?	No dedicated water fountain on site however there is a washroom building. One handicap accessible, one man and one women.
Are there washrooms available around the park?	See above. Close to both the splash pad, children's playground and skatepark. In between the splash pad and skatepark.
Are there any convenience stores in close by?	Across the main street there is a Fortino's, McDonald's, convenient store, Tim Horton's etc.
Is the drainage system working properly? Are the drains clogged?	According to the kids using the space, it is working well. Drains look clean and unclogged.
How does it integrate with other recreational space?	Currently in close proximity to other park programs. Future developments will further allow for accessible pathways. Addition of a new figure 8 skating/rollerblade course is planned. Water fountain to be installed as part of renovations
Proximity to residential Transit Access	One side is residential, the other side is commercial. None of the kids we spoke to use transit. Jenny (one of the mothers) didn't know of any stops. People drive or ride to the park. Closest bus stop PARKSIDE at HAMILTON - 250 meters away from skatepark. Bus Route 18.
Parking Lot	Lots of parking available
Topography	Flat park slightly elevated in landscape to accommodate bowl feature.
Are there garbage cans available around the park?	Three industrial garbage cans are in proximity of Park. City empties them daily however trash is present on the contextual lawn areas.
Crime Prevention Through Environmental Design - Are there places for people to hide? Drive-by surveillance: Access Lighting Morality Lighting Security	Safe park, no areas to hide. Light use confirmed by users. They ride at night and feel comfortable in the space. The washroom and the kids area have three additional city typical pole lights.
Is there graffiti in the park? Are these street art or tagging?	Nice graffiti is present. Almost no tagging. Paint seems worn down which would indicate that the park is no longer actively pursued by graffiti artists or taggers.
Emergency Phone	No
What is the ambient noise? (Measure Decibels)	53db - Average: 55 db - Peak:63 db - Max: 94 db
What is the general condition? Is concrete and paint flaking?	Paint is flaking. Concrete shows signs of cracks but not by any means inhibitive. Still heavily used.
Main Features of the Skatepark:	Waterdown is a good quality intermediate transition / bowl skatepark built in 2006. It is primarily a bowl skatepark with some street obstacles peppered around the deck of the bowl. The bowl includes a spine, elevator corner, extension ,over-vert clamshell, and roll-in central entry feature. Bowl heights vary from 4' to an estimated 7" or 8'. The bowl is primarily in the 4' range, a beginner to intermediate bowl. The street features on the deck include a flatbar, two curved ledges, a bench, and a manual pad; a good collection of the staple technical / flatground street skating features. A "DIY" cinder block ledge and a small hubba were also added ad-hoc, we are unsure if they still remain. The park is located at 200 Hamilton Street North in the Waterdown area of Hamilton.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	A box with rails using cinderblock construction may have been added although it uses the same paint colors as the rest of the park so perhaps by city staff.
Additional Notes:	<ul style="list-style-type: none">•In speaking with the kids at the park, scooters seem to be the new trend at this park. Age groups of 13 and under using scooters rather than skateboards meaning inverts and pool areas will be more popular over the next couple decades. This particular park was noted to feel run down by the kids and one reason some of them prefer to go to other parks.• Largest desire by the kids is to be able to skate during the winter in the park. Presume that this means skate for free in the winter rather than the indoor spaces such as Inflow skatepark.



PARKDALE PARK, HAMILTON, ON L8H 7R5

SITE 4 - PARKDALE SKATEPARK

	Parkdale Skatepark - 1770 Main St E, Hamilton, ON L8H 1E3
Day of the week & time of the visit:	Not observed in person
Weather & conditions on the day of the site visit:	N/A
Approximate number of users at the moment of the site visit.	N/A
Are users gathering in line to use the space?	N/A
General Dimensions of the Skatepark. Is there any buffer space around?	3,550 sq.ft
Does the space feel constrained? Conflicts between users and non users?	The park design encourages continuous skate/bike lines from one side to the other which would likely be impeded during high use periods where individuals are focused on specific elements. No conflict between users and non users as the park is isolated by grass parkland.
Is it easy to access to the park?	Easily accessible. Hamilton transit bus stops at three park intersections and car parking is available.
Is there any room for spectators?	Yes, however no designated or designed area. Grass surrounds the park and offers viewing. Upper platforms offer standing area if not occupied by riders.
Is there any potential area for expansion of the park?	Yes, the landscape offers the opportunity to expand on all sides
Are there trees on the site? Do they provide shade or wind protection?	Trees exist but do not service the park in any functional manner.
Are there water fountains available around the park?	Presumably Pat Quinn Arena which is on the site and only a few minutes walk offers water fountains
Are there washrooms available around the park?	The arena would house washrooms.
Are there any convenience stores in close by?	The arena presumably has a canteen and/or vending machine. Furthermore there is a gas station with a small convenience store on the north east corner. A little Caesars Pizza is located in a strip mall on the south east corner along with Bedrock Bistro.
Is the drainage system working properly? Are the drains clogged?	Due to the two level design without an isolated low point, water flows off to one side and appears to function properly.
How does it integrate with other recreational space?	No intentional integration is present. Only one pathway connects to the arena parking lot. A grouping of programmed activities is present which would create a possible activity hub. The skatepark is adjacent to two tennis courts and a basketball court. The park is also diagonally located to Sir Winston Churchill Secondary School which would increase continual use.
Proximity to residential	Very Close. Parkdale Park is surrounded by residential housing.
Transit Access	Queenston at Isabel, Parkdale at Main and Parkdale at Queenston bus stops.
Parking Lot	Yes, three.
Topography	Parkdale Park is flat with the topography increasing slightly at both ends of the skatepark to accommodate the area. skatepark offers a simple extended half pipe configuration where the two end are higher with a lower center portion.
Are there garbage cans available around the park?	One garbage can is located at the skatepark entrance.
Crime Prevention Through Environmental Design - Are there places for people to hide?	No places to hide. The skatepark is also 22 meters from the street.
Drive-by surveillance:	Dedicated skatepark lighting by 4 pole lights with additional poles along the pathway leading to the park. No other security features are present.
Access Lighting	
Morality Lighting	
Security	
Is there graffiti in the park? Are these street art or tagging?	Many instances of graffiti tagging.
Emergency Phone	Not present.
What is the ambient noise? (Measure Decibels)	N/A
What is the general condition? Is concrete and paint flaking?	Well used, in good condition and suitable for skating
Main Features of the Skatepark:	Multiple quarter pipes, drop ledges and boxes to grind. Pyramid obstacle with rail. Launch ramp with rail and ledge obstacle.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	Presumed not.
Additional Notes:	Used by multiple age ranges from supervised children to teenagers. Presumably from the nearby secondary school.



762 UPPER KENILWORTH AVE. HAMILTON, ON L8T 4Z6

SITE 5 - MOHAWK SPORTS PARK

	Mohawk Sports Park- 762 Upper Kenilworth Ave. Hamilton, ON L8T 4Z6
Day of the week & time of the visit:	September 3, 2015 3:28 PM Thursday
Weather & conditions on the day of the site visit:	Hot day high of 37°, sunny, no cloud cover, very light breeze
Approximate number of users at the moment of the site visit.	No users when we got to the park - 2 BMX riders at the end of the visit.
Are users gathering in line to use the space?	Non applicable
General Dimensions of the Skatepark. Is there any buffer space around?	20 by 14 meters. Half pipe
Does the space feel constrained? Conflicts between users and non users?	No. Extensive space around.
Is it easy to access to the park?	Difficult to access by vehicle if access road to the parking lot is shut off. Otherwise access from skating facility rear parking, informal paths.
Is there any room for spectators?	Yes lots of room for spectators. No formal or temporary seating, standing room only
Is there any potential area for expansion of the park?	Great potential for expansion. Adjacent area includes large open lawn and non-formal parking lot. Although the "park" consists of only one old steel half pipe.
Are there trees on the site? Do they provide shade or wind protection?	No sun protection. Contextual trees are present. Depending on wind direction during the seasons the wall of trees and shrubs would protect the location.
Are there water fountains available around the park?	No water fountains within an easy walking distance. Potentially inside skating facility nearby.
Are there washrooms available around the park?	Washrooms at the park and arena nearby.
Are there any convenience stores in close by?	No, but available at canteen within arena.
Is the drainage system working properly? Are the drains clogged?	Steel pipe with no drainage holes. Ponding is occurring on the top and center of the pipe.
How does it integrate with other recreational space?	Not integrated at all. Looks like it has been simply put here to meet the demand. Given that, it is a very poor location in the park due to isolation.
Proximity to residential	No. In the middle of a park. Residential area 500 meters away
Transit Access	Only on the exterior of the park. Bus stops on Upper Kenilworth Ave and Limeridge Ave.
Parking Lot	Directly adjacent to parking, otherwise an unsafe and non-convenient walk from skating facility parking lot.
Topography	Flat
Are there garbage cans available around the park?	One.
Crime Prevention Through Environmental Design - Are there places for people to hide?	Lots of places to hide in the bushes. Very isolated.
Drive-by surveillance:	No intentional lighting for this feature. Assumed there is no security. Night use is not an option.
Access Lighting	
Morality Lighting	
Security	
Is there graffiti in the park? Are these street art or tagging?	Yes covering the steel pipe. Flaking, rusty and old. Not maintained.
Emergency Phone	No
What is the ambient noise? (Measure Decibels)	46db- Average: 58 db - Peak:51 db - Max: 94 db
What is the general condition? Is concrete and paint flaking?	Worn surface condition however it is still functional
Main Features of the Skatepark:	Mohawk Sports Park is home to a mini-ramp half pipe. It roughly 24' wide, a nice width, and approximately 4' high on one side and 5' on the other. This height differential makes the ramp strange to skate and probably a lot less popular than it would be if both sides were the same height.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	No.
Additional Notes:	<ul style="list-style-type: none">• Kids using the pipe while we were surveying mentioned they would like Turner the best if bikes were allowed to ride there. Pipe is very isolated although it is consistently used. Pipe is likely not used by young children as their parents probably don't leave them here.• Kids confirmed washrooms in arena can be used and that there is a canteen. There's a fountain at the Cardinals baseball entrance five minute walk from the pipe and in the arena.



3282 BINBROOK RD, ON L0R 1C0

SITE 6 - FAIRGROUNDS PARK- BINBROOK

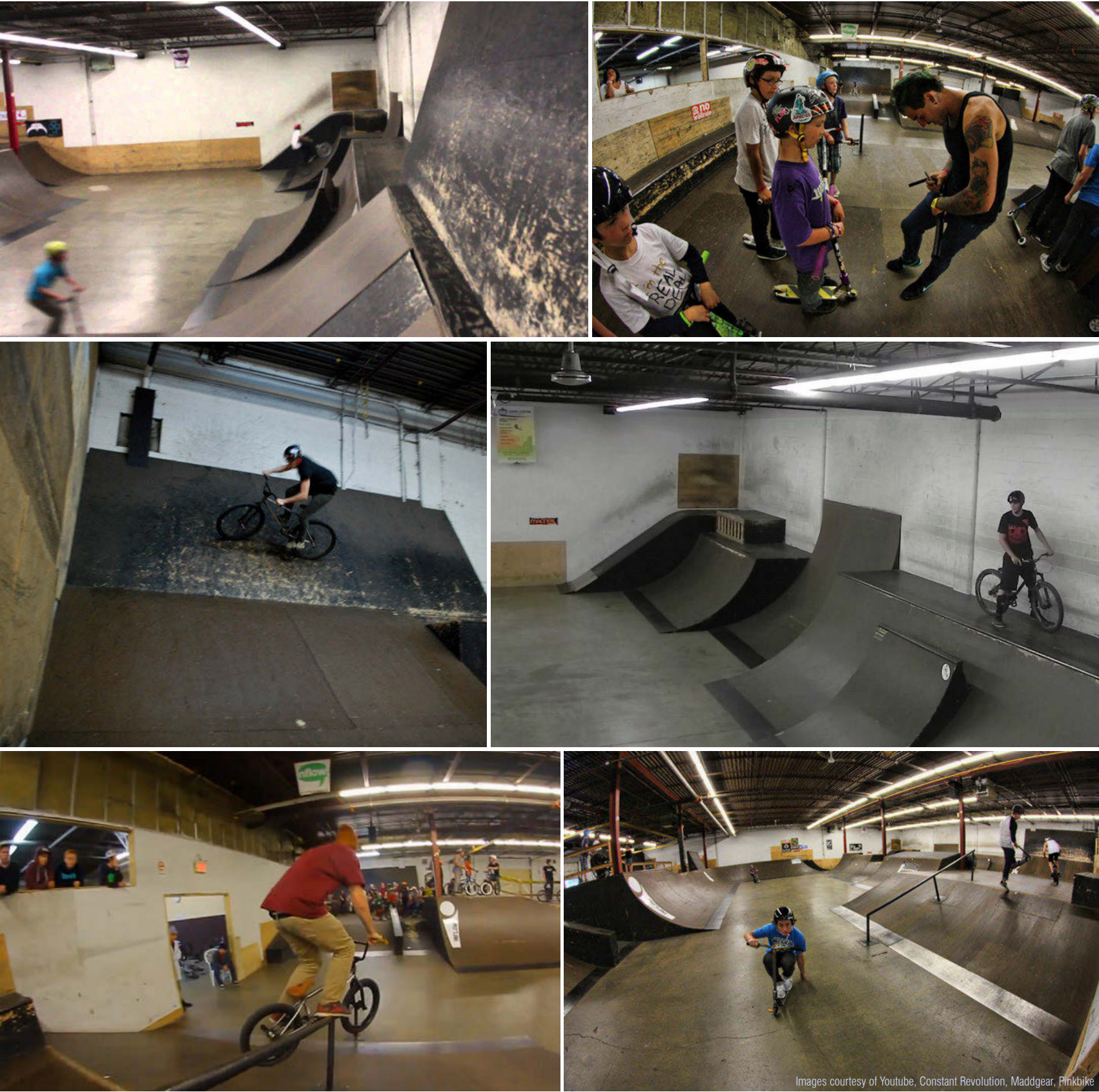
	Fairgrounds Park- Binbrook-Hamilton, ON L0R
Day of the week & time of the visit:	September 3, 2015 Thursday 5:27pm
Weather & conditions on the day of the site visit:	On and off raining, thunder and lightning
Approximate number of users at the moment of the site visit.	Zero. Likely due to weather conditions
Are users gathering in line to use the space?	Non applicable
General Dimensions of the Skatepark. Is there any buffer space around?	42 by 18 meters concrete pad, with temporary elements.
Does the space feel constrained? Conflicts between users and non users?	No, temporary elements are spaced well. Lots of extra concrete pad area
Is it easy to access to the park?	Yes, directly off of a main road with a large park adjacent and a school on the other side. However there is a locked gate meaning the area drive up possibility is limited
Is there any room for spectators?	Yes, standing room on concrete pad. Within skate area there is not a lot of buffer between sidewalk and pad.
Is there any potential area for expansion of the park?	Limited. Forest on one side, water tower on the other and park behind the pathway would be interrupted through expansion. Parking may have to be relocated.
Are there trees on the site? Do they provide shade or wind protection?	Trees surrounding just under half of the one side would likely provide shade and some wind protection
Are there water fountains available around the park?	No fountains present.
Are there washrooms available around the park?	No. School may have washrooms but it is unlikely they are freely accessible
Are there any convenience stores in close by?	No
Is the drainage system working properly? Are the drains clogged?	Concrete drains well through cracks. Simply surface run off as it is a flat pad site. No substantial ponding
How does it integrate with other recreational space?	No integration with context
Proximity to residential Transit Access	Surrounding residential, presumably great location for families with kids in the area No.
Parking Lot	Parking lot with possibly seven parking spaces, very limited. Next closest parking lot would be at the school but this is unconfirmed if it can be used. Walking distance to school is about five minutes.
Topography	Completely Flat
Are there garbage cans available around the park?	Yes, three.
Crime Prevention Through Environmental Design - Are there places for people to hide? Drive-by surveillance: Access Lighting Morality Lighting Security	Forest surrounding the park, someone could hide. However roadway is immediately beside the park and residential is very close. No lighting, possibly regular car activity on adjacent roadway
Is there graffiti in the park? Are these street art or tagging?	Park is brand-new no graffiti present
Emergency Phone	No
What is the ambient noise? (Measure Decibels)	64db - Average: 57 db - Peak:77 db - Max: 94 db
What is the general condition? Is concrete and paint flaking?	Everything looks new. Steel and concrete construction looks as intended. Concrete is in good shape
Main Features of the Skatepark:	This is a modular skatepark including 12' wide, 4' tall mini ramp with mellow transitions and a hip. It also includes a 2-height flatbar, a transitioned kicker, a funbox with rail and ledge, and a 5' flatbank. The concrete slab appears to be in good condition. Modular ramps eventually break down and become dangerous over time, but this facility appears to be fairly new so should have at least another 5 years of life span.
Are there any evidence of additions to the Skatepark or self/ user maintenance?	No
Additional Notes:	<ul style="list-style-type: none">•We assume it will be popular because of surrounding residential and school however all elements are temporary which deem a shorter lifespan. Little supporting services within close proximity.•The skatepark is really close to the road with no buffer or fence. Boards could fly into road.



1 HEAD ST, DUNDAS, ON L9H 3H5

SITE 7 - INFLOW BIKE AND SKATEPARK

	Inflow Bike and Skatepark - 1 Head St, Dundas, ON L9H 3H5 (NON-CITY FACILITY)
Day of the week & time of the visit:	Not observed in person, closed for vacation on the day of site visits.
Weather & conditions on the day of the site visit:	N/A Indoor Skatepark
Approximate number of users at the moment of the site visit.	N/A
Are users gathering in line to use the space?	N/A
General Dimensions of the Skatepark. Is there any buffer space around?	10,000 sq.ft
Does the space feel constrained? Conflicts between users and non users?	Since this is a private facility it is not probable that the staff that supervises the space allows more users that the recommended limit
Is it easy to access to the park?	Easy access for drivers, bus
Is there any room for spectators?	Mezzanine area for viewing
Is there any potential area for expansion of the park?	No, unless using other parts of the warehouse.
Are there trees on the site? Do they provide shade or wind protection?	N/A Indoors
Are there water fountains available around the park?	They sell drinks
Are there washrooms available around the park?	Yes
Are there any convenience stores in close by?	None surrounding the immediate perimeter of the building. They sell drinks and snacks
Is the drainage system working properly? Are the drains clogged?	N/A Indoors
How does it integrate with other recreational space?	No integration. Indoor facility
Proximity to residential Transit Access	Yes, industrial area but close to a residential area Bus stop: 52 & Head St. loop 5/5E
Parking Lot	Yes, parking lot behind the building and also in the front.
Topography	No topography
Are there garbage cans available around the park?	There are garbage cans in the building
Crime Prevention Through Environmental Design - Are there places for people to hide?	N/A . Supervised indoor facility
Drive-by surveillance: Access Lighting Morality Lighting Security	N/A . Supervised indoor facility
Is there graffiti in the park? Are these street art or tagging?	No
Emergency Phone What is the ambient noise? (Measure Decibels) What is the general condition? Is concrete and paint flaking?	The facility has a telephone (905) 628-6596 Some paint is flaking. No concrete structure
Main Features of the Skatepark:	Inflow is a high quality 10,000 sq.ft. private / user pay indoor skatepark. It is primarily designed for BMX bikes and thus very popular with scooters. For skaters who enjoy transition / ramp riding, it is also excellent. It is mostly made up of transition ramps, wall rides and a mellow spined min-ramp.
Are there any evidence of additions to the Skatepark or sell/ user maintenance?	No user additions or maintenance - Private skatepark
Additional Notes:	<ul style="list-style-type: none">• Scooter & BMX retail/repair shop located on site• Tuesdays (6-9 pm) are always youth night (13 years and under only), some of the kids from other skateparks mentioned they enjoy these nights since they feel more comfortable and relaxed since they don't have the same level of expertise like older users.• They offer private rentals and Birthday parties• Fees: WEEKDAYS and WEEKENDS - \$12.00 ea./GIRLS ride FREE! YOUTH NIGHT (TUES evenings: 6 - 9pm) - \$10.00 ea./ BIKES ONLY NIGHT(WED evenings: 6 - 10pm) - \$12 ea./BEGINNER'S CLUB \$10.00ea.



Images courtesy of Youtube, Constant Revolution, Maddgear, Pinkbike

1.2 NEARBY COMMUNITIES SKATE AMENITIES:

Provision ratios of nearby communities published over the last few years:

Burlington. 1 : 88,000 (total population) Service Level, 2 Sites (2014)
Mississauga. 1 : 94,500 (total population) Service Level, 8 Sites (2014)
Hamilton. 1 : 104,000(total population) Service Level, 5 Sites (2014)
Mississauga: 2014 Future Directions for Recreation

St. Catharines
Service Level Achieved in 2015: 1 : 15,112 Youth (ages 10 to 19)
Standard Recommended in the Plan: 1 : 7,500 Youth (ages 10 to 19)
St. Catharines: Recreation Facility and Programming Master Plan, 2015.

City of Vaughan
Provision Levels 2013: 1 : 5,937 youth (ages 10-19)
Standard Recommended in the Plan: 1 : 3,000 youth (ages 10-19)
Active together Master Plan. City of Vaughan. 2013

1) BURLINGTON

a) Norton Skatepark

- Address: Haber Rec Center; 3040 Tim Dobbie Dr, Burlington, ON
- Outdoor Skatepark
- Size: 14,000 square feet
- Tectonics: Concrete
- Ditch style. Flat, curved and hubba ledges. Long bank with rail and ledge/gap combinations.



b) Nelson Skatepark

- Address: Nelson Rec Center; 4235 New St, Burlington, ON
- Outdoor Skatepark
- Size: 2,800 square feet
- Tectonics: Concrete
- Bank ramp, kicker to kicker, bank, grind ledge/box, handrail on stair set, flat bar.



c) Mountainside Skatepark

- Address: Maountainside Park; 2205 Mount Forest Drive, Burlington, ON
- Outdoor Skatepark
- Size: 5,200 square feet
- Tectonics: Concrete
- Curve ledge, rail, wave pyramid, jersey style quarter, and bank wall.



d) Brant Hills Skate Park

- Address: Brent Hills Park; 2300 Duncaster Dr, Burlington, ON
- Outdoor Skatepark
- Size: 2,600 square feet in size
- Tectonics: Concrete
- 1/2 bowl, stair set, 2 ledges, flat rail, jersey barrier style quarter and other obstacles.



e) Maple Skate Park

- Address: Maple Park; 750 Maple Avenue, Burlington, ON
- Outdoor Skatepark
- Size: 9,300 square feet in size
- Tectonics: Concrete
- Bowl, pyramid, gap bank, launch ramp, 2 rails and other obstacles.



f) Orchard Skatepark

- Address: Alexander's Public School; 2223 Sutton Dr
- Outdoor Skatepark
- Size: 1,679 square feet
- Tectonics: Concrete
- Includes banks, a stair, pyramid with ledge, gap bank and other obstacles.



g) Kiwanis Skatespot

- Address: 494 Townsend Ave, Burlington, ON
- Outdoor Skatepark
- Size: Small, unknown
- Tectonics: Concrete pad, steel elements
- Includes a pad, two rails and a kicker ramp.



h) Palladium Skatespot

- Address: Palladium Way (NW of Highway 5 & Appleby Line)
- Outdoor Skatepark
- Size: Small, unknown
- Tectonics: Concrete pad, steel elements
- Includes a quarter pipe, box, rail and ramp.



i) DesJardines Skatespot

- Address: 1811 Imperial Way, Burlington ON
- Outdoor Skatepark
- Size: 2,800 sq.ft
- Tectonics: Concrete and steel
- Concrete pad, two rails, two boxes and a quarter pipe



j) Sheldon Skatespot

- Address: 5389 Sheldon Park Drive, Burlington ON
- Outdoor Skatepark
- Size: 2,600 sq.ft
- Tectonics: Concrete
- Concrete pad with one rail. Possibly few more surface elements



2. NIAGARA REGION

- a) **Port Colborne Skate Park**
- Address: Lock 8 Gateway Park, Port Colborne, ON L3K 3T9
 - Outdoor Skatepark
 - Size: 13,400 sq.ft
 - Tectonics: Concrete
 - 670sqm of flat skating, 430sqm of ramped concrete, 163m of steel coping, 16 meters of grind-able rail and 132m of railings, 33 sq m spectator zone, central fun-box with a curved cut-away, 4 ledges, a pole jamb, 7 riser stair, set cantilevered ramp, roll-in, “lifeboat” jump, “compass”, lily pad, concave gap, mogul, 2 rollers, high, drop-in ramp, 3.3m high over-vertical quarter pipe ramp, 2 textured “gang plank” entry paths



- b) **Niagara Falls Skate Park**
- Address: Community Center; 7150 Montrose Rd, Niagara Falls
 - Outdoor Skatepark
 - Size: 13,000 square feet in size
 - Tectonics: Concrete
 - Designed for all abilities. Spine to bowl and lots of ledges



- c) **St. Catharines Skate Park**
- Address: 240 St Paul St W, St Catharine, ON
 - Outdoor Skatepark
 - Size: 12,800 sq.ft
 - Tectonics: Concrete
 - Street air and line sections. Banked walls, ledges, rails.



- d) **SUD Skates Canada**
- Address: 26 St Paul Crescent, St Catharines, ON
 - Indoor Skatepark
 - Tectonics: Wood
 - 24’ wide 5’ high mini-ramp, two 6’ extensions. Street area with fun-box, banked handrail, speed 1/4’s, flatbank and vert wall.



- e) **Fort Erie Skate Park**
- Address: 1 Municipal Center Drive Fort Erie, Ontario
 - Outdoor Skatepark
 - Size: 8,500 square feet in size
 - Tectonics: Concrete
 - An old-school design popular with BMX bikers, while the street section include quarter pipes, fun boxes, stairs, rails and some unique rollers.



- f) **Isaac Riehl Memorial Skatepark**
- Address: 55 Park Ln, Pelham, ON LOS 1E0
 - Outdoor Skatepark
 - Size: 8,000 sq.ft
 - Tectonics: Concrete
 - ‘Comfort Maple’ volcano, descending quarter pipe memorial entry sign, over-holt hill bank with detailed down rail, flat-down ledge, 12 Mile Creek snake run, mini pipe with extension pocket, slappy wall, curved quarter pipe, slappy wall with gap and flat rail and bank with mellow hip.



- g) **Welland Skatepark**
- Address: 501 King St, Welland, ON
 - Outdoor Skatepark
 - Size: 14,300 sq.ft
 - Tectonics: Steel
 - Large open flat areas with temporary steel elements. Large mini pipe, kickers, rails, quarter pipe etc.



- h) **Grimsby Skatepark**
- Address: Clarke St. East of Christie St., Grimsby ON
 - Outdoor Skatepark
 - Size: Unknown
 - Tectonics: Concrete
 - Large, dense arrangement of elements



3) LONDON

- a) **Basil Grover Skate Park**
- Address: 555 Wharnccliffe Road South, London ON
 - Outdoor Skatepark
 - Size: 2,500 sq.ft
 - Tectonics: Concrete
 - Park is geared towards beginner and intermediate level skateboarders with mini quarter pipe, flat bar, stairs, ledges and wedge bank combinations



- b) **Kiwanis Skate Park**
- Address: 1475 Brydges Street, London ON
 - Outdoor Skatepark
 - Size: 18,300 sq.ft
 - Tectonics: Concrete
 - “Plaza” style design with hubba style ledges, banks, pier 7 manual pad, lily pads, jersey barrier, hips curved ledge with extension and gap, pump bump sequence, transition gap, concave ledge, corner C-ledges, euro gap, transition/mini ramp feature, coin bank. Geared towards beginner and intermediate skateboarders.



c) **Medway - Kiwanis Skate Park**

- Address: 1051 Wonderland Road North, London ON
- Outdoor Skatepark
- Size: 7,300 sq.ft
- Tectonics: Concrete
- Includes wave, pump track, roll in, step up or transfer/sub box, near vert wall ride/transfer/sub box, graduating mullet hip transfer, escalating bowled corner, mullet spine, graduating beginner mullet hip transfer/90 HP/ rounded pump hip, 25 degree hip, tight radius 25 degree corner, 2 waterfalls, 45 degree hip, over-vert, clamshell, larger deck space, 150 mullet gap hip/straight line 90 mullet hip/rounded pump hip, 56 degree mullet. Geared to intermediate and advanced skateboarders.



d) **Naiomi-Almeida Skate Park**

- Address: 828 Deveron Crescent, London ON
- Outdoor Skatepark
- Size: 3,200 sq.ft
- Tectonics: Concrete
- Includes one quarter pipe, one bank structure, rails, boxes, ledges. Geared toward beginner and intermediate skill levels



e) **Rivers Edge Skate Park**

- Address: 15 St. Julien Street, London ON
- Outdoor Skatepark
- Size: 3,000 sq.ft
- Tectonics: Concrete
- Includes a quarter pipe with platform, various banks and hubba ledges, manni pad with square grind rail, 6 foot high ramp. This skateboard park has features suitable for all levels of skateboarders.



f) **Springbank - Byron Skate Park**

- Address: 1085 Commissioners Road West, London ON
- Outdoor Skatepark
- Size: Unknown
- Tectonics: Concrete
- Include 5 stair sets with landing “roof top’ hubba ledges, and round handrail. Wedge to wedge banks with a flat and roof top ledge, 21/2 foot hip, 3 foot cantilevered bank.
- Neighbourhood level park geared to beginners and intermediate skateboarders.



g) **Stronach Skate Park**

- Address: 1221 Sandford Street, London ON
- Outdoor Skatepark
- Size: 5,150 sq.ft
- Tectonics: Concrete
- Includes fun boxes, a bank structure, a pocket wall, a ledge structure, fun box/ramp combination. Park is geared towards beginners to intermediate skill levels.



h) **Victoria Skate Park**

- Address: 580 Clarence Street, London ON
- Outdoor Skatepark
- Size: 11,800 sq.ft
- Tectonics: Concrete
- Installations on a concrete pad in front of a band shell. Popularly referred to as the Ledge Land, this skateboard park is known for 18 inch concrete grind boxes. Advanced skateboarders take advantage of these ledge elements.



i) **West Lions Skate Park**

- Address: 20 Granville Street, London ON
- Outdoor Skatepark
- Size: 2,000 sq.ft
- Tectonics: Concrete and wood
- Includes a mini ramp, mini half pipe, two small ledges, pyramids



j) **White Oaks Skate Park**

- Address: 70 Ponderosa Crescent, London ON
- Outdoor Skatepark
- Size: 5,200 sq.ft
- Tectonics: Concrete
- Quarter pipe, stair set, ramp, box series, ramp obstacle and various rails.



k) **Wolseley Skate Park**

- Address: 656 Elizabeth Street, London ON
- Outdoor Skatepark
- Size: 22,300 sq.ft
- Tectonics: Concrete
- Largest park in the city and includes a replica pool, rollers, a 9 stair set with rail, step-up hubbas and bump to ledge, 2 flat and 3 double stair set with rails, step-up, hubbas, bump to ledge and up ledge, floating kicker/step up and down hip, quarter pipe to bank and step up combination, long hubba/bump to ledge combination, bank to floating ledge, 30 brick euro hip, hubba, bump to ledge, bank to tranny ledge/wallie transfer combination. Features suitable for all levels of skateboarders.



4) **PORT DOVER**

a) **Port Dover Skate Park**

- Address: 809 St. George St. Port Dover, ON
- Outdoor Skatepark
- Size: 10,000 sq.ft
- Tectonics: Concrete
- Park includes ledges, rails, quarter pipe, stair set, bowl and obstacles.





“ The Online survey had a great response with 1,583 participants. 815 respondents (51.48%) identified themselves as skateboard/ BMX/scooter/ inline riders.

The remaining participants were skateboarding & BMX supporters and enthusiasts, parents of skateboarders and citizens from Hamilton or other communities.”

2 ONLINE SURVEY

2.1 SURVEY DEPLOYMENT

The online survey was deployed on September 24th, 2015 and run until November 13th, 2015. Please refer to Appendix 01 to review the survey as displayed online.

The platforms and means used to deploy the study and public consultations were the following:

- City of Hamilton Website > Parks and recreation category > new section on the Skateboard Park Study with direct links to the online survey and the dates of the public consultation as well as contact emails.
- City of Hamilton Twitter
- City of Hamilton eblast to their newsletter contacts.
- LANDinc Facebook Page: Study announcement and link to the survey.
- LANDinc Website >news category: Study announcement and link to the survey.
- LANDinc Twitter: Study announcement and link to the survey.
- LANDinc eblast to all the participants of the survey who requested to receive future information about the study and consultation process
- Spectrum Facebook Page: Study announcement and link to the survey.
- Spectrum sent the survey link and information and asked for distribution on their social media to his contacts in the skateboard industry in Hamilton.
- Hamilton Skateboard Assembly Facebook (FB) Page, Flatspot Skateshop (sent via FB message) and poster provided, The Local Skateshop FB page and poster provided, Varnetta FB Page, Varnetta Longboards FB Page, King Shit Magazine (1 of Canada's 2 National Skate Magazines) FB Page, SBC Skateboard Magazine FB page, Skateparktour.ca FB Page (most popular national skatepark website / FB site).



△ Image. City of Hamilton - Handouts

- Posters and handouts were created by the City, including information about the Public Consultation meetings. These were distributed by the City in recreation centers, libraries, arenas, skateparks, local skate shops and schools in Hamilton.

2.2 REVIEW AND SUMMARY OF RESPONSES

General information about the participants:

The Online survey had a great response with 1,583 participants. 815 respondents (51.48%) identified themselves as skate/ BMX/scooter/ inline riders. (Chart 1).

The remaining participants were skateboarding & BMX supporters and enthusiasts, parents of skateboarders and citizens from Hamilton or other communities. From the 815 respondents who identified themselves as skateboarders (63.19%) were male and (32.63%) were female, 29 participants preferred not to reveal their gender.

The survey was completed by participants of all ages, with 714 responses (45.50%) between 31 and 45 years old. (Chart 2). From this group 256 were male and 440 were female and 15 preferred not to specify. 1,434 (91.5%) of all respondents identified as Hamilton Residents.

City of Hamilton Parks Use:

Based on how often residents visit City of Hamilton parks, at least 50 percent of respondents indicated using the parks several times a week and 38 percent several times a month (Chart 3). Females within the 31 to 45 years age group frequently visit the parks.

As comparisons were made of the activities enjoyed at the park between age groups and gender groups, different patterns and preferences were observed. While wheeled activities were the first option for most males, playground use was the primary activity for the female group (possibly reflecting the use they make of these areas with their children, as the female group between 31 and 45 ages indicated most time spent at parks). (Chart 5)

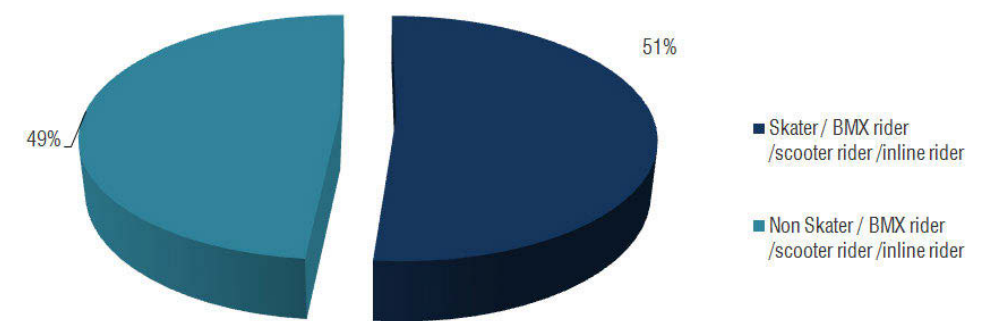
Wheeled activities is the second ranked activity for females. In both groups passive activities like sitting and relaxing were indicated as the next preferred activity, followed by exercising and walking their dogs.

Diagrams are shown comparing the use and activities in the parks between ages, indicate that all age groups practice wheeled activities, with 10 to 13 year olds and 14 to 18 year olds being the most active groups. Passive activities increase proportionally with age of the users, with the over 45 year old group preferring to relax and sit in the parks. The use of playgrounds is reflected in the youngest groups and in the age groups related to parenthood. (Chart 6)

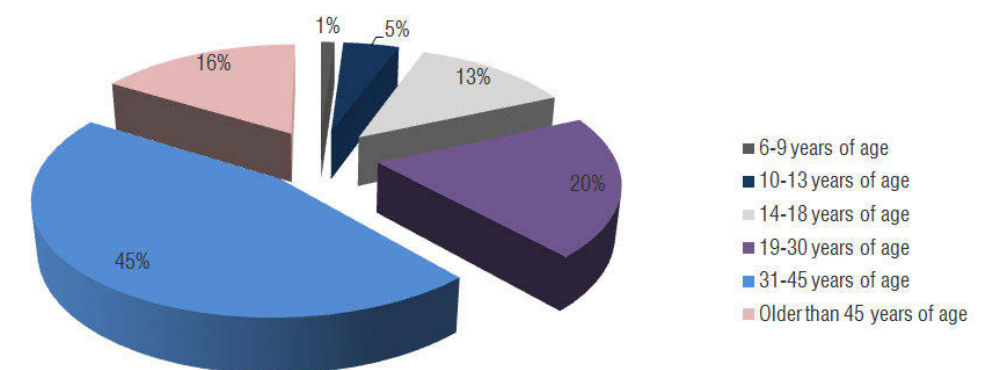
When considering positive aspects about skateboarding the most frequent responses were:

1. **Health** (Being active, Physical improvement, Fitness, Exercise, Stress reliever)
2. **Community** (Brings people together, Social activity, Community engaging, Friendship, Mentorship)
3. **Safety** (Creates a safe environment for kids, Gets kids out of the streets or trouble)
4. **Fun & amusement** (Entertainment, Enjoy)
5. **Abilities and skills improvement, and other** (Confidence, Agility, Creativity, Courage, Focus, outdoors play, disconnect from technology)

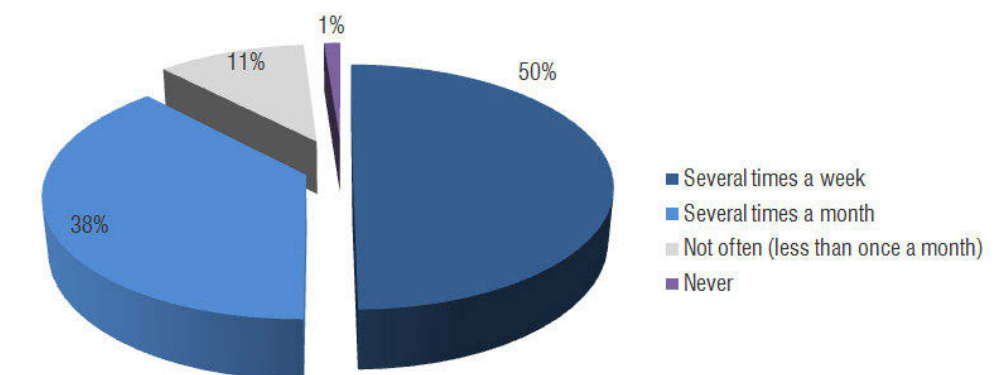
More than 50% of respondents expressed not being concerned about noise or graffiti and 49% indicated not being concerned about after hours noise when thinking about the possibility of a skatepark in their neighborhood. On average, any concern about these three factors was always below a rating of "3 - moderately concerned" on a scale with "1 - Not concerned" and "5 - Very concerned". (Chart 7).



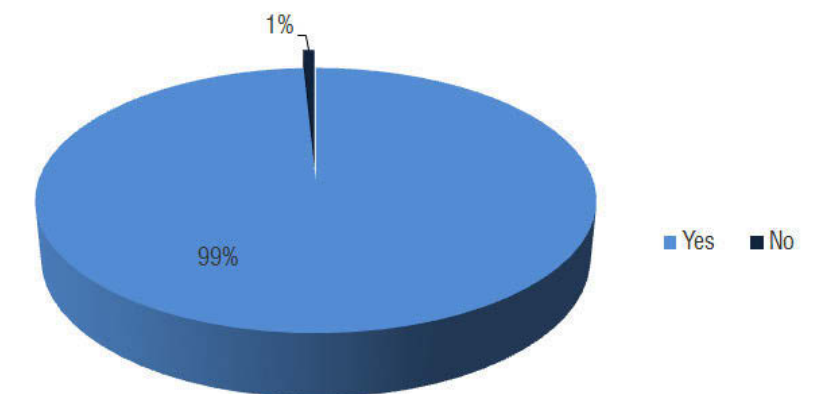
△ Chart 1. Skateboarders/ BMX Riders etc vs. Non Skateboarders/ BMX riders etc (Based on all participants responses)



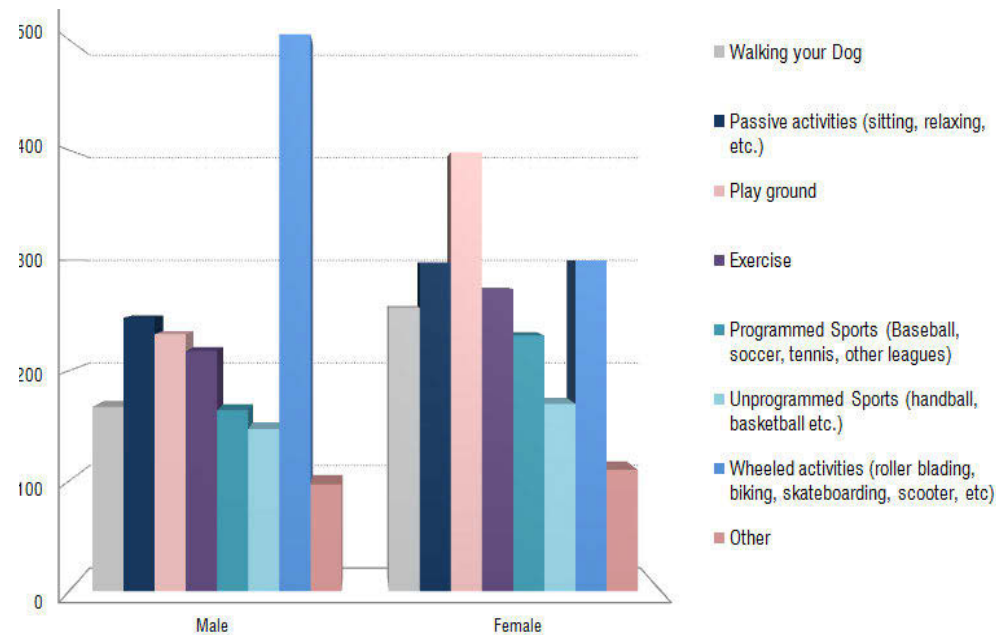
△ Chart 2. Q3. What is your age group? (Based on all participants responses)



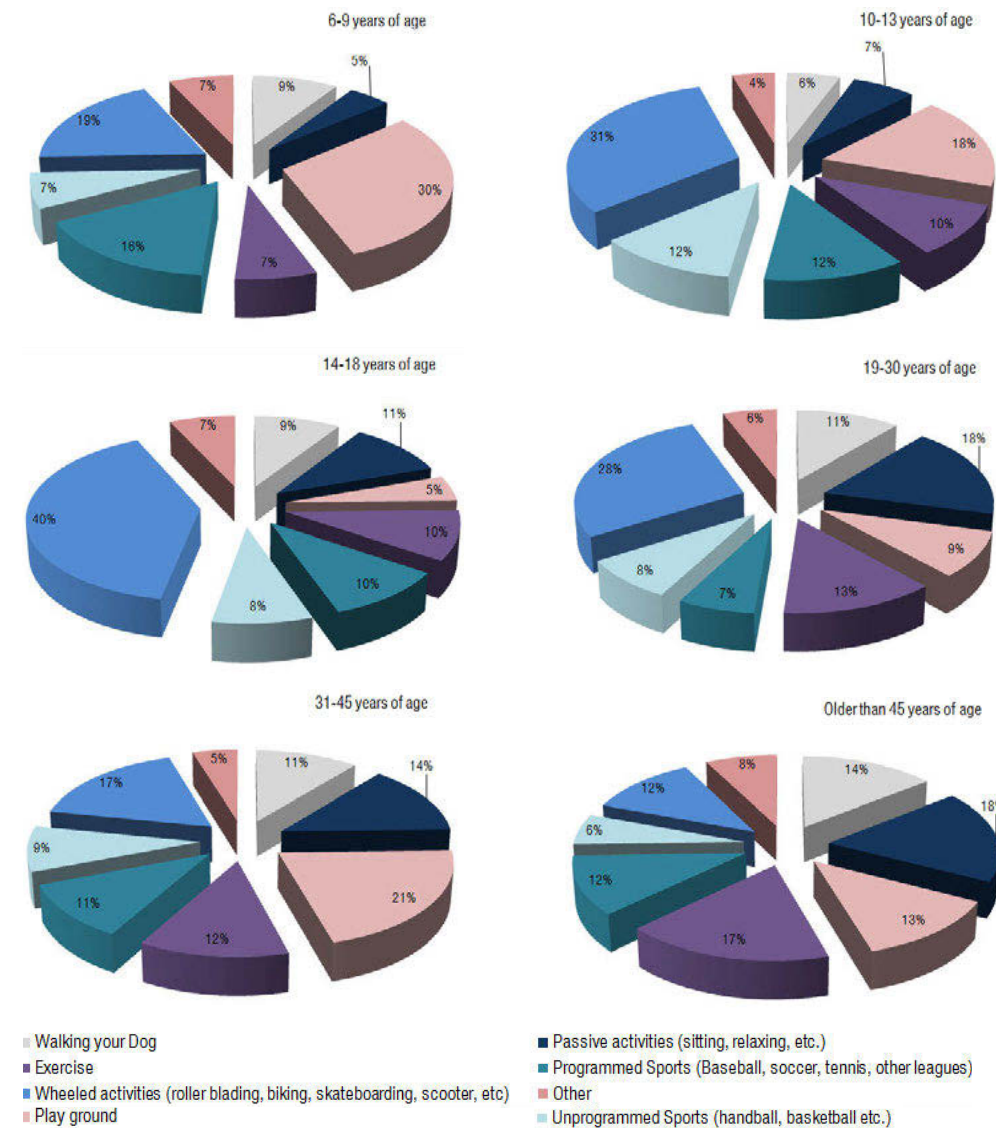
△ Chart 3. Q6. How often do you visit City of Hamilton parks? (Based on all participants responses)



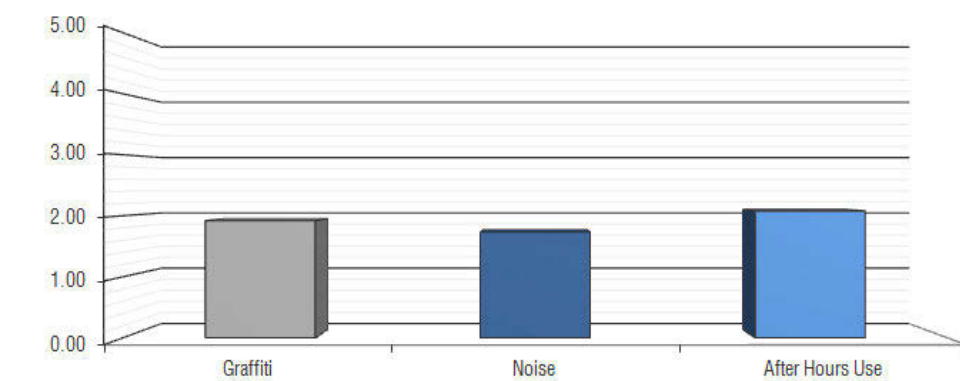
△ Chart 4. Do you support skate parks in your community?



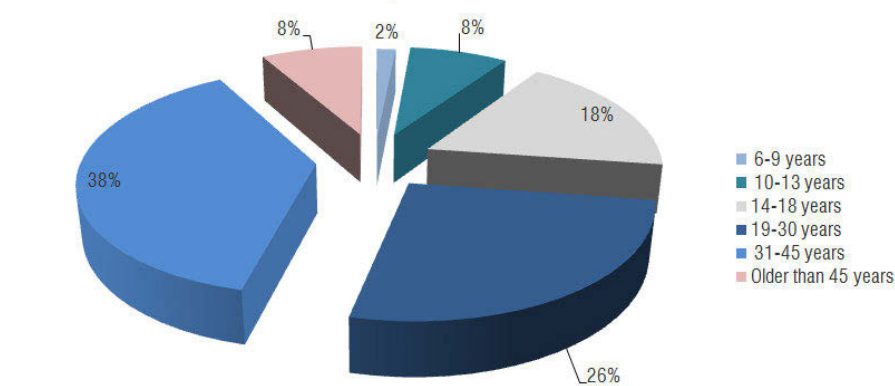
△ Chart 5. Q7. What kind of activities do you currently enjoy doing in the park? (Comparison between male and female responses)



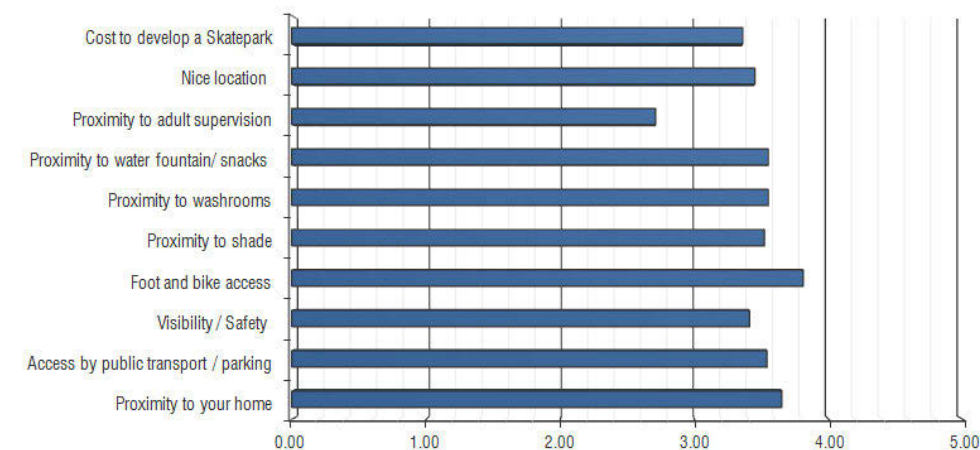
△ Charts 6. Q7. What kind of activities do you currently enjoy doing in the park? (Comparison between ages)



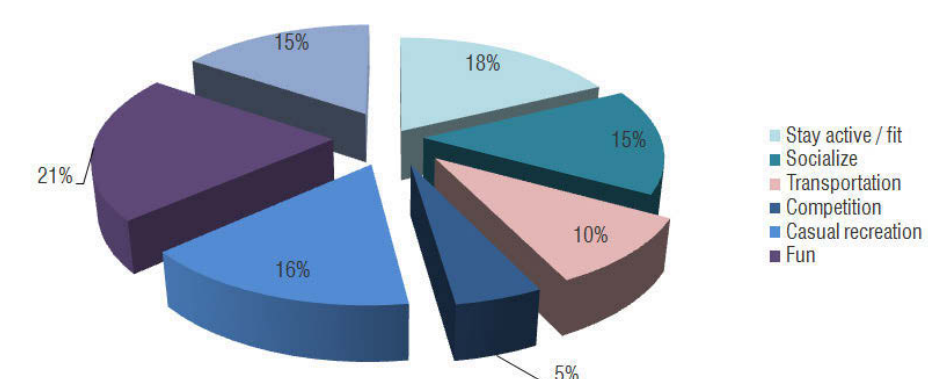
△ Chart 7.Q13: When thinking about the possibility of a skatepark on your neighbourhood, does any of the following concern you?(Average based on all participants responses)



△ Chart 8: Percentage by ages of the Skaters, BMX, Scooter and Inline riders surveyed



△ Chart 9.Q16: How would you rate the importance of the following elements on a Skatepark? (Skaters, BMX, Scooter and Inline riders)



△ Chart 10.Q17: For what purpose do you actively skateboard? (Skaters, BMX, Scooter and Inline riders)

The respondents who indicated a higher level of concern about graffiti represent less than 8% of the total of participants, 5.2% for noise and 8.8% for after hours use.

Skater Preferences:

This part of the survey was designed to learn about the preferences of skateboarders, BMX, Scooter and Inline riders with all other participant group answers excluded. See (Chart 8) for the percentage of participants in this section by age.

The first question in this section sought to determine the importance of elements present in a skateboard park using rating levels from 1 “Not important” to 5 “Very important”. Results revealed almost all elements were considered at least “Moderately important”. Proximity to adult supervision or other recreational amenities (such as Community Centers) was rated lowest with a 2.71 average and foot /bike access highly rated with a 3.81 average. (Chart 9)

More than 75% of respondents to this question were 18 years or older, 16% between 14-18 years old and less than 9% younger than 14 years old. Considering this, results for proximity to adult supervision or other recreational amenities could have been considered of lesser value due to the majority of skateboarders surveyed already being independent and of adult age.

When asked for what purpose they actively skateboard 21% of respondents specified fun as their main reason, closely followed by stay active/ exercise (18%) and recreation (16%) (Chart 10). The lowest response was competition, but when looking individually to this group by ability level data exposes some interesting facts:

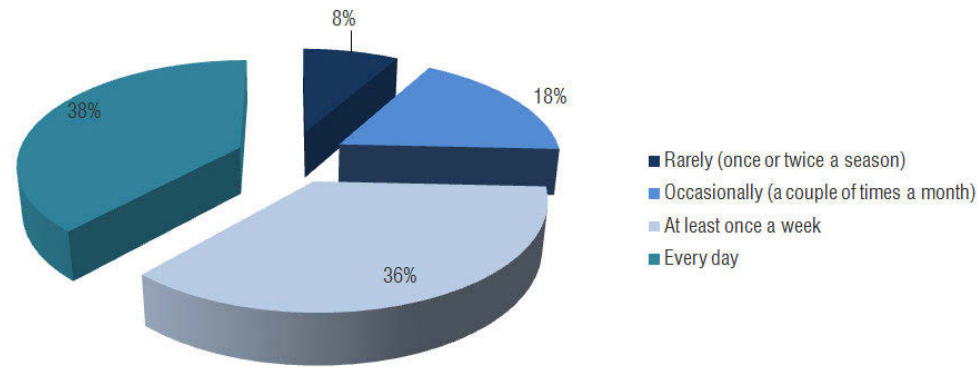
Skateboarders from all ability levels rated “fun” as the first reason to skate, followed by “socialize” and “exercise” in all groups. This value increases its importance as the level of ability increases. Transportation, personal challenges and competition are other reasons that increase proportionally to the level of ability of the skateboarders, BMX, Scooter and Inline riders.

The frequency of skateboarding between April - October was indicated as “Every day” for 38% of the participants and 36% skate at least once a week (Chart 11) revealing that Hamilton is a very active population on wheeled sports. The “Every day” practice groups (Chart 12), groups 14 to 18 (31%) and 10 to 13 years old (28%) clearly are the most active. Those older than 45 years old are the least active on an every day basis.

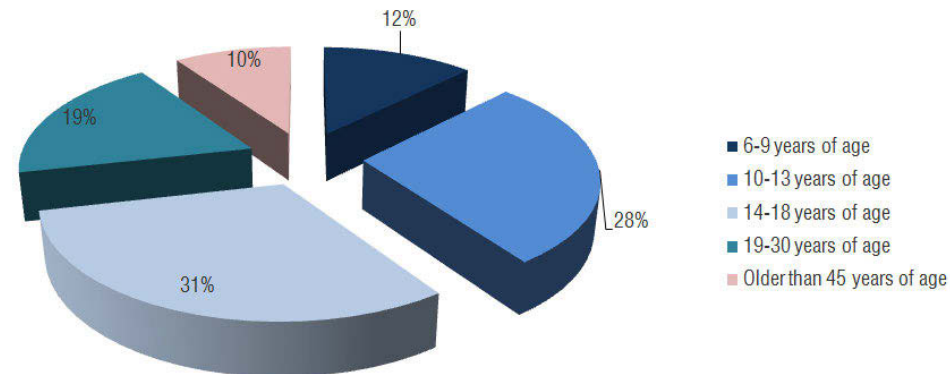
The majority of the users of skateparks surveyed (54%) indicated to have more than 5 years of experience and 24% to have between 2 and 5 years of experience. Only 10% of them have 1 year or less of practice. (Chart 13)

Among the most experienced group (5 years or more of experience) 85.7% were males and 14.3% were females. The 19-30 year olds and 31-45 year olds were the groups with a higher percentage of experience. The beginners group, those with less than 1 year of experience, was comprised primarily of the 6-9 year old group and the older than 45 year old group.

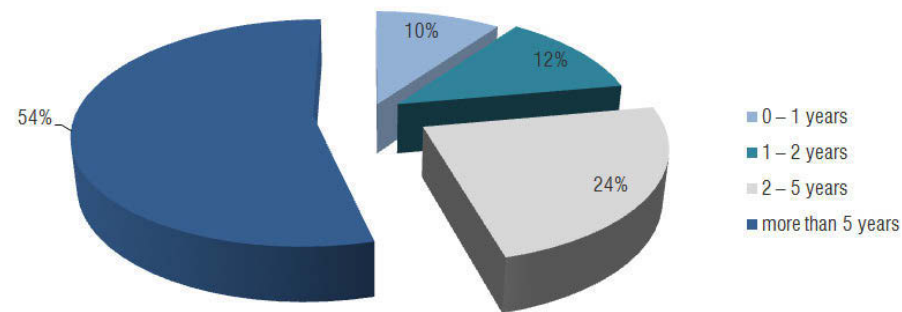
When comparing the length of time spent at the skatepark during a typical session to the years of experience some relevant information is exposed (Chart 14). Skateboarders with more than 2 years of experience typically spend between 2 to 4 hours at the skatepark whereas less experienced users with less than 2 years of experience normally spend 30 minutes to 1 hour, and are less likely to need services (such as washrooms or drinking fountains) because of the short time frame.



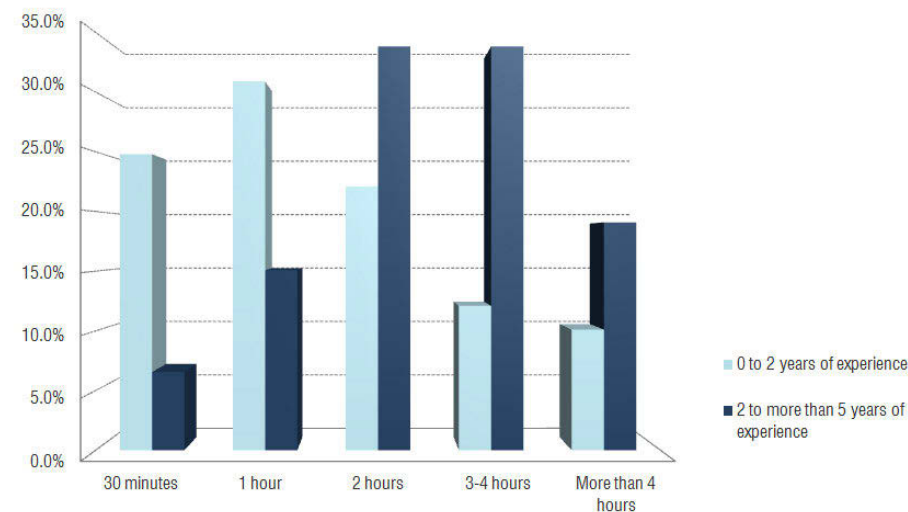
△ Chart 11.Q18: How frequently do you skateboard April - October? (Skaters, BMX, Scooter and Inline riders)



△ Chart 12.Q18-T: Every day skateboarding practice. (Skateboarders, BMX, Scooter and Inline riders)



△ Chart 13.Q19: How many years have you been skateboarding? (Skateboarders, BMX, Scooter and Inline riders)



△ Chart 14.Q21. How long do you spend at the skatepark during a typical session? (By years of experience)
(Skateboarders, BMX, Scooter and Inline riders)



“**74%** of the skateboard, BMX, scooter and inline riders indicated to **practice minimum once a week** between April and October. Of these, **38%** practice once a day, revealing that Hamilton has a **very active** wheeled sports **population**.”

“**24%** of wheeled sports riders surveyed have 2-5 years of experience with **54%** having **5+ years experience**. Such skilled and experienced individuals come from and **create active communities** with opportunities for **learning** and informal mentorship”.

More than 100 participants indicated that they spend their time skating on a 50-50% basis between designated and non-designated skateboard locations. Only 38 participants indicated that they spend 100% of their time in designated areas. Based on the following question: “If you skate on non-designated skateboard locations, would you skate more at a skatepark if one was available?” 697 (91.7%) respondents said “Yes” and only 58 (8.3%) participants indicated “No”.

Riders who reside in Hamilton were asked if they currently have a designated skateboard location (City skateboard park or spot) within walking /skating / biking distance from their home 70% responded “No”. The geographical division provides information related to the neighborhoods:

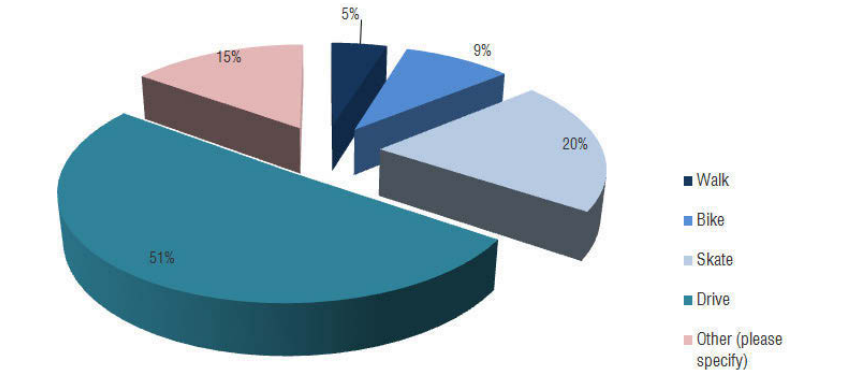
- Postal code LOR (and Waterdown) Rural Hamilton - 48% “Yes”- 52% “No”.
- Postal code L9G Ancaster area - 1% Yes” - 97.6% “No”.
- Postal code L8W Hamilton West (West Albion Falls / Hannon / Rymal / Trenholme / Quinndale / Templemead / Broughton / Eleanor / Randall / Rushdale / Butler / East Chappel) 70% “Yes” - 30% “No”.
- Postal code L8E Hamilton (Confederation Park / Nashdale / East Kentley / Riverdale / Lakely / Grayside / North Stoney Creek)- 2.9% “Yes” - 97% “No”.
- Postal code L8G Hamilton ((Greenford / North Gershome / West Stoney Creek)) - 15% “Yes”- 85% “No”.
- Postal code L8J Hamilton (East Albion Falls /South Stoney Creek) - 9.1% “Yes”- 90.9% “No”
- Postal code L9A Hamilton (Crerar / Bruleville / Hill Park / Inch Park / Centremount / Balfour / Greeningdon / Jerome)- 35.3% “Yes”- 64.7% “No”.
- Postal code L9C Hamilton (Southam / Bonnington / Yeoville / Kernighan / Gourley / Rolston / Buchanan / Mohawk / Westcliffe / Gilbert / Gilkson / Gurnett / Fessenden / Mountview)- 31.1% “Yes”- 68.9% “No”.
- Postal code L8P Hamilton (Durand / Kirkendall / Chedoke Park) - 41% “Yes”- 59% “No”
- Postal code L8L Hamilton (West Industrial Sector / West Crown Point / North Stiple / North Gibson / Landsdale / Keith / North End / Beasley)- 48.2% “Yes”- 51.8% “No”.
- Postal code L8K Hamilton (East Delta / Bartonville / Glenview / Rosedale / Lower King’s Forest / Red Hill / Corman / Vincent / South Gershome)- 26.1% “Yes”- 73.9% “No”.
- Postal code L9H Hamilton (Dundas) - 9.4% “Yes”- 90.6% “No”

The survey reflected that 51% of the skatepark users reach the park by car and 20% skate (Chart 16). Age is a factor that sometimes determines how users reach the skateparks. 81% of 6 to 9 years old users reach the park by car 9% take the bus; and 9% walk to the skatepark. Due to the young age and inexperience of this group, none of them skate or bike to skateparks.

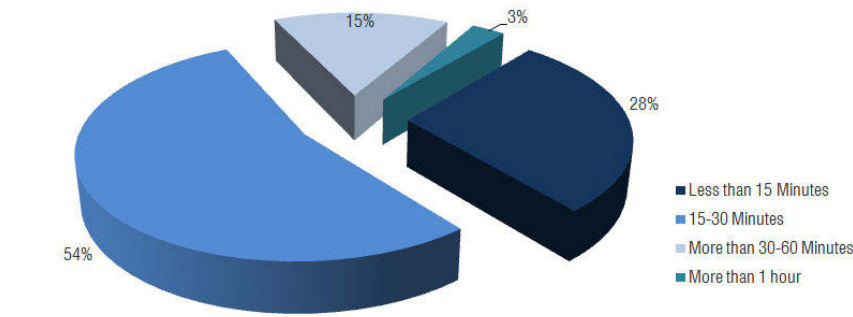
All age groups indicated they mostly reach the skatepark by driving and is significantly the option most chosen for all of them except in the 14-18 years group who equally get driven or skate with a 29% on both options. 20% of them bike and 17% take the bus. In older groups which have the possibility to drive themselves the option to skate to the park decreases to 30% for the 19-30 years group and less than 20% for skateboarders 30 years or older. Walking is lower than 10% on all age groups and taking the bus is never higher than 20% in any of them.

54% of the participants indicated that it takes them 15 to 30 minutes to reach the closest park to their residence.(Chart 17) 18% indicated 30 minutes or more and only 28% indicated 15 minutes or less.

When comparing preferred type of skateboard terrain all of the group ages preferred the option “Simulated transition features” (i.e. bowls, replica pools, spines, over-vertical, hips) with a 33.7% rate (Chart 18), except for 14-18 ages group who indicated “Naturally occurring” street



△ Chart 16.Q25: How do you reach the skatepark? (Skateboarders, BMX, Scooter and Inline riders)



△ Chart 17.Q26: How long does it take you to reach the closest designated skatepark to your home?

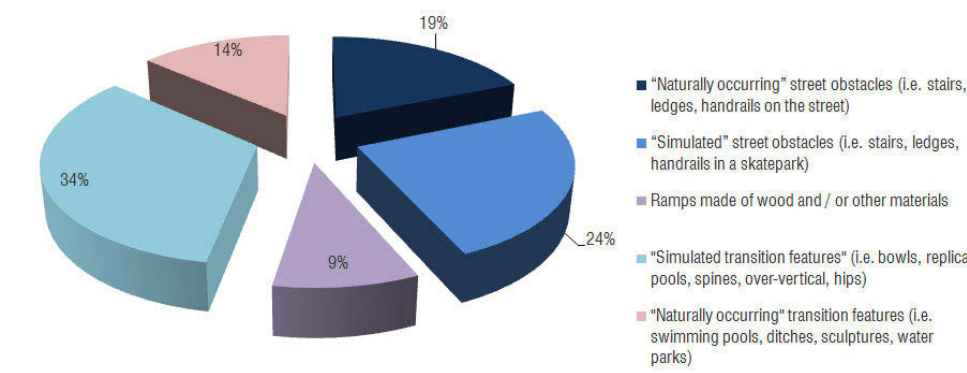
obstacles (i.e. stairs, ledges, handrails on the street) and “Simulated” street obstacles (i.e. stairs, ledges, handrails in a skatepark) as their favorite type of skateboard terrain. Ramps made of wood and / or other materials are the least popular option in all group ages.

By comparing preferences on skatepark design with experience levels, data reveals that less experienced users (0 to 2 years of experience), clearly prefer Transition elements (bowls, banks, vertical and over-vertical, replica pools, spines, hips, half pipes).Groups with 2 years experience to more than 5 have varied preferences with at least an 18% of the votes on each type of skatepark being transition elements and High-Flow the favorites.

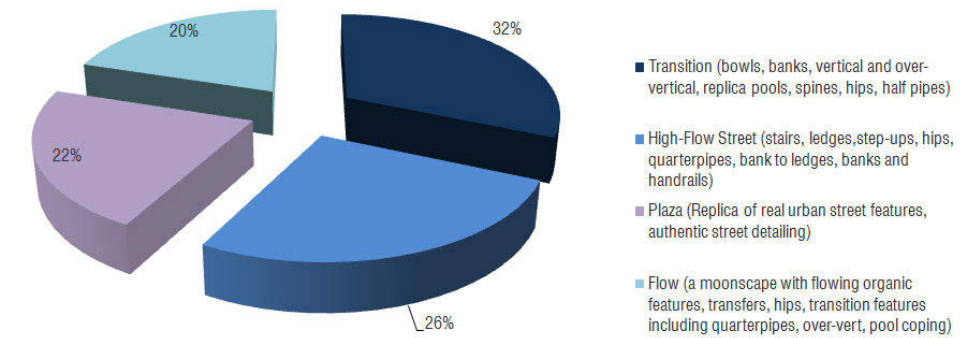
When participants were asked to list 3 skateparks that they loved (Chart 20), Turner was the most repeated name of Hamilton’s skateparks with a 41% followed by Beasley (18%) and Waterdown (17%) Skateparks. Based on the information collected during the public consultation and the visits to the skateparks, skaters seems to prefer Turner Park because of its location, connection to the surrounding areas and fully integrated design features. This skatepark was designed for and by skaters proving that this is a process that always helps to ensure great acceptance by the users. Beasley seems to be the skatepark with more history and cultural background as well as the most transformed in a do-it-yourself fashion by its users. Waterdown is very popular among the younger age groups specifically for the scooter riders.

The vibe and spirit of skateparks is very relevant for the participants of the 720 respondents, 667 (92.6%) rated the “vibe & spirit” of the park as moderately important to very important, only 7.3% rated it as 1 or 2 on a scale 1 to 5 of importance. (See Chart 22)

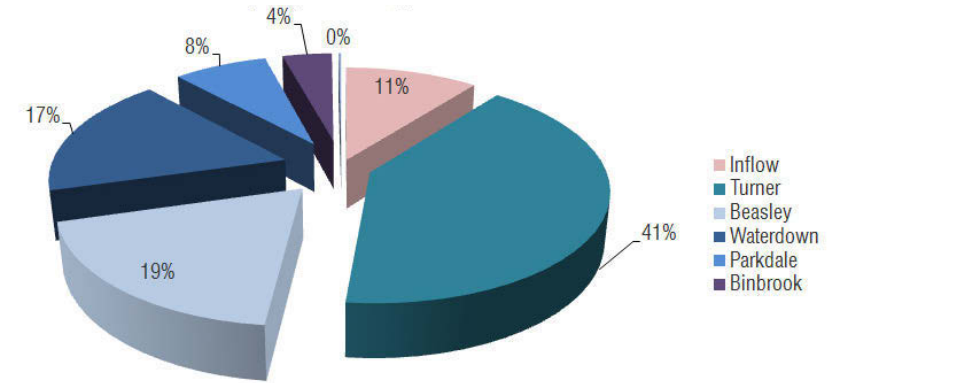
Geo-reference data from the survey revealed information on the survey acceptance and completion based on the different neighborhoods of the City (See Map 2).



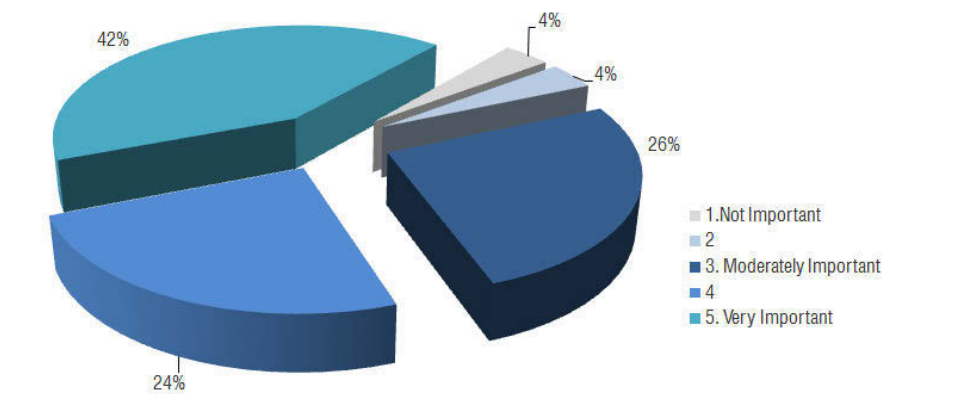
△ Chart 18.Q29: What is your preferred type of skateboard terrain?



△ Chart 19. Q30: What is your preferred type of Skatepark Design?



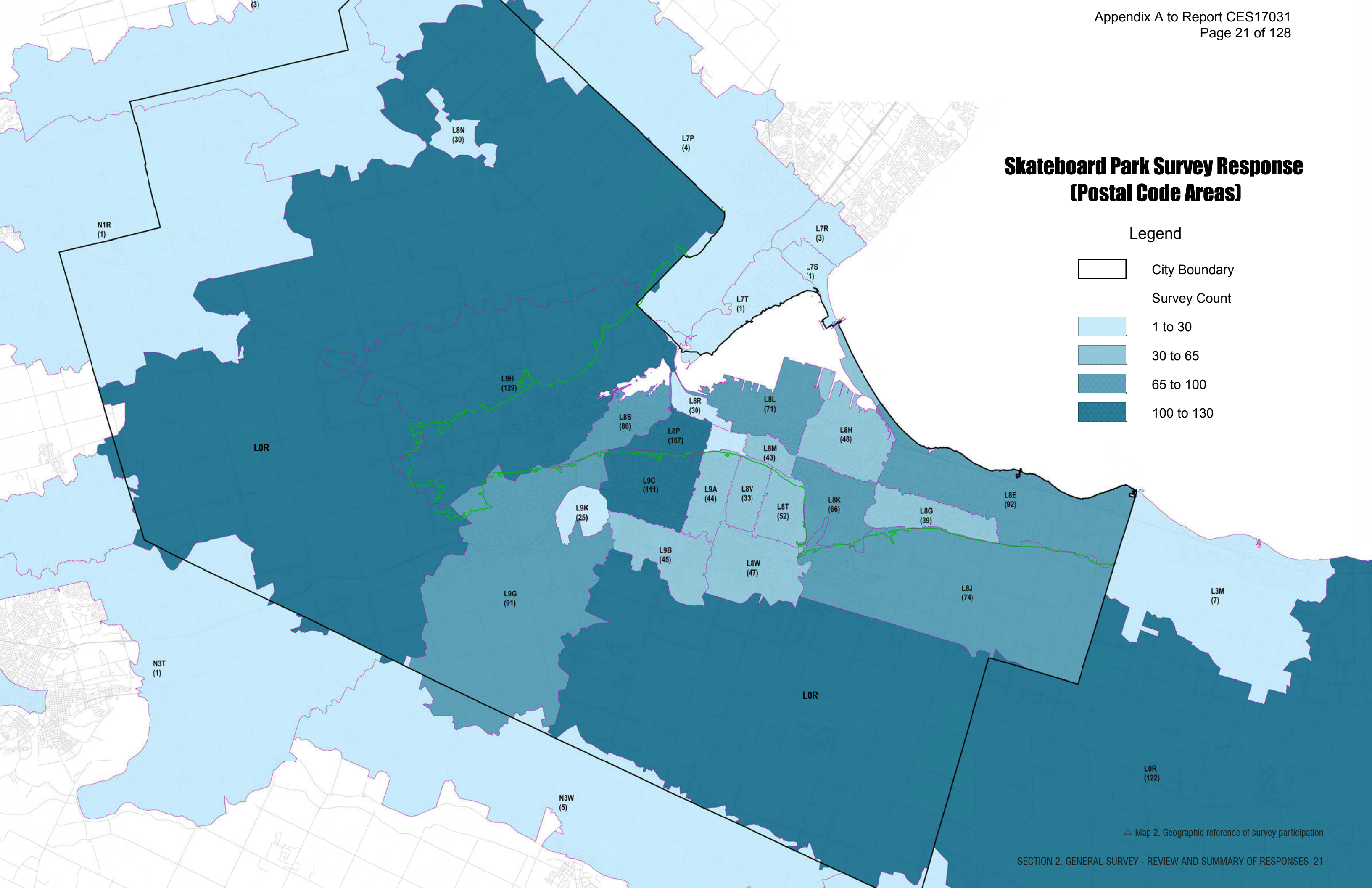
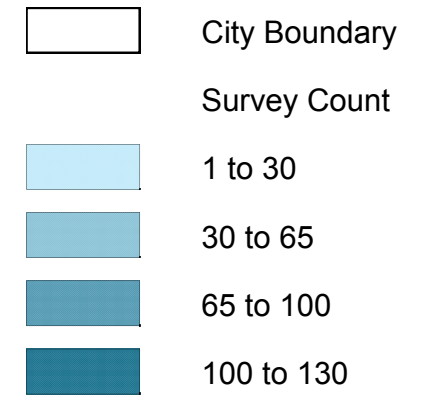
△ Chart 20. Q31: List up to 3 parks that you’ve ridden that you LOVE List up to 3 parks that you’ve ridden that you LOVE



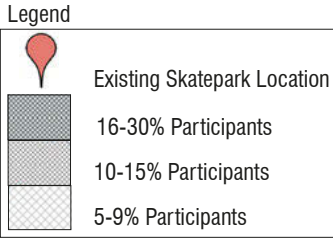
△ Chart 22. Q30: What is your preferred type of Skatepark Design?

Skateboard Park Survey Response (Postal Code Areas)

Legend



△ Map 2. Geographic reference of survey participation



Hamilton Residents who walk, bike or skate to their nearest park in less than 15 minutes (By neighbourhood)				
Neighbourhood	Code	Participants	%	Color Code
East Haldimand County / Northwest Niagara Region / Most of rural Hamilton	L0R	16	29%	
Stoney Creek	L8E	1	2%	
(West Kentley / McQuesten / Parkview / Hamilton Beach / East Industrial Sector / Normanhurst / Homeside / East Crown Point)	L8H	7	13%	
(West Industrial Sector / West Crown Point / North Stipley / North Gibson / Landsdale / Keith / North End / Beasley)	L8L	1	2%	
(West Delta / Blakeley / South Stipley / South Gibson / St. Clair)	L8M	2	4%	
(Stinson / Corktown)	L8N	1	2%	
(Durand / Kirkendall / Chedoke Park)	L8P	4	7%	
(Central / Strathcona / South Dundurn)	L8R	7	13%	
(Westdale / Cootes Paradise / Ainslie Wood / McMaster University)	L8S	1	2%	
(Sherwood / Huntington / Upper King's Forest / Lisgar / Berrisfield / Hampton Heights / Sunninghill)	L8T	1	2%	
(Raleigh / Macassa / Lawfield / Thorner / Burkholme / Eastmount)	L8V	3	5%	
(West Albion Falls / Hannon / Rymal / Trenholme / Quinndale / Templemead / Broughton / Eleanor / Randall / Rushdale / Butler / East Chappel)	L8W	2	4%	
(Crerar / Bruleville / Hill Park / Inch Park / Centremount / Balfour / Greeningdon / Jerome)	L9A	1	2%	
(Barnstown / West Chappel / Allison / Ryckmans / Mewburn / Sheldon / Falkirk / Carpenter / Kennedy / Southwest Outskirts)	L9B	6	11%	
(Southam / Bonnington / Yeoville / Kernighan / Gourley / Rolston / Buchanan / Mohawk / Westcliffe / Gilbert / Gilkson / Gurnett / Fessenden / Mountview)	L9C	2	4%	
Dundas	L9H	1	2%	
		56	100%	

△ Chart A.

The charts above represent residents of Hamilton who walk, bike or ride to their nearest skatepark. Chart A refers to respondents that indicated less than a 15 minute commute to reach the skatepark. Chart B refers to respondents that indicated a 15 to 30 minute commute to reach the park.

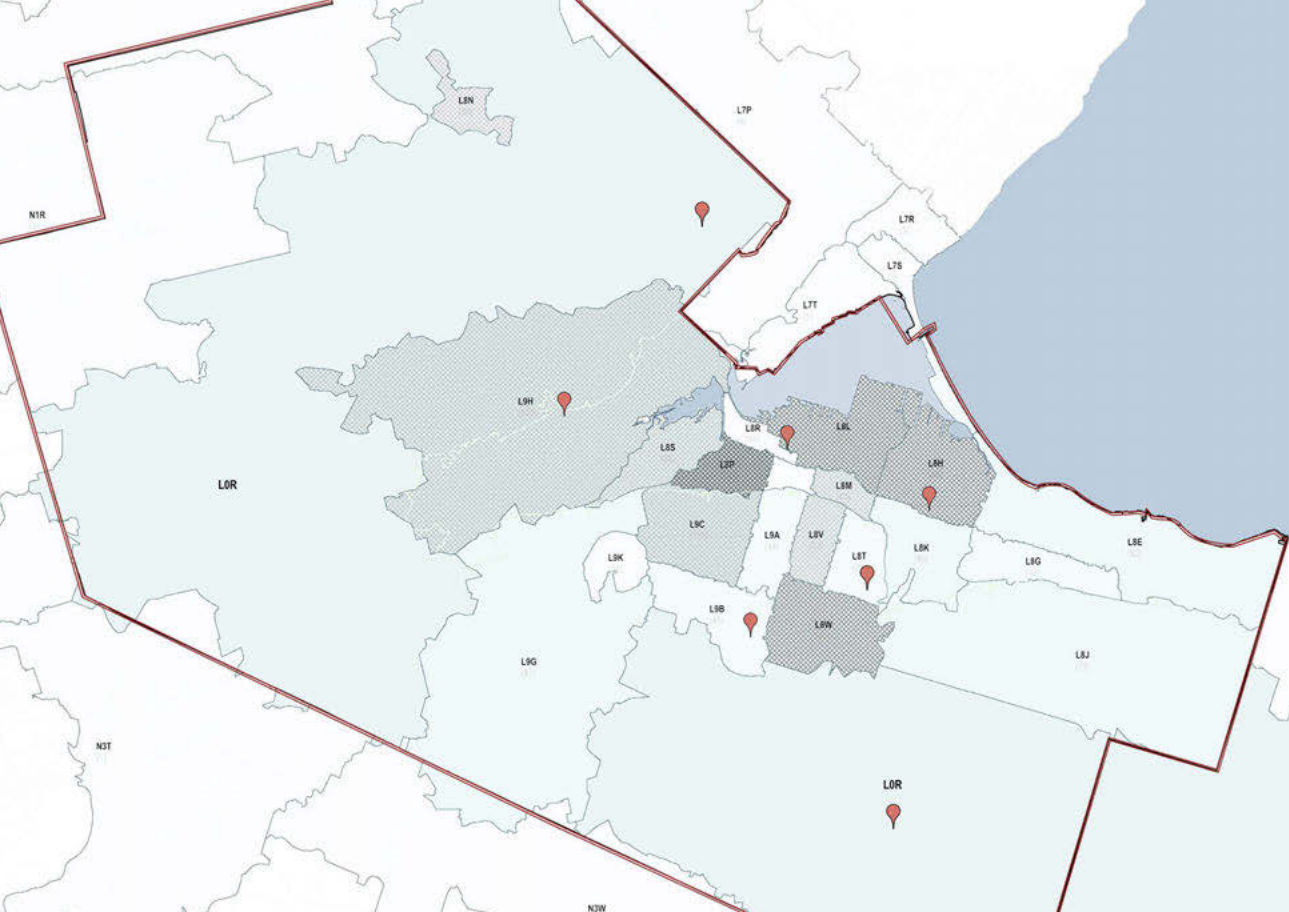
Neighbourhoods with 5% or more of the participation total are represented in the plans with hatched areas. The unhatched areas represent neighbourhoods where Hamiltonians normally don't access the skateparks unless driving or using public transportation. Mohawk Park doesn't seem to be perceived as a destination skatepark by the respondents, most likely due to its smaller size which makes it difficult to be used by different riders at the same time and its isolated location.

Hamilton Residents who walk, bike or skate to their nearest park in 15-30 minutes (By neighbourhood)				
Neighbourhood	Code	Participants	%	Color Code
East Haldimand County / Northwest Niagara Region / Most of rural Hamilton	L0R	1	1%	
Stoney Creek	L8G	1	1%	
(West Kentley / McQuesten / Parkview / Hamilton Beach / East Industrial Sector / Normanhurst / Homeside / East Crown Point)	L8H	9	10%	
(East Albion Falls / South Stoney Creek)	L8J	2	2%	
(East Delta / Bartonville / Glenview / Rosedale / Lower King's Forest / Red Hill / Corman / Vincent / South Gershome)	L8K	3	3%	
(West Industrial Sector / West Crown Point / North Stipley / North Gibson / Landsdale / Keith / North End / Beasley)	L8L	12	14%	
(West Delta / Blakeley / South Stipley / South Gibson / St. Clair)	L8M	5	6%	
(Stinson / Corktown)	L8N	5	6%	
(Durand / Kirkendall / Chedoke Park)	L8P	14	16%	
(Westdale / Cootes Paradise / Ainslie Wood / McMaster University)	L8S	6	7%	
(Sherwood / Huntington / Upper King's Forest / Lisgar / Berrisfield / Hampton Heights / Sunninghill)	L8T	1	1%	
(Raleigh / Macassa / Lawfield / Thorner / Burkholme / Eastmount)	L8V	4	5%	
(West Albion Falls / Hannon / Rymal / Trenholme / Quinndale / Templemead / Broughton / Eleanor / Randall / Rushdale / Butler / East Chappel)	L8W	9	10%	
(Barnstown / West Chappel / Allison / Ryckmans / Mewburn / Sheldon / Falkirk / Carpenter / Kennedy / Southwest Outskirts)	L9B	2	2%	
(Southam / Bonnington / Yeoville / Kernighan / Gourley / Rolston / Buchanan / Mohawk / Westcliffe / Gilbert / Gilkson / Gurnett / Fessenden / Mountview)	L9C	5	6%	
Ancaster West	L9G	2	2%	
Dundas	L9H	7	8%	
		88	100%	

△ Chart B.



△ Map 03-A. Geographic reference of Hamilton residents who walk, bike or skate to their nearest skatepark in less than 15 minutes.



△ Map 03-B. Geographic reference of Hamilton residents who walk, bike or skate to their nearest skatepark in 15 to 30 minutes.

Quotes by the participants:

Implications of Wheeled Sports

“Build more skateparks as they are getting overcrowded especially with the number of scooter kids who go to these parks now. [...] There is a big issue with scooter kids. It is very easy to ride a scooter and kids start at an very early age. They do not have the awareness about them on how be safe at a park and many times they put themselves in danger along with other people because they just roll around not paying attention. [...] With no other people at the park mentoring scooter kids (teaching safety/ behaviour/etiquette) it creates a dangerous environment for all at the park and I have seen some serious accidents between scooters and skateboarders. [...]”

‘Please allow BIKES!’

“Hamilton needs more bike friendly skateparks, I find myself having to travel outside my home town to find something fun to ride. Where I’m not threatened with a trespassing ticket like at Turner park on Rymal rd. It would be nice to have more Parks available so I can take my 6yr old son riding as he also rides bmx.”

“Let bikes in Hamilton skate parks or build more bike parks”

“A skatepark is best with no bikes no scooters. Parents leave their kids there like day care and they just get in the way and get hurt.”

Safety

“Kids need to be driven to the park and dropped off as it’s on the other side of a BUSY road. Many undesirables sit and lounge all day long. Smoking and related low quality activity. No police presence, right in the middle of town. Create a place with higher visibility and greater family value. [...]”

“Park should stand on its own merit but be part of a larger vision of sport and community with other sports/recreation facilities very nearby to allow longer patronage at the skate park and pride in keeping it safe.”

“My only complaint about skateparks is the excessive use of drugs on-site. [...] I believe that a park in an area such as a community centre or somewhere fairly populated where there are constant pedestrians would be the best location as kids can be less discrete in how they go about their activities. Thank you!”

“One other point is that the skate park is over taken by scooters and bikes that get in the way of skateboarders causing them to get hurt more as bikes and scooters are more aggressive”

Skatepark use and design

“Build skateparks that have a variety of “terrain” and “design” planned properly so the lines flow. [...] Don’t segregate different styles or types of skating to specific parks; skateboarders want to skate everything.”

“I have 4 and 7 year old boys who love skateboarding. When we lived in Etobicoke we could ride our bikes to the skateboarding park there. Since we’ve moved to Hamilton a year ago we haven’t even visited the skateboarding park here as the time and distance it takes to get there is discouraging. So my boy’s skateboard on the road or the park behind us on the sidewalk.”

“Please try to make the skatepark flow, so it doesn’t get crowded and everyone almost runs into each other all the time.”

“First, Beasley needs to be re-made! Turner is a great skatepark. Parkdale could be better. Waterdown is great but needs resurfacing. The fact remains that if new skateparks are created in Hamilton, they WILL be used! Obviously location is key, but remaking Beasley should be a priority as it is the original skatepark in Hamilton and as other parks were created, Beasley has NEVER received worthwhile attention. It is in the center of the downtown core and has existed for nearly 40 years!”

“Skateboard parks that don’t look like skateboard parks often turn out and look the best. Nothing worse than having something look a ride exactly the same as everything else. A skatepark should be unique and have it’s own features.”

Youth Health and Development

“I just want a safe place for my kids to skateboard so they aren’t on the road and I would love it to be in walking distance for them. I have 3 boys and I think this would help keep them active and healthy and out of trouble. A safe place to skate and socialize.”

“Whatever keeps kids active in a safe environment is worth taxpayers money.”

“As a skateboarder myself (now 36 years old) and having been involved in skateboarding well before the city turned Beasley Park into a skatepark, I think it’s critical to have to these parks across the city in different neighborhoods. It is one of the activities out there that allows no rules, and by that I mean you are able to express your skill/style the way you want to unlike organized sports. Skateboarding is so healthy for the mind, and the creativity of young kids.[...]”

“Skateparks create great communities. They’re not perfect, sometimes things get loud, or there’s graffiti or whatever, but kids learn a lot about how to interact with all kinds of people from different backgrounds, both social and economic backgrounds”

“The value of skateboard parks in communities has been increasing as the image of skateboarding moves away from the negativity of the past. Kids will turn to trouble if there is no stimulus to occupy them and a skateboard park can act as that stimulus to keep kids away from trouble.”

“As a life-long Hamilton skater, I am ecstatic about the possibilities of the project! From my first trips up and down the sidewalk near my childhood home, to the very first time I went to Beasley Park with my buddies, to the first time seeing the amazing bowl and street obstacles at Turner Park, I have known that Hamilton is for skaters!”

“When I skate at the few parks in Hamilton, I’m delighted when the kids ask, “...how OLD are you?”...It makes me grin every time! I Always let them know that the parks need appreciation and the skaters need respect! Telling them how good they have it, and always championing whatever their skill level is no matter what! When I hear one skater say “...SORRY...” If they collide, or just making any other vehicle feel just as welcome at the park, i.e. scooter kids, BMX, In-Line...I know that things have changed for the better.”

“I have answered these questions based on my 3 children responses. I personally no longer skate much, but I go daily with my kids”

“I personally do not skate. My son is 10 and my daughter is 6 and they are starting to learn to skateboard. I am answering as if I was them. They are at the perfect age where they would get a lot of use out of a skatepark. “

“Skateparks are a fantastic way to keep kids busy, active and out of trouble”

“Park should stand on its own merit but be part of a larger vision of sport and community with other sports/recreation facilities very nearby to allow longer patronage at the skate park and pride in keeping it safe.”



“Skateboarding is also “maturing” in that it has become more of a family and lifetime sport, with skaters riding skateparks into their 50’s and even 60’s, with young families in tow riding alongside them. Skateparks are almost solely responsible for this shift in participant demographics. Before the proliferation of free, public skateparks, most skaters quit in their early 20’s due to growing tired of not having legal places to skate.”

LOCAL, PROVINCIAL AND NATIONAL 3 SKATEBOARD, SCOOTER AND BMX CULTURE

3.1. LOCAL SKATEBOARD CULTURE:

Hamilton has a uniquely strong skate scene, grounded by the passion and pride in the Beasley Skatepark, which demonstrates the power of a long-standing, historic skatepark. The skateboarders of Hamilton recognize and are extremely proud of the fact that they have a skatepark with history; where they can skate, progress, celebrate and promote skate culture where their predecessors did. Some of the key tenets of skate culture include the punk rock movement's "DIY" sentiment, and "gathering / celebrating". If one accepts these movements as the cornerstones of true skate culture, Hamilton's skate scene is an incredibly valuable and rare hotbed of skate culture. The attention to history, DIY improvements to Beasley, and creating gatherings / events is impressive and inspiring, giving skateboarders who value "true skate culture" inspiration and hope for the future in a time when true skate culture is threatened.

3.2. ONTARIO SKATEBOARD CULTURE:

Ontario skateboarding has a storied history, an excellent microcosm of the larger skate culture complete with 80's backyard vert ramps such as the Cow Ramp, a strong "skate rock" music scene from the 80's to present, long-standing indoor "culture-rich" skateparks such as Shred Central in Toronto, and of course the historic Beasley Skatepark. In the late 1980's / early 1990's, Canada's skate media (Concrete Powder Magazine) was based in BC, so the fact was that insofar as skate media shapes culture, Ontario skateboarders and their stories didn't get much coverage. This all changed when SBC Skateboard Magazine, based in Toronto, began publishing in the mid 1990s'. If Concrete Powder was "west-coast-centric", SBC was arguably "Ontario-centric", adding some steam to Ontario's skate scene.

3.3. NATIONAL SKATEBOARD CULTURE:

Skateboarding was once considered a fringe culture, protected from outside influence by its obscurity and commitment to being anti-mainstream and going against the grain. Over time, skating has since become mainstream and accepted as reflected by phenomena such as regularly televised, large prize-purse international competitions; Non-endemic brands such as shoe and energy drink companies sponsoring professional skateboarders; and Municipalities across the world building big-budget skateparks. The sport is also on track to becoming a part of the official Olympic Games Programme. Through the introduction of the new "Olympic Agenda 2020" strategic plan, skateboarding has been recommended by Olympic organizers and is currently one of 5 sports under consideration by the International Olympic Committee for inclusion in the 2020 Tokyo Olympics.

Monstrous 50,000 square foot plus skateparks are going up all over the US, as well as in China, Singapore, Finland, Australia, Mexico, Sweden, Dubai, Israel, the Cayman Islands, France and more. Canada is far behind in terms of the size of skateparks that are being built, that include some of the smallest skateparks per capita in the world. Large 20,000 square foot parks are being built in nearly every other country in the world including Malaysia, Russia, Taiwan, India, Afghanistan, South Africa, Uganda, Egypt, England, Costa Rica, Cuba, Denmark, Hungary, Indonesia, Iran, Korea, Kuwait, Morocco, Panama, Philippines, Spain, Turkey, Ukraine and many more countries.

Skateboarding is also "maturing" in that it has become more of a family and lifetime sport, with skateboarders riding skateparks into their 50's and even 60's, with young families in tow riding alongside them. Skateparks are almost solely responsible for this shift in participant demographics. Before the proliferation of free, public skateparks, most skateboarders quit in their early 20's due to growing tired of not having legal places to skate. "Skate Crews" such as the "Old Man Army" organize regular skate sessions for the older set at skateparks, there's a Masters Division in many of the international bowl-riding events, and there are companies dedicated to older skateboarders and skate history and the sport's legendary figures. Having this older generation in the mix has the positive effect of bringing more maturity to the sport and younger generation.

Within skateboarding's ranks, there are those who hold "strong" to the culture's anti-establishment, pure, hardcore, do-it-yourself roots, feeling that the modern intrusions and co-opting of skateboarding is negative. On the other end of the spectrum, there are those who fully embrace the entry of non-endemic brands and all moves to bring skateboarding even further into mainstream culture. And of course there are those who fall somewhere between the two extremes.

With respect to terrain choices and skate culture, in brief, skateboarding was arguably born anytime between the early 1900's and 1950's, as kids with the ability to think outside the box and looking for more challenge removed the handles from their scooters. In the 1950's, kids began taking apart roller-skates and nailing them to pieces of wood, fabricating their own skateboards. 1959 saw the world's first commercial skateboard produced, the Roller Derby. Through this time, skateboarding was primarily performed on sidewalks and hills. In the 1960's, while still primarily "flatground" and hill based, as surfers discovered skateboarding or "sidewalk surfing", banked features and even pools began to be explored by skateboarders. In the mid 1970's thanks to the invention of the urethane wheel and hardcore skateboarders such as the Z-Boys, pool skating became dominant, with skateparks opening up in the late 1970's that were strictly pool / bowl / snake-run / transition. For the first half of the 1980's, skateboarders primarily rode large wooden halfpipes or vert ramps, typically in the 10'-11' height range. In the second half of the 1980's, street skating became the dominant form of the activity, with mini-ramps (typically 6') also coming into our public and private landscapes.

Street skating (skating elements found in the streets such as curbs, stairs, benches and handrails) remained completely dominant until the early 2000's when pool and bowl (a bowl is essentially an easier to ride pool designed specifically for skateboarding) skating began to make a slow resurgence. While it's impossible to pinpoint a date, late in the first decade of the 2000's, skating has hit a renaissance point where all major forms of skateboarding i.e. transition (pool and bowl) and street are fully respected and practiced by most skateboarders. This is of course reflected in the type of skateparks that have been built over time, up to the present day.

3.4. BMX CULTURE:

BMX began in the late 1970's, with the acronym standing for "Bicycle Motocross". In its infancy it was strictly a racing sport, riding around tracks styled after motocross racing tracks. Freestyle BMX began developing in the early 1980's as riders began hitting the jumps in the race tracks to do tricks rather than for speed. Inspired by skateboarding and their own imaginations, BMX'ers

then began adapting to different terrain including the streets, pools and skateboard parks; thus establishing freestyle BMX. BMX hasn't hit the popularity levels that skateboarding has, but due to the advent of huge multi-sport competitions such as the Extreme Games which became today's X-Games, it became much more known in the public eye, and thus more popular. BMX has also seen acceptance via sponsorship of highly paid professional riders sponsored by non-endemic companies,

BMX culture can be harder to characterize, so the following will shed some light on it via comparison to skateboarding. The easiest comparison, especially in the early / formative and middle years of these two cultures, is that skateboarding had a very strong artistic and even political (punk rock / "question authority") stance, reflected in a close relationship between skateboarding and music and the visual arts. To be a skateboarder for many people also meant joining a band or making other forms of art. This was much less dominant in BMX. In general, BMX has had more of a hardcore "shut up and let's ride" approach. Between the two, BMX was typically the "rougher and tougher" of the cultures. Being a youth oriented sport, BMX has also had a healthy rebellious streak including the creation of "DIY" or rider-built spots, street riding, and heavy / aggressive music. Creativity and the open mind that's required to invent new tricks and ride more obscure terrain has become stronger and stronger in BMX culture, which is now more aligned with creativity, music and other forms of art.

Hamilton recently constructed a family skills bike pump track in the summer of 2015. This was a grassroots request to Council from a group of youth in the Crown Point Neighbourhood. Council agreed to support the request as a pilot program in Gage Park. User satisfaction data indicates that the pump track is very popular and well used. This project demonstrates support for alternative/ wheeled sports in Hamilton.

3.5. SCOOTER CULTURE:

Scooter riding in skateparks has been around since the mid 2000's, slowly gaining popularity until an explosion in popularity in 2012/2013. Scooters tend to be ridden by younger kids up until a rough maximum of 15 years old, in contrast to skateboarding where participants in their 40's and 50's are not uncommon.

In consideration of this, scooter riding in skateparks is significant in terms of participation numbers however, has not been around long enough to form its own unique culture. Knowledge and traditions have not yet been established to be passed from one generation to the next. Conflicts between scooter riders and skateboarders / bmx riders are common due to the fact that many scooter riders aren't aware of skate and BMX culture's unwritten codes of conduct. Characterized in part by skateboarders and bmx riders perceiving skateparks more as a place to practice and improve their skills, and scooter riders perceiving them more as a playground.

4 POLICY/BY-LAW REVIEW

Part of the culture of skateboarding was the act of connecting of the dots – or the “skate spots” in a city or suburb. It was as much about getting there as it was about skating the skate spot in the city. Now that the skate spots are becoming municipal skateparks – designated purpose designed facilities, there needs to be a connection between skateboarding, inline skating, scooter riding, etc as they are also modes of transportation and are used to connect places. There needs to be either a dedicated or shared path system ideally built into current bike path infrastructure. Re-define trail, bike path, and include non- electric and non motorized multi-modal pedestrian transportation systems that consider inline skating skateboarding, Skateboard/ In-line skates/ Longboard Personal Mobility Device (wheelchair, medical scooter). See (Table 1), blue highlighted cells to review and consider other modes of transportation to be permitted.

Vehicle Type	Human powered?	Permitted on:			
		sidewalk	multi-use trail	on-street bike lanes	on-street auto lanes **
Bicycle	yes (only)	no, children excepted	yes	yes	yes
Skateboard/ In-line skates/ Longboard	yes (only)	no	yes	no	no
Personal Transporter (Segway)	no, battery only	yes, for disability, police, or letter carrier	yes, for disability, police, or letter carrier	no	no
Personal Mobility Device (wheelchair, medical scooter)	no, battery only	yes	yes	no	no
Pedestrian	yes (only)	yes	yes	no	no
Low-speed Vehicle (golf cart)	no, battery only	no	no	no	no
Pocket Bike	no, gas only	no	no	no	no
Scooter (skateboard with a steering stick)	yes (only)	no, children excepted	yes	no	no

Table 1. Vehicle Types and Permitted Use

The City Transportation Master plan is currently under review. The following is a review of other plans related to the Skateboard Park Study.

Hamilton’s Cycling Master plan

Hamilton’s cycling master plan’s (Shifting Gears 2009) vision refers to active integrated travel modes to only walking and cycling; however does not refer to other active modes of transportation that contribute to a sustainable healthy city:

“The City’s vision is to have a transportation system that offers a choice of Travel modes, emphasizing active transportation (walking and cycling).....”
It may be advantageous that other active and non motorized modes of transportation may take advantage and share in the same objectives as the Hamilton’s Cycling Master plan - Shifting Gears 2009 report:

1. Develop a comprehensive cycling network for commuter, utilitarian and recreational cyclists through the expansion of on-street and off-street cycling facilities, including escarpment crossings;
2. Provide a preferred cycling grid in the urban area based on a 2 km spacing design;
3. Ensure consistency in design by providing separate facilities on streets with large motor vehicle traffic volumes and high speeds and shared facilities with low motor vehicle traffic volumes; and
4. Provide convenient and all-season access to all residential and employment areas and transit nodes.

City of Hamilton – Outdoor Recreation Facilities & Sports Field Provision Plan

This opportunity for other wheeled riders taking advantage of the bicycle and trail network is further supported in the “City of Hamilton – Outdoor Recreation Facilities & Sports Field Provision Plan PHASE I & II REPORTS – November 2011, Page 14 - Principle #2: Build Healthy Communities and Promote Outdoor Activity for Children and Persons of all Ages”

The City of Hamilton will provide opportunities for sporting, leisure, cultural, health, wellness, and social activities (both organized and unorganized) in outdoor recreational areas so as to help build healthy communities and improve the quality of life for all.

- People of all ages will continue to have the opportunity to “experience the outdoors” as it relates to the parks system – to walk, bike, inline skate, sit, or socialize – within a reasonable distance of their homes (in urban areas).
- Current City-wide Provision Level 1 facility for every 13,357 - Residents (ages 10-19)
 - Recommended Provision Target:
1 community-level facility for every 7,500 residents (ages 10-19)
1 neighborhood-level facility for every 15,000 residents (ages 10-19)

The age group focus for the Outdoor Recreation Facilities & Sports Field Provision Plan for skateboard park use is ages 10-19, while our understanding of rider demographics include a significant majority of 1980 and 1990 skateboarders and their children. It is not uncommon to see a 30-45 year skater in the park with and without children. As mentioned on the survey analysis 34% of the surveyed skateboarders were older than 19 years old. The recommendation of the consultant team is to make a more comprehensive understanding of the active riders age range to include a wider spectrum (at least 10 to 30 years), since ages 10 to 19 only capture 26% of the riders polled on the survey.

Hamilton Pedestrian Mobility Plan (Dec. 2012)

The **Highway Traffic Act** provides the basic framework for the design and operations of streets and highways. Municipalities have limited discretion to vary from the legislation and operational and design policy when considering changes to street design and operation, where pedestrians are concerned. The Highway Traffic Act and its policy manuals are under review and there appears to be some openness to better provide for active transportation, especially pedestrian activity.

This allows for the opportunity to re-visit the Right of Way ROW and study how a bike lane or a modified version could accommodate other wheeled sports.

The “nodes and corridors” concept is central to the organization of the new City of Hamilton’s Urban Official Plan. The **Transit Oriented Development Guidelines** provide for redevelopment that reflects the transformative effect light rail and bus rapid transit will have on surrounding land use. The principles sought by implementation include:

1. Promote place making;
2. Ensure a mix of appropriate land uses;
3. Require density and compact urban form;
4. Focus on urban design;
5. Create pedestrian environments;
6. Address parking management;
7. Respect market considerations;
8. Take a comprehensive approach;
9. Plan for transit and promote connections to all modes.

The B-Line Opportunities and Challenges Study advances thinking on the transformative effect rapid transit will have and generally sets directions on sidewalk improvements needed to provide station access. This is another opportunity to include provision for biking, skateboarding, inline skating and scooter access during sidewalk / trail improvements to transit connections and can be implemented during any public infrastructure upgrade. Skatepark classification to update allowable park facility uses in various parks (to confirm classification):

- Skate Spots in Pocket parks, Neighbourhood parks, community parks city parks
- Neighborhood skatepark facility in neighborhood parks
- Community Skate facilities in Community Parks
- Regional or destination skatepark facilities in City Wide Parks

Table: Vehicle Types, Multi Use Recreation Trails and Sidewalks, 129 of 151 (HAMILTON PEDESTRIAN MOBILITY PLAN (Dec. 2012). (See Appendix 02) does not include non-motorized scooter, nor does it include skateboarding.

The consultant team recommends adding these uses to the list that already includes bicycles and in-line skating. It is recommended that all are permitted to be used on the following surfaces: Multi Use trail on-street bike lanes on-street auto lanes.

Should the city of Hamilton also choose to allow BMX bikes in their skateparks, current parallel policy should amended, as **By-law 01-219** limits the use of bikes in any area not set aside for that purpose or signed against it:
“While in a park, no person shall:
1. Ride, operate or be in possession of any bicycle where signs are posted to prohibit same;
8. Ride or operate a bicycle in any area not set aside for that purpose, or ride a bicycle in an area set aside for any other purpose;...”.

Vision 2020 of the Hamilton Recreation and Trails Master Plan

The Region of Hamilton-Wentworth adopted “Vision 2020 – the Sustainable region” as a basis for decision making in the Region of Hamilton Wentworth. This plan supports healthy communities and healthy lifestyles and includes a statement about “getting around”: We have many transportation choices. We are not dependent on Automobiles and trucks. An integrated transportation system serves the entire city in an affordable, efficient and accessible way. Our transportation system improves community health by reducing the need for automobile use and making it easy and attractive to walk, cycle, skateboard or inline skate.....”

Currently only Class A Type 1 Multi-Use Recreational trails (6m) have asphalt surfacing. It is recommended by the consultant team that the Class B (Type 1 or 2 Multi-Use Recreational Trail should also be surfaced with Asphalt. If not, a significant amount of the city trails would be cut-off from many wheeled riders with the exception of bicycles. It can be difficult to find space in the existing conditions of a city to provide 4m width trails, however in the future as new roads are redeveloped it is recommended increasing Class B trail width nominally from 4.0 m to 4.5m.

“Part of the culture of skateboarding was the act of connecting of the dots – or the “skate spots” in a city or suburb. It was as much about getting there as it was about skating the skate spot in the city. Now that the skate spots are becoming municipal skateparks – designated purpose designed facilities, there needs to be a connection between skateboarding, inline skating, scooter riding, etc as they are also modes of transportation and are used to connect places.”





5 SKATEPARKS, HIERARCHIES AND FEATURES

5.1 TYPES OF SKATEPARKS:

CONSTRUCTION TYPE:

A) MODULAR:

Modular skateparks are created from pre-fabricated pieces. They may be made from wood, steel and concrete. Modular parks have not seen significant uptake anywhere in the world, and are not recommended for the following reasons:

Issues typical to all modular types:

i) Noise – modular skateparks are typically hollow, whereas Cast-In-Place (CIP) concrete is solid. The hollow condition creates sound out the back of the ramps as skaters ride them. Further, the transition as a skater rides from the flat pad surface onto the ramps generates a “clunk clunk” sound as each set of wheels ride over the typically steel “transition plate” onto the ramp.

ii) Transition Plate – as noted above, modular ramps have a metal “transition plate” to allow skaters to move from the surface or pad that the ramps sit on, onto the ramp itself. As well as creating noise, it is prone to bending from the repeated impacts of riding over it, thus causing it to stick up, creating points which are dangerous to fall on and more difficult to skate over, possibly tripping a skater up.

iii) Limited Choices of Elements – there are typically a fixed number of different elements available out of a standard catalogue. This reduces the opportunity for user input and unique skateparks that are customized for the site, community and riders.

iv) Limited Choices of Sizes / Specifics of each Element – the ramp heights, widths and lengths cannot be determined by local riders, along with the actual park design layout. Ramp dimensions are pre-determined, reducing the depth of input from the local skaters, and reducing design options.

v) Layout – Modular parks tend to be “back and forth” parks with limited options for different lines of travel.

vi) Liability - Modular ramps are made of a variety of constituent parts, thus it's inevitable that the parts will start to break apart. Carolyn Weiss, a Registered Landscape Architect with the City of Eugene, OR, found that “Modular systems need to be inspected regularly for loose screws, weakened connections, & damage to ramp surfaces. Concrete skateparks are weather resistant, & have no connections & transitions to monitor & maintain.”

vii) Prone to costly vandalism – modular parks have in the past been damaged by dirt bikes and

4x4 trucks, burned, sledge-hammered or otherwise destroyed. Concrete skateparks aren’t subject to the same kinds of costly vandalism.

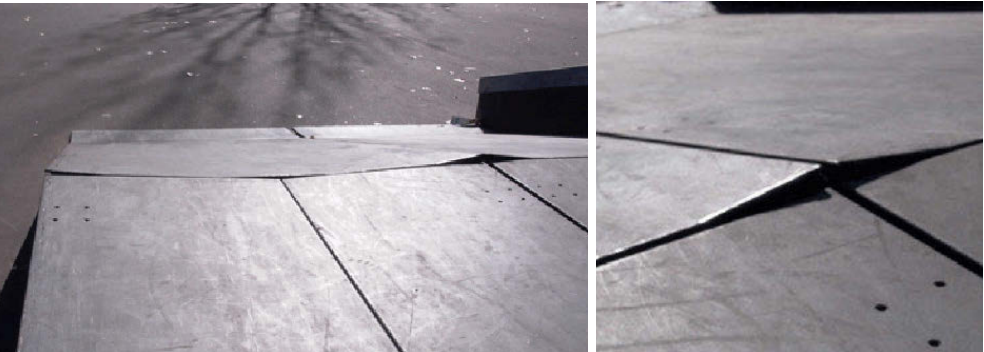
viii) Limited opportunity for landscaping, integration, aesthetics – concrete skateparks can be designed to blend seamlessly into their surroundings with planting, grass slopes etc., the ground undulating with the skatepark terrain. Modular parks tend to sit above ground on an asphalt of concrete pad.

ix) Cost – due to low capital costs, modular skateparks are often assumed to be less costly than cast-in-place skateparks, however due to maintenance and replacement costs this tends not to be the case in practice.

Type-Specific Issues:

i) Modular Wood – wear, rot, popping screw-heads etc.

ii) Modular Steel – while it gets hot enough to burn skin on hot days, the main problems with modular steel aside from all of the above (a-i) are rust and bending at key points. The nature of steel is that it reacts to energy input / impact, slowly bending over time.



B) CAST-IN-PLACE CONCRETE:

Cast-In-Place (CIP) skateparks are the alternative option and tend to be preferred by riders and Municipalities for offering solutions to the issues identified above for modular construction types. CIP parks are preferable in almost all aspects, however do require a higher initial financial investment. Although as noted, comparable modular park long term maintenance costs indicate the CIP skateparks to be the more successful long term investment.

With Cast-In-Place skateparks riders enjoy absolute design freedom, permanency, and the sense of having a proper facility rather than the “playground” feel of modular ramps. Culturally, CIP parks are important to the riders, being perceived as “the real thing”. Municipalities enjoy lower maintenance and liability issues, increased community involvement and outreach, and the re-assurance that they have provided their constituents with a proper facility in-line with rider preferences. A Landscape Architect from the City of Portland, OR, conducted a survey as part of efforts to choose between concrete and modular. *“I conducted an online survey of Portland skaters and of the 868 responses, eighty percent preferred to ride concrete. That to me indicates why they are a better choice,”* he said. *“I’ve been to over 35 parks and from what I’ve seen, the ones that are consistently used, and appear to have the most significant skater ownership, are those that are quality, skater built, concrete parks.”*

Carolyn Weiss, a landscape architect from the Eugene, Oregon, Parks and Open Space Division describes, *“The smooth surface, seamless transitions and flexibility of design provide a much higher quality riding experience than that of modular equipment. A well-designed concrete park will also continue to challenge users as they become more skilled.”* Thus spoken from a perspective that comprehends and values the needs and wants of city skatepark users.

PLAZA SKATEPARKS ELEMENTS



△ Example. Flatbar



△ Example. Manual pad with ledge



△ Example. Skate sculpture



△ Example. Curved flat ledge



△ Example. Stairs with rails and hubbas

BOWL ELEMENTS



△ Example. Fullpipe



△ Example. Cradle



△ Example. Hips



△ Example. Spine



△ Example. Rollout Lip Hop



△ Example. Pool Coping



△ Example. Loveseat



△ Ex. Wedding Cake Stairs



△ Example. Tranny to Steep Bank



△ Example. Replica Light



△ Example. Clamshell

HIGH FLOW STREET ELEMENTS



△ Example. A Frame



△ Example. Flatbank Hip



△ Example. Quarterpipe



△ Example. Funbox



△ Example. Set-Up

DESIGN TYPOLOGIES

See page beside for skatepark elements examples

A) PLAZAS: (See Image 01)

Plazas can be described as strict replication of urban / street features with mini malls to no “cheat ramps” and transitions. Common features include stairs with rails and hubbas, flat ledges, flatbars, manual pads, and skate sculpture. Any transition or more “typical skatepark” features should be disguised via aesthetic / skate sculpture. Attention to aesthetic is also important, because there is much more to skateboarding and BMX than just sport. Their cultures, particularly that of skateboarding, are associated with participation in the urban realm. So rather than riding in a sterile, unimaginative “skate reserve” or “zoo”, riders desire a dynamic “urban space” setting, so that it feels more like “real” street skating.

B) BOWLS: (See Image 02)

Originally inspired by pool skating, bowls can include replica bowls with concrete pool coping, as well as “regular” bowls with steel coping. Bowls are typically comprised of a variety of “transitions”, with transitions being various radii that take the rider from the flat plane to a steeply inclined plane, typically between 55 degrees to vertical and sometimes beyond vertical. Common elements of “regular” bowls include hips, spines, tranny-to-steep-banks, clamshells, cradles, fullpipes, rollout lips / hips, waterfalls and more. Replica pools always include pool coping, and are typically all vertical or close to vertical. They can also include deathboxes, loveseats, wedding cake stairs, inset stairs, replica lights and more.

C) ORGANIC FLOW: (See Image 03)

The first forms of these parks were arguably the “all rollout lip snake-runs” of the 1970’s such as Seylynn Bowl in North Vancouver. These parks are all about pumping, movement and airtime; although one doesn’t have to leave the ground to have an incredible session. No sharp edges, little to no coping, and rolling, organic forms arranged to allow endless pumping and movement characterize these parks.

D) HIGH-FLOW STREET: (See Image 04)

All of the features listed above are typically present in high-flow street parks, in addition to transition and flatbank hips, step-ups, quarterpipes, a-frames, funboxes, bowled corners, replica shallow ends of pools and much more. Ultimately these parks are a mash-up of plaza, bowl and organic flow skating, with a few features that are unique to High-Flow Street, and the ability hit all types of elements in one run. A key characteristic of these parks is that while they are populated with street features such as stairs, riders can undertake entire runs where they can hit street features, but they do not need to.



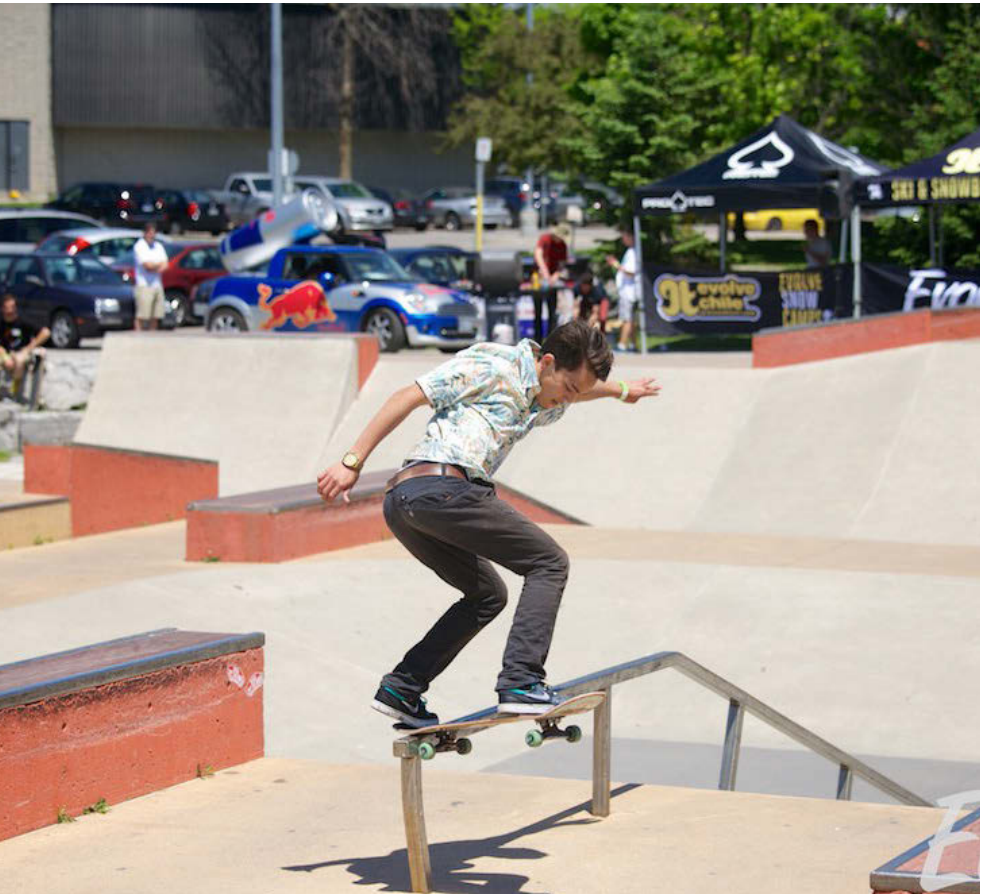
△ Image 01. Plaza Skatepark example



△ Image 02. Bowl Skatepark example



△ Image 03.. Organic Flow Skatepark example



△ Image 04. High Flow Street example

5.2 HIERARCHIES / SCALES OF SKATEPARKS:

There are no hard and fast rules about what typologies or styles of skating should be adapted to each hierarchy of skatepark if there is a great desire from one neighborhood to explore only “street” typology options. Until there is a sensible distribution of community parks, the recommendation is to try and incorporate a variety of styles / typologies with the only limits being scale and budget. However, there are some general guidelines for each scale of park listed below.

A) SKATE DOTS: (200sq ft to 1000sq ft – 0.5 km service radius)

Are a single skate element usually along or off an existing path system or paved area. Skate dots serve users one at a time. These could be a bench, a ledge wall or a rail.

B) NEIGHBORHOOD SKATEPARK/ SKATE SPOT: (1000sq ft to 5000sq ft - 1 km service radius)

Include one to two typologies however likely not in the expert skill level range. Their size range varies. Normally attracts users from the neighbourhood where it is located. Neighborhood skate spots should be within walking distance of their catchment area and should have trash bins, seating areas and water fountains nearby.

C) COMMUNITY SKATEPARK: (5000sq ft to 12000sq ft - 2 km service radius)

Community, city and regional/destination skateparks are defined less by quantity of features and more by location and size. Community skateparks are typically in a location that is central to a particular community within a City, so as to serve primarily that neighborhood. Should include at least two skate typologies / styles unless is an intentional / special single style park which is possible if there are enough well-rounded parks in surrounding communities. The detailed elements should cater to different skills levels and in addition to the services described in the neighborhood park, community skateparks should also include parking areas and public restrooms within walking distance.

D) CITY SKATEPARK: (12000sq ft to 25000sq ft - 5 km service radius)

Typically planned to serve a large segment of a city, At this scale, possibly three of the main skatepark typologies (plaza, bowl, organic flow, high-flow street) could be represented to allow well-rounded skateboarding and a higher safe carrying capacity. It is possible to create zones in a park of this scale to allow activities to performed simultaneously in different sections of the park. Central location is required since normally city skateparks attracts users from across the City with different levels of experience. Other than trash bins, seating areas, restrooms, water fountains and a large parking area on site, City skateparks should be well connected to the public transport system.

E) REGIONAL OR DESTINATION SKATEPARK: (25000sq ft to 60000sq ft)

Typically planned to serve the entire City as well as outlying areas and skate-tourists, sizes in Canada tend to be 30,000 + sq.ft. and up, and in the US and abroad they tend to be 40,000 sq.ft. and up. A regional/designation skatepark in Shanghai, China is 120,000 sq.ft.

Overall, Canada builds some of the smallest skateparks anywhere, with skateparks in the US, France, Scandinavia, and Asian countries such as China and Singapore, typically being much larger than what has become standard in Canada.

5.3 THE CONTEMPORARY SKATEPARK:

Individual elements that are combined to create a skatepark could be defined as:

Organic Flow Park, High-Flow Street, Plaza, Medium Bowl, Large Bowl (With Over-Vert Feature), Replica Pool (Minimum 1), Snake Run, Mini-Ramp



△ Image. Skate Dot Example



△ Image. Skate Spot/ Neighborhood Example



△ Image. Community Skatepark Example



△ Image. City Skatepark Example



△ Image. Regional Skatepark Example

6 BMX, SCOOTER AND SKATE FACILITY POLICIES BEST PRACTICES AND TRENDS.

6.1 BIKES IN SKATEPARKS

Drawing upon skatepark and extreme sport park design and development precedent from the past 30 years, the use of any kind of bike in a skatepark including BMX or otherwise is not recommended. While skateparks often turn out to be ideal BMX and bike terrain, there are safety issues associated with conflicting use patterns and damage to the facility in allowing this “mixed use” of skateparks.

To understand the issues and concerns with allowing bikes, including BMX bikes, in skateparks, it is important to realize that bikes can damage skateparks, and mixed usage of a skatepark increases risk and liability. The increased speed, weight, size and amount of protruding metal are dangerous, with the added force of the speed being carried by the skater. Running into another skater as opposed to a piece of metal is generally less severe.

Bikers use skateparks differently than skateboarders. Higher speed, quicker turns as a result of highly gripping wheels, lines of travel that can start from anywhere including grass areas outside the park, and a generally different sport with different interpretation and usage of a skatepark add up to unpredictability and increased chance of collision.

Bikes can damage skateparks as they are currently constructed. Hard, sharp pegs, pedals and handlebars routinely chip and crack concrete on impact. That type of damage to concrete, once started, only spreads and patch repairs are typically not permanent, falling off during winter. Water gets into the openings and causes further damage over the years. For example, a bike dropped by a BMX rider bailing from a big jump can, and has caused big chips into the park concrete surface. The chip won’t cause any problems for the bikes and their big, soft wheels; but skateboards can get tripped up by these things, posing a potential liability.

More importantly bikes damage the coping at the skatepark. Coping is the steel edging which protects the concrete edges of the skateparks. As well as it’s protective function, coping is installed so that the skateboarders can smoothly slide and grind their boards across what would otherwise be concrete that would get chipped and rough. Most bike pegs and pedals are 4130 chromoly, or hardened steel, and many times harder than the mild steel coping. Skateboard trucks (axles) are made of aircraft aluminum which is about 10x softer than mild steel.

With skateboard use the trucks are gouged and worn away, not the coping; whereas bikes actually grind away the coping unless a harder coping steel is used which is uncommon. At best, the damage caused by bikes grinding their pegs on the pipe, pounding down on it from the air in a trick called “peg stalls”, grinding and slamming pegs into the coping results in a very rough coping. The rough coping, scored with fine lines from the bikes, no longer functions for the skateboarders. Rough coping becomes sticky, not smooth, causing skateboards to catch, potentially pitching the rider. In some cases coping has been ground away so much that a truck won’t “lock” onto it as it

should, rendering it useless for skateboarders, creating a potentially dangerous feature.

In summary, skateparks can become dangerous and unenjoyable from bike damage. The City of Hamilton Outdoor Recreation Facilities and Sports Field Provision Plan PHASE I and II REPORTS outlined conflicts between skaters and BMX riders in 2010-2011, specifically stating (on page 71):

“The recent conflict between skateboarders and bikers at the Turner Park skate park has made it clear that a separate facility is needed for the BMX bike users. If there is a need for a BMX facility, ideally it should be near or in the same park as a skateboard park as often the participants are the same group of youth. Staff noted that the youth are currently using the ravines and that a more controlled environment would be better for both the youth and the environment.”

Skaters often greatly respect the skills of bikers, recognizing and really appreciating the similarity in air, tricks, and attitude of the two activities. This respect is akin to the respect a football player might have for a hockey player. They are both competitive, rough, fun, team sports. However, they don’t play in the same facilities or league and they don’t use the same fields.

The decision to allow bikes in a skatepark ultimately lies with the Client or facility Owner, and anecdotally, it seems that most municipalities in Canada allow many different “wheeled sports” enthusiasts in their skateparks. If the decision is made to allow bikes there are design solutions which can significantly reduce many of the associated problem including:

- (i) separating BMX specific design elements that are more difficult to skate considering radius and longer lay-up spaces used by bikes;
- (ii) operationally, by scheduling various users specific times of the day and week and additional signage to reflect the varied use, warning users that the park is a mixed-use facility and that all users must be very aware of other users, and courteous.
- (iii) through detailed construction techniques by strengthening the concrete and steel in the park with the use of stainless steel coping with Pentra-Sil 244+ hardener used on the concrete directly adjacent to the coping and throughout the park in high use areas. This will significantly reduce the damage caused by bikes.

6.2. INLINE SKATING (ROLLERBLADING) AND SKATEPARKS

There are no significant problems with inline skaters riding in skateparks. In terms of its impact on the park and park use patterns, inline skating (rollerblading) is quite similar to skateboarding and very compatible.

6.3. SCOOTERS AND SKATEPARKS

The popularity of scooters is a fairly new phenomenon, but there are three main issues:

a) Overcrowding: Many skateparks today are very crowded with scooters. Because it’s harder for everyone to have a turn, the experience becomes dangerous and frustrating. Most existing skateparks don’t have the carrying capacity to handle the recent massive growth in popularity of scooters. In many cases the skateboarders who worked hard for their park become frustrated to see what they perceive as “their park” being “taken over” by scooters, so much so that they have trouble riding it.

The issue of it being perceived as “their park” is something that should be encouraged. The idea of Ownership of the park is something skateboarders have often worked for many years to achieve.



Ownership is a positive thing, but may result in potential for conflict. Allowing scooters in some parks, especially smaller ones, may result in conflict amongst youth.

b) A general lack of skatepark knowledge or etiquette on the part of the scooter riders tends to exacerbate the problem. The “taking turns” culture of skateboarding isn’t present in scootering. Scooter riders can be less aware of their surroundings and other park users, they tend to not be as conscious of taking turns and watching out for others. Ultimately scooter riders tend to be younger kids just “playing around”, whereas skateboarders tend to be in their mid-teens into their fifties who aren’t so much playing as they are participating in a dangerous, high-performance sport.

This difference in mindset tends to result in a very different way of using the park, which results in conflict. It appears that for scooter riders, their culture leads them to seek status by taking as many runs as possible, taking runs that are as long as possible, whereas for skateboarders, the culture encourages taking turns and being courteous of others, specifically not “dropping in on” another rider mid-run. Education is required for all riders to ensure a safe riding environment.

c) The potential for damage to the mild steel coping and the concrete surface by scooters is serious. This is similar to, but more serious than the issue outlined in the above segment on BMX bikes. Skateboard trucks are largely standardized and made of aircraft aluminum, which is softer than the mild steel so skateboard trucks (axles) get worn down by the coping instead of vice versa. Scooter bases tend use far more varied metals, with certain densities damaging the installed coping. More important than the wearing down of the coping (which is next to impossible to replace) caused by these harder metals is the micro gouging / scoring of it. Very small cuts into the steel coping cause skateboarders with their soft aluminum trucks to get stopped in their tracks mid-trick, which is at best a real frustration, and at worst a safety hazard as they get pitched onto the concrete. As outlined in 6.1, if scooters and BMX are allowed to use the park, it is recommended specific coping materials be considered.

Also, damage to the concrete is common from scooters because of the scooter low profile, which makes this problem much worse than the BMX problem. The deck or surface that the rider stands on is much higher on a skateboards than on scooters, so when rolling over the seam at the top of ramps, they don’t contact the concrete, and if they did, it would be a wooden board rather than a steel plate scraping the seam. The metal bottom of scooters can contact the concrete in many places where skateboards don’t, and when metal combined with speed and weight comes in contact with concrete it wears on it. This is even more problematic at the top of banks, which is precisely where the scooters do contact the concrete. Top of the banks are seams or construction joints, which are much more prone to wear than regular continuous concrete. This concern is unique to scooters.

This page contains some images demonstrating the difference between skateboard and scooter impacts to concrete. When viewing the images, remember that the scooters, when contacting the concrete lips, seams etc. are moving at speed with the added weight of a person on board. Our team is currently researching a number of design details to reduce this problem, such as the use of bent steel plate at the top of all ramps, or the use of Pentra-Sil 244+ while moving the location of the cold-joint back from the lip. The bent steel plate is likely the most durable, least problematic solution, at a reasonable additional cost.

6.4. RECOMMENDATION

The risks associated with a “mixed use” park (i.e. a park where BMX, skateboards and scooters ride together) are real.

Despite the risks, most Municipalities in Canada are allowing all three users in their parks, in some cases calling the facility a “Wheeled Sports Park” instead of a “Skatepark”. The challenges associated with enforcing a single type of users in a park are numerous, as are the costs associated with building concrete facilities for each user type.

Municipalities that choose to proceed with “mixed use” must ensure that their parks are engineered and detailed to withstand the extra physical abuse. From an operational perspective, scheduling various users as well as creating education programs for the park users and incorporating skatepark “hosts” into their summer programs may help. Skatepark “hosts” are typically Municipal Employees, typically a talented, well respected local skateboarder who can assist in creating a positive environment and sharing skatepark culture and etiquette.



△ Image. Skateboards use



△ Image. Skateboards use - Seams



△ Image. Scooters use



△ Image. Scooters use - Seams



△ Image. Skateboards Use



△ Image. Scooters use



△ Image. Scooter damage



△ Image. Scooter damage on concrete

7 RISK ASSESSMENT, EXISTING SIGNAGE, BEST PRACTICES, SIGNAGE, AND RECOMMENDATIONS

Our years of experience as designers, landscape architects and skatepark users, has given us insight, into risk management and liability of skateparks and this section a reflection from this perspective only.

7.1. GENERAL OVERVIEW

a) Safety

Skateboarding, by its very nature, is unsafe. It is understood by skateboarders that they are taking measured risk by participating in the sport. Most skateboarders accept the responsibility if injured, and almost never blame or take legal action against the park owner. However, in rare cases, law suits are launched against skateparks owners / municipalities.

This concept of “voluntary risk” is a legal concept known as “volens” or “volenti”, and it has stood up in court in a wide variety of inherently risky activities where the user should or ought to be aware of the risk and to take into account the nature of the activity and the facility.

b) Legal Precedent in Canada

There has never been a successful skatepark negligence lawsuit in Canada to do with a concrete skatepark that the consultant team is aware of at the time of writing this report, although a number have been settled out of court for significant sums.

There has only been one successful skatepark negligence lawsuit in Canada of which we are aware. It was in the 1970's and had to do with a wooden ramp that had a screw sticking out of it. Clearly, this is negligent. The City of Hamilton should never face this kind of problem because wooden ramps are modular ramps and should not be considered in this master plan. Our recommendation is to only consider poured-in-place concrete for outdoor skateparks.

c) Skatepark Liability Insurance

Liability insurance for Municipal skateparks is addressed though the municipality's General Liability insurance policy which provides coverage for bodily injury or property damage claims arising out of the negligent acts or omissions of the municipality. This is the same policy that would respond to “slip and fall” accidents and incidents on roads and sidewalks. Property damage to the skateboard facility itself would be addressed under the municipality's property insurance policy.

d) Helmets

Most Municipalities “recommend” or “strongly recommend” helmets / safety gear, rather than “requiring” it. Surprisingly, “requiring” helmets can actually open up a skatepark owner to more liability.

The consultant team understanding of “requiring” helmets, is the apparent legal obligation to ensure that they are actually used at all times. If a skater falls and hits their head without a helmet on in a skatepark where helmets are “required”, the Owner can be sued for not enforcing and ensuring helmet use. So in addition to the increased liability exposure, this also means the municipality would have to staff the skatepark at all hours, which is a cost burden that most municipalities can not take on. “Recommending” safety gear avoids this problem.

It is also important that a “recommendation” or “requirement” of helmets should specify skateboard-specific helmet selection that will adequately protect the user, as well as instruction on proper fit. This is further noted in the signage section to follow and also Appendix 03.

Acquiring the proper equipment can also provide financial barriers to a certain percentage of the population. To aid in removing this impediment the City of Hamilton is currently partnering with McMaster Children’s Hospital on the “Hamilton Helmet Initiative”, allowing children and their families access to low or no cost helmets. This initiative should be aligned with any decisions on activity specific helmet selection and fit requirements. Furthermore, initiatives such as this present an opportunity for the City to partner with community stakeholders on creating options for residents to access affordable/free boards and equipment through potential corporate sponsorships, drives, donations, etcetera.

Note, the current City of Hamilton by-law for city parks requires helmet use for anyone 16 years of age and younger. Consultation between Hamilton Public Heath, Recreation, Public Works and Legal departments should determine the City wide stance on this issue to ensure consistency.

7.2. IN-DEPTH EXAMINATION

a) It Comes With the Territory

Skateboarding is dangerous and skateboarders will get hurt, sometimes seriously, at your skatepark. It’s the nature of the sport. It can be practiced relatively safely, but as you can imagine, if it is too safe, it isn’t a whole lot of fun. People like to challenge themselves, and to progress. Challenge and progression in a sport that entails high speed, big air and concrete often results in pain and injury; plain and simple.

Any sport that involves an element of physical challenge and risk is likely to present dangers that may result in injury. Sports that combine speed and elevation and rely heavily on the balance of the participants, such as skateboarding, provide more potential dangers than most and where surfacing is commonly hard and non-resilient, the likelihood of injury after a fall is even greater.

“Our office does not view skateboard parks as a high risk for cities.... Liability is not a problem.... skateboarders accept the risk of injury as part of the sport....young people seem to understand that if there is trouble at the skatepark, it could be taken away.”
-Bill Montgomery, Deputy City Parks Director, Santa Rosa, CA, USA

“They (skateparks) are no more dangerous than swings and slides. Apparently if anyone falls, they go home for treatment. They’re not suing if they get hurt.”
-Albert Fierro, Association of Bay Area Government’s Pooled Liability, Assurance Network, Risk Manager, CA, USA

“We’ve never had a claim since the park was constructed.”
-Mike Alvarez, Parks and Recreation Director, Benicia, CA, USA

This statement gets to the point - The heart of one of the key issues to do with liability concerns:

b) “Skateboarders accept the risk of injury as part of the sport”.

A person’s first attempt on a skateboard usually lasts about three seconds before they are on the ground, in pain, after a shocking fall. Skaters learn from the get-go that pain and falling are part of the game. It’s also part of the culture. Skaters learn responsibility for their choices, as well as high pain tolerances! Being responsible for one’s actions has always been a part of the skateboarders’ code. Any rational person knows that mixing high speed, big air and concrete often results in pain or worse, but skateboarders learn the risks early on. If one has been skating for more than about three minutes, you have fallen and gotten back up and on your board. Essentially, you have accepted the risks. All skateboarders know and accept the risks, just by still skating. So, like Albert Fierro said, “They’re not suing if they get hurt.”

7.3. LIABILITY OVERVIEW

The following gives a basic understanding of liability.

The liability for a skatepark is the same as for any other community-owned facility where the owner is required to take reasonable care in all circumstances to ensure that people are reasonably safe and aware of any dangers while on the premises. This responsibility refers to the condition of the facility (i.e. designed by a specialist, construction materials, operations and maintenance, signage and warnings etc.), the activities on the facility (i.e. recommending types of activities that are acceptable in the park), and the conduct of third parties using the facility. (I.e. identifying and recommending: use at own risk, unsupervised use, the use of protective equipment, etc.

a) Policy Decisions vs. Operational Decisions

It makes a difference in Municipal liability cases if a decision was one of policy or operations. A policy decision is made by Council, deciding whether or not to provide a service. A Council, by nature, makes these decisions based on the wishes and needs of the community, as well as financial impacts.

This excerpt from the Ontario’s Municipal Act shows how a policy decision affects court proceedings:

“Policy Decisions
450. No proceeding based on negligence in connection with the exercise or non-exercise of a discretionary power or the performance or non-performance of a discretionary function, if the action or inaction results from a policy decision of a municipality or local board made in a good faith exercise of the discretion, shall be commenced against,

(a) a municipality or local board;

(b) a member of a municipal council or of a local board; or

(c) an officer, employee or agent of a municipality or local board.”

The municipality should understand how policy decisions and operations decisions may impact the risk associated with citizens using recreational facilities like skate parks.

b) Assumption of Risk

As noted earlier, most skateboarders are aware that “tearing around” and “busting crazy moves” on a stick with 4 wheels on a concrete surface is dangerous.

The Latin phrase “volenti non fit injuria” essentially means that:
“...if one, knowing and comprehending the danger, voluntarily exposes himself to it, though not negligent in doing so, he is deemed to have assumed the risk and is precluded from a recovery for

an injury resulting therefrom.”
-Black’s Law Dictionary
“Volenti” or “volens” is a standard defense. The participant assumes all of the normal risks inherent to skating. They do not assume unforeseen, abnormal or surprise risks such as cracks or holes in the concrete, sticky coping, or a fence that tips and falls on them.

c) Spectators

The “volenti” defense tends to fit spectator claims as well. Upon entering a sporting area where high speed, high flying action is taking place, one should be aware that there are some risks and that they may be in harm’s way (especially if there is a sign warning them of potential dangers); they have accepted the risks and chose to be in that potentially dangerous place.

Note that as the legal climate changes, your park and how it responds to liability may have to develop as well. For example, in the event that fencing entire skateparks becomes the norm (it isn’t now in Canada), you may have to go back and fence your park to provide further warning and protection to spectators. The point is to stay aware.

d) Liability and Negligence

3 criteria must be in place in order for someone to sue for damages.

- They must be owed a duty (of reasonable care).
- The duty must have been breached.
- The breach must have resulted in suffering from damage.

Duty Owed – Ontario Occupiers Liability Act requires that premises must be reasonably safe, thus establishing a clear duty. So, users of rec facilities are entitled to have a reasonable expectation that the facilities are as safe as is reasonably possible. “Reasonably possible” is defined by whether the park was built or maintained negligently. Most claims against Municipal Parks and Recreation allege a breach of duty per the Occupiers Liability Acts.
Negligence- “the failure to use that degree of care that an ordinary person of reasonable prudence would use under the given circumstances. Negligence may be constituted by acts of either omission, commission, or both.” - Blacks Law Dictionary

Generally, in recreation situations, duty has been breached when facilities or equipment are poorly maintained.

e) Another way to look at it:

When deciding a claim against a local government authority for personal injury, damage or loss, the court will take into account the following: the type of premises in question; the type and extent of the danger which might arise from the state or condition of premises; how the claimant became exposed to the danger; the age of the claimant and the ability of that claimant to appreciate the dangers of the premises; whether (and to what extent) the occupier (in this case the Municipality) was aware of or ought to have been aware of the danger and/or the presence of the claimant on the premises; what steps were taken to eliminate, reduce or warn of the danger; whether (and to what extent) it was reasonable to expect the occupier to take measures to eliminate, reduce or warn against danger and finally “any matter that the court thinks relevant”.

f) Identify Risks/Dangers

As Doug Wyseman, an expert on Risk Management, wrote: “In order to be protected from a danger you must first identify what danger exists. For example if you don’t know that Pit Bulls bite, you might tug on their tail. Once you learn of their sharp teeth and their powerful jaws (and ability to use them) you can take steps to avoid them. In a nutshell, that’s what risk management

is all about. Recognize what bites, and then take steps to avoid or reduce the risk.”

Skateparks and other recreational facilities are built to have fun, challenge and excitement on. They are what the courts call an “attractive nuisance”.

“A person who creates a condition upon his own premises, or the premises of another, or in a public place, which may reasonably be apprehended to be a source of danger to children, is under a duty to take such precautions as a reasonably prudent man would take to prevent injury to children of tender years whom he knows to be accustomed to resort there, or who may, by reason of something there which may be expected to attract them, come there to play.” -Black’s Law Dictionary

“Attractive Nuisance” requires that hazards in a park setting must be identified in such a way that takes into account the mind of a child.

Wyseman further notes that street skating creates unacceptable hazards for skateboarders, pedestrians and shopkeepers. He noted that “By establishing designated skateboard parks municipalities can channel this activity to an area properly designed for skateboarders, and actually reduce the likelihood of injuries and liability claims.” So it can be argued that simply by creating a skatepark, a Municipality is carrying out an act of due diligence.

g) Further Risk Management

Frank Cowan Company published a paper on Risk Management Considerations for Skateboard Parks. The consultant team does not fully agree with all of the remedies that are outlined however it is important to understand that liabilities and injuries can be somewhat managed through the follow:

- (i) Design and location of the park including layout and CPTED principles.
- (ii) Signage and communication about the facility and skill levels
- (iii) Inspections and Maintenance

Fencing in a skatepark may help prevent a small child from wandering into the facility, however it may increase liability if a child or user does enter the facility and the barriers were not deemed to be appropriate. Modular equipment poses a greater risk to ongoing liability than concrete skateparks due to the ongoing and often maintenance requirements that are prevalent. The recommendation is to focus on poured-in-place concrete skatepark for outdoor facilities.

7.4. SIGNAGE

Signage wording should be short and simple, so that people of all ages and even those who can’t read English can understand it. Simple picture diagrams (circle w/cross through it etc.) can also be included to increase comprehension. The sign itself should have no sharp edges/protruding bolts etc. The sign should not be in a place that requires the reader to be close to the action, especially with their back turned (in a dangerous location). The signs should be at all entry points of the skatepark so that they can’t be missed. All users must be aware of the sign immediately before they enter the facility.

Well positioned signs should inform users of the dangers associated with the skatepark, as well as noting any regulations including hours of operation, degree of supervision (if any), recommending or requiring use of protective equipment, instructions for proper safety equipment selection and fit, illustration or direction to access skateboard safety information and proper etiquette, note that the park was specifically designed for (designation “aggressive”) skateboarding and that scooters,

trikes, bikes etc are not recommended, recommending no usage when surface is wet, as well as notes specifying no bikes, no alcohol or drugs, use at your own risk, and “children under the age of 10 must be accompanied by a responsible adult” (again, kids who won’t understand the signs, in some cases, young kids are banned outright).

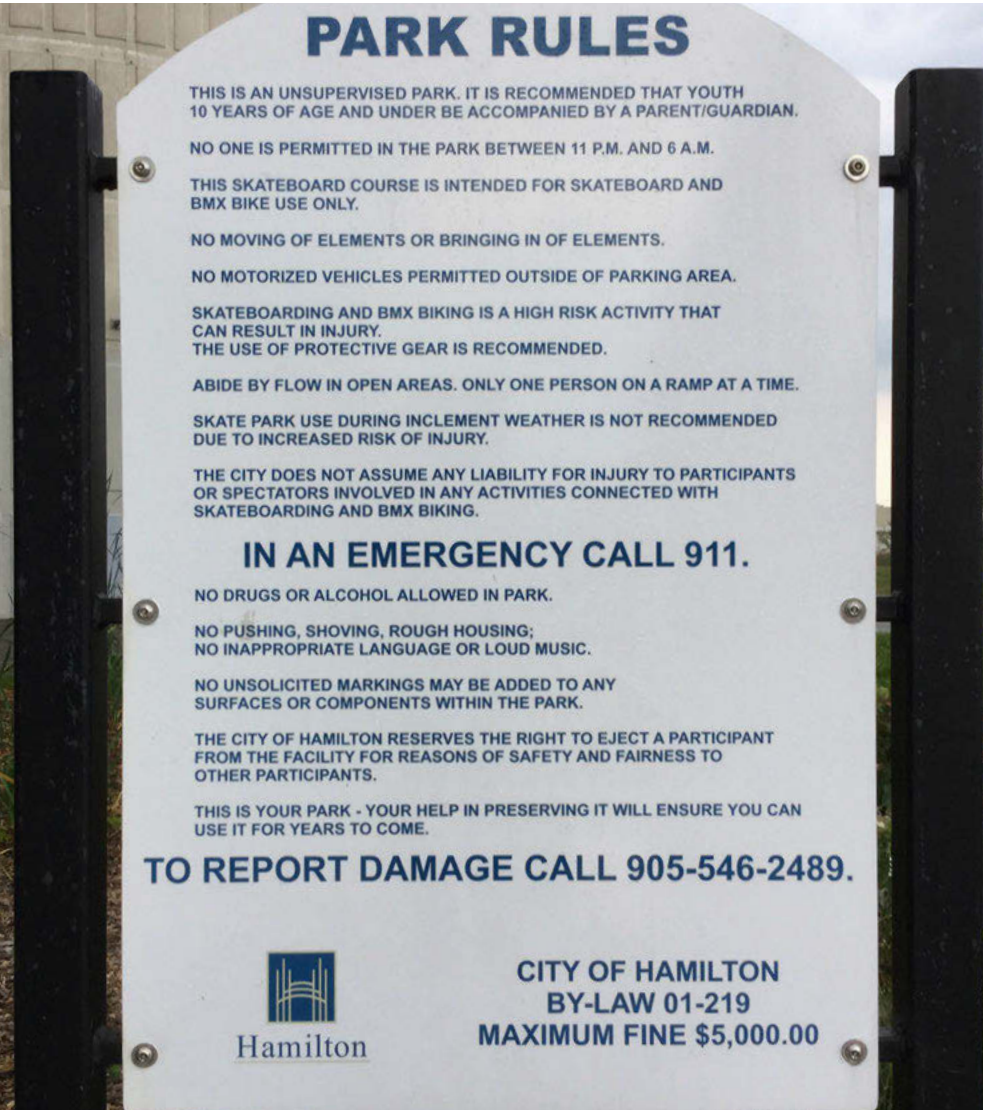
*NOTE: Supervising skateparks is quite rare. Aside from the additional cost of employing a supervisor and erecting a 6’ fence around the entire park, supervising a park increases an owner’s liability. There is much more room for bad operational decisions, and if your supervisor is busy for a minute and doesn’t notice a rule being broken (skating without pads), the owner may be liable for damages because their employee wasn’t enforcing the rules.

Additional thoughts include: warnings to spectators (“watch out for flying boards and bodies”), “Do not skate alone/use the buddy system”. Also provide a contact # on the sign “for any comments or concerns and report any problems with the park”, “inspect the facility completely before use for potential hazards” and “know your abilities and stay within them while using the park”.

Depending on the determined approach, Hamilton Public Works and Public Health division collaboration should develop a messaging strategy within the community to support skateboard safety and proper etiquette when riding in City Parks and neighbourhoods. It should be ensured users have access to this information through signage or otherwise and other media which provides information and opportunities to learn about how to safely ride a skateboard.

It’s a good idea to include a separate sign that is essentially a plan view of the park with an indication of a difficulty rating system something such as the ski hill difficulty rating system labeling all features; this way skateboarders can familiarize themselves with the park before skating.

KEEPING IT SIMPLE IS VERY IMPORTANT. If there are too many words, it may not be read at all.



△ Image. Rules Fairground Community Park . Hamilton



△ Image. Nashville Skatepark Rules

Town of New Market

SKATEBOARD PARK
RULES AND REGULATIONS

1. This is an unsupervised skate park. Skateboarding and in-line skating are hazardous recreational activities, and use of this facility may result in serious injury or death. *The Town of New Market does NOT assume responsibility for injuries. ANY USE OF THIS FACILITY IS AT YOUR OWN RISK.*

2. Skaters must wear knee pads, elbow pads, and helmets. Wrist pads and gloves are recommended. Shirts and shoes are required.

3. Children under the age of 12 should not be left unsupervised.

4. Spectators must remain outside the fenced area.

5. The Park will open at 8:00 a.m. and close at sundown. The Park will close in cases of inclement weather.

6. Only one person is allowed to skate a ramp at one time, and only one person is allowed per skateboard.

7. No unauthorized ramps or other obstacles are allowed.

8. Bicycles and roller skates are prohibited.

9. Rough play, excessive noise, abusive behavior and profanity will not be tolerated. Skaters deemed to be unsafe will be required to leave the premises.

10. No food, glass containers, littering or breakable objects are permitted in the skating area. All general park rules and regulations must be followed.

11. Report any violations, damaged equipment or injuries to the Police Department immediately - 740-3776.

12. This is YOUR Skateboard Park. *Please help keep it clean and safe.*

Saint Mary's County Recreation and Parks at
Nicolet Skate Park

Park Rules and Regulations

This facility is used by both experienced and inexperienced skateboarders/in-line skaters. Serious injury may result from being hit by skateboard, falling or colliding. St. Mary's County Government does not assume responsibility for injuries- SKATEBOARDING IS AT YOUR OWN RISK. Medical insurance is not provided.

Patrons must abide by staff instruction at all times.

All skaters 17 years of age and under must have their parents or guardian complete and sign the waiver form to enter the facility in the presence of staff. All skaters must complete a waiver form.

All skaters must wear the appropriate safety gear which includes; helmet, elbow pads, knee pads, and wrist/hand guards.

All safety gear must be in good condition. Patrons not wearing the appropriate safety gear will not be allowed to skate.

Due to safety concerns, spectators who are not skating may not enter the Skate Park while activity is in progress. Spectators must remain outside the fence.

Smoking, drinking or drugs are not allowed.

Patrons must abide by staff direction and instruction at all times.

The Department of Recreation and Parks reserves the right to change the Skate Park schedule as necessary for the purpose of operations of tournaments and lessons. See posted hours of operation.

All bikes (including BMX bikes) are prohibited at this facility.

All skateboards and in-line skates must be in a good repair as determined by staff.

All food and drink is prohibited inside the skate park facility. Food and drinks may be consumed in the designated areas only.

Trespassers will be arrested and prosecuted.

For inclement weather cancellations please call (301) 475-4200 ext. 1845.

Personal property is the responsibility of the skater and not to be stored in skate office.

Legal Guardian includes those whom have been given the legal authority to make decisions on behalf of a minor. Friends of the family, relatives, etc. whom the child is visiting is not eligible to claim legal guardianship. In the event a parent or legal guardian is unable to accompany the minor at the time of registration, the County will accept a notarized signature on the official waiver form.

LOGAN

SKATE PARK

SKATEBOARDS AND ROLLERBLADES ONLY

NO BICYCLES, SCOOTERS OR MOTORIZED VEHICLES

YES

YES

NO

NO

WARNING

SKATE AT YOUR OWN RISK!

HELMETS AND PADS STRONGLY RECOMMENDED

SKATING HAS INHERENT DANGER OF INJURY OR DEATH

THE CITY IS NOT RESPONSIBLE FOR THESE DANGERS

RESPECT THE PARK

RESPECT OTHER SKATERS

GLASS CONTAINERS, ALCOHOL, TOBACCO AND DRUGS ARE NOT ALLOWED

NO ADDITIONAL OBSTACLES OR MATERIALS ALLOWED

REPORT ANY DAMAGE OR HAZARDOUS CONDITIONS

NO LOUD MUSIC OR OFFENSIVE LANGUAGE

MAKE SURE SURFACE IS DRY BEFORE SKATING

NO ORGANIZED EVENTS WITHOUT WRITTEN APPROVAL FROM THE LOGAN PARKS AND RECREATION DEPARTMENT

OPEN DURING
DAYLIGHT HOURS ONLY

LOGAN CITY PARKS AND RECREATION

435-716-9250

LOGAN CITY POLICE

435-753-7555

PARK CITY

1884

SKATE PLAZA

RULES AND REGULATIONS

HOURS OF OPERATION: SKATING ALLOWED BETWEEN 9:00 AM AND DUSK ONLY

THE SKATE PLAZA IS A SKATE-AT-YOUR-OWN RISK FACILITY. THIS IS A NON-SUPERVISED FACILITY DESIGNED FOR SKATEBOARDING (34" MAXIMUM LENGTH), AND IN-LINE SKATING (NO SPEED SKATES) ONLY.

USE OF THESE FACILITIES IS A HIGH RISK ACTIVITY. PROTECTIVE EQUIPMENT INCLUDING HELMET, GLOVES, KNEE AND ELBOW PADS, WRIST PROTECTION, AND PROPER SHOES SHOULD BE WORN AT ALL TIMES. USE OF THIS PARK MAY EXPOSE THE USER TO SERIOUS INJURY.

SKATEBOARDS, SKATES, AND OTHER EQUIPMENT MUST BE IN GOOD REPAIR. USE THIS FACILITY WITHIN THE LIMITS OF YOUR ABILITIES.

INSPECT THE SKATING SURFACES BEFORE YOU BEGIN USE. REMOVE ANY TRASH, DEBRIS OR OBJECTS ON SKATING SURFACES. DO NOT SKATE IF THERE IS DAMAGE TO THE SKATING SURFACE. REPORT ANY FACILITY DAMAGE IMMEDIATELY TO THE PARK CITY DISPATCH 435-615-5500

USE OF THIS FACILITY IS PROHIBITED WHEN THE SURFACES ARE WET OR DURING ROUTINE MAINTENANCE PERIODS.

MODIFICATIONS TO THE SKATING SURFACE AND SKATING OR RIDING ON PARK STRUCTURES NOT SPECIFICALLY DESIGNED FOR THAT PURPOSE ARE PROHIBITED.

ORGANIZED EVENTS REQUIRE THE PRIOR APPROVAL OF THE PARKS AND RECREATION DEPARTMENT.

NO SKATING ON CURBS, DRIVEWAYS, OR PARKING LOTS.

ABUSIVE, PROFANE OR FOUL LANGUAGE, OR AGGRESSIVE BEHAVIOR WILL NOT BE TOLERATED.

FAILURE TO ADHERE TO SKATE PARK AND PARK REGULATIONS MAY RESULT IN LOSS OF FACILITY PRIVILEGES, CITATION, AND PARK CLOSURE.

Images. Skatepark Rules and regulations examples.

38 HAMILTON SKATEBOARD PARK STUDY - CITY OF HAMILTON LANDinc & SPECTRUM

SIGNAGE EXAMPLES

CITY OF LONDON, ON:

- Be alert and exercise common sense. Skate parks are prone to flying objects and bodies.
- Use at your own risk. Know your abilities and skate within them.
- Skulls and concrete are a deadly combination. Don’t mix them. Proper use of protective gear (wrist guards, elbow and knee pads) is strongly recommended.
- The skate park surface is extremely dangerous when wet.
- Spectators, please watch from outside the area - you’ll be much safer there.
- Alcohol, tobacco and/or drugs are prohibited. Get your high from the ride.
- Please keep food and drink outside the area. Spills jeopardize the skateboarders.
- Help keep your skate park clean. Put trash in the cans. Respect our neighbours.
- Skate only in the skate park area and avoid excessive noise.
- Keep pets safe, leashed and outside the area.
- Skatepark is open from dawn until. 10 p.m. daily.
- Skate safe and have fun.
- For information call the recreation office at 661-2362. The closest pay phone is next door at the Carling Heights Optimist Community Center. Calling 9- 1 -1 is a free service.

Bellow is from a snowboard park, for a different perspective:

STOP! READ THIS

- This is a man made feature and risks are involved.
- Before participating and throughout the day, inspect the pipe and terrain for both their risks and degree of difficulty-as well as for unmarked hazards.
- Snow conditions and pipe terrain change constantly.
- It is solely YOUR responsibility to determine whether you are qualified to use the pipe. You control the degree of difficulty. Work your way up!!!
- Helmets strongly recommended.
- Always ride or ski in control. Know and follow your Alpine Responsibility Code.
- Keep a safe distance between others in the pipe.
- Serious injuries and equipment damage can occur. By using this area, you are assuming the risk of all such injuries or damage.

7.5 FURTHER DILIGENT ACTIONS

It is recommended that the City of Hamilton consider and implement the following for existing and future skateparks.

- a) Seating, signs, fences etc. should not be close to the skateboarding amenity.
- Some suggest a 4 meter minimum-distance
 - This really depends on the design and what is nearby
- b) Regularly Scheduled Documented Maintenance Program
- Schedules and documentation show due diligence.
 - If your staff does not document their checks on the park, how can you prove to the court that you were caring for your facility?
 - Some things to consider including on your checklist are:
 1. check for debris / hazards in the park that could “trip” a skateboard
 2. check to ensure drains are free of leaves and other debris
 3. inspect for any and all cracks [note: almost all concrete will crack. When the cracks have any separation either horizontally or vertically, that is when they can become dangerous.

4. inspect for cracking or chipping around steel coping
5. general inspection for anything out of the ordinary or potentially hazardous

c) The “lip” or top of ramps can be painted yellow to improve visibility. This highlights “danger” zone. Additional warnings can also be painted around the park. Although all of these could be graffiti’d over.

d) Engage parks staff, police, citizens etc. to keep their eyes on the park to watch for injured skaters or other trouble.

e) Any sharp walls/edges can be painted with the standard “hazard” pattern (i.e. alternating yellow and black lines angled at 60 degrees or so).

f) Provision of brooms and some type of dustpans will allow skaters to maintain their park.

g) Reported injuries should be documented (include time, weather, witnesses, injured party, date etc.) on an incident report sheet.

h) Seating/viewing areas for spectators should be provided. By venturing outside these areas, spectators are choosing to put themselves at risk.

i) Dirt and debris should be prevented from falling into the park. If ground slopes into the park, curbs or other methods of stopping debris should be in place. While many skateparks have trees around them, consideration to their location is important to reduce leaf litter.

j) The location of the facility should not be in such a remote location that it is difficult to access or away from help if it is required. It should not be located too close to major roads or railway lines or in windy exposed areas.

7.6 MAINTENANCE

As the Owner of your skatepark, it is your responsibility to help in “setting the tone” for the park. Regular maintenance of the facility is important, because you are likely to find that it is your most highly used recreation facility; and by taking the lead in demonstrating care for the facility, it is more likely that the park users will care for it as well. People are affected by and respond to their surroundings. If it’s dirty, users are more likely to take a lax attitude. If it’s clean and crisp, they’re subtly affected by that, and their behaviours will display this.

A. What kind of regular maintenance do skateparks need?

This is not necessarily an exhaustive list. The skatepark may need to be closed during some of the below maintenance operations , such as re-sealing the concrete and flushing drain lines.

- a) Short Term Maintenance
- empty trash and recycling containers
 - check drain covers for clearing of leaves and other debris
 - regular documented inspections (this is an important aspect of your Risk Management program and due diligence. See “Further Diligent Actions” in the “Insurance and Liability” section)
 - Leaf and debris removal

- b) Long Term Maintenance
- re-seal the concrete according to the information below in “Do you recommend re-sealing the parks?”, below.

- Flush drain lines (as needed, should be extremely rarely)

In summary, the actual concrete skatepark surface will ideally require little to no maintenance. One Canadian Municipality did a study and found that maintenance costs for a skatepark are no more than what it costs to maintain the equivalent square footage of grass. Skateparks are still a relatively new phenomenon so life expectancy is still hard to predict and depends greatly on the weather conditions, most importantly the amount of rainfall, that a particular location receives. Note that there is a concrete skatepark in North Vancouver that was built in 1976 which is still regularly used today.

B. How much will maintenance cost annually?

Routine skatepark maintenance usually requires 1 staff member, 1 hour per week. If you re-seal the skatepark in a given year, those costs will be additional. Refer to the info in “Do you recommend re-sealing the parks?” for more details.

C. Do you recommend re-sealing the parks?

The “cure and seal” product that your park is sealed with on completion will wear off after approximately 2 years. At this time, parks should be treated with Pentra-Sil 244+, which will last for the life of the concrete, as it chemically bonds to the concrete. The cost of Pentra-Sil 244+ is approximately (prices may vary) \$260 CDN for 5 gallons, which will cover approx. 490 square feet (\$0.54 / sq.ft.).

For the full details of this product please refer to their website: www.concretetreatments.com. There are no known alternatives to this product at this time. Application instructions must be followed precisely for best results.

D. What about cracking?

a) Cracking: This web-like pattern of tiny micro-cracks, normally only visible if the concrete is wet, are only about one millimeter deep. These cracks do not extend through the depth of the concrete, and are not large enough to allow enough moisture penetration to cause problems.

b) Controlled Cracking:
Where saw cuts have been used to encourage slab cracking, the sealer that the cuts are filled with may break down or be removed over time, so it is important to inspect all saw cuts each spring to ensure that filler is properly in place.

c) Uncontrolled Cracking:
Although it is made every effort to provide controlled cracking in the right areas, random cracking of the concrete surface may almost definitely occur. Careful monitoring of these cracks is recommended and yearly spring check-ups are preferable. It is recommended flexible joint filler in cracks between two to five millimeters wide, pushed in with a flexible tool similar to a spatula. Larger cracks, or cracking with odd deformation of the concrete surface may require additional review.

d) Control Joints:
Concrete joints are unavoidable, and it is expected that most shifting of the concrete will occur at these locations. It is common to see seasonal differences in the openings at these joints. Inspection and maintenance of these locations are to be considered part of the regular upkeep of the facility. As with uncontrolled cracking, smaller openings can be treated with flexible joint compound, however gaps exceeding 5 millimeters width require further investigation.

e) Surface issues:
Concrete slab surfaces should be polished to a smooth finish, but random rough zones and dimples are to be expected. However, significant deterioration of a concrete surface should be brought to our attention.

IT IS RECOMMENDED THAT ALL CRACKS ARE FILLED. While they are not technically an issue, and they are normal, over time, they can “grow”. As water gets in each winter, freezing and expanding, the cracks can slowly widen. Over the course of a number of years, a barely noticeable crack can widen to a dangerous size. By filling them, they are provided with “edge strength”, and water cannot enter, causing problems. The following images demonstrate the above noted crack filling technique. It’s very simple, just about anyone can do it.

E. What about the steel coping and rails?

It is recommended a yearly inspection in the spring, treating any rusted areas with appropriate preparation to remove the rust and then a zinc-rich paint, a rust protection paint, or an auto body paint. Auto body paints are fantastic because they are very durable, designed to protect against rust, and they come in really vibrant colours with that fantastic metallic glimmer. If using a rust protection or an auto body paint, you may wish to re-paint all of the steel in the park, which will revive the aesthetic and freshen it up for another year. Taking a bit of time to care for the aesthetic of the park tends to have a positive effect on the users of the park and how they treat it.

Also watch for any areas where steel interfaces with concrete. ANY gaps between steel and concrete must be filled / sealed prior to freezing temperatures. It is recommended inspecting this aspect each fall.

F. What about landscaping and planting?

Enhancing your park with more landscaping is always a great idea. Keep in mind that pea gravel and decorative bark mulch can easily migrate into the skatepark, where it will be a hazard. Also remember that deciduous trees may deposit leaf litter into the skatepark.

7.7 GRAFFITI

Graffiti management is always at the discretion of the municipality. There are two approaches: allowing graffiti or preventing it. It is recommended that skateboard parks be kept graffiti free.

A. Thoughts on Allowing Graffiti

Something to note before moving into this discussion is that it is rare that the skaters themselves who are doing the graffiti. They generally express themselves through skating. In many ways we think that graffiti in skateparks is great.

The cultures of skateboarding and legitimate graffiti artwork are related as both have roots “from the street”. Thus many skaters often really appreciate what the artwork and colour adds to their space. Therein is a key point: this is “their” skatepark. Ask them, and if they like graffiti, consider allowing it. Some communities see added value in skateparks acting as canvases for graffiti artists, decriminalizing what is at best an artistic activity, and at worst a more benign outlet than drugs or violence. Just like skateboarding, graffiti will happen with or without a sanctioned place to do it. A Community-sanctioned skateboarding and graffiti-friendly space can significantly reduce youth crime and other youth trouble by providing a place for youth to “blow off steam” without being criminalized. Preventing youth from expressing themselves and “doing what they’re going to

do” only creates a vicious cycle of yet more “steam” to be expressed.

B. Thoughts on Preventing Graffiti

We love the colour and vibrancy that graffiti can bring to a skatepark, yet we have also developed an appreciation for our parks when they are fresh and clean, not marred by graffiti. The forms look very sculptural, and sometimes graffiti can detract from the aesthetic of the forms. The key criterion for graffiti removal, from a skateboarding perspective, is that whatever action is taken it must not make the surface more slippery or otherwise dangerous. Some communities have a zero-tolerance policy on graffiti, sending Staff by the skatepark each morning to remove graffiti. Be aware that this consumes costly man-hours, and can create a disconnect and a “war” between groups. However, the consultant team has seen success by using this method, and the key has been vigilant daily removals for a couple of months, after which the frequency of graffiti tends to reduce. It is speculated that this reduction occurs as the artists tire of seeing their work removed immediately, time after time after time. After this initial period, the frequency of removals and man-hours can generally be decreased as the tone has been set.

C. Options for “Removing” Graffiti in Skateboard Parks

The information below is simply a list of ideas that we have heard; thus we can’t make any claims as to the validity or veracity of any information below. In using the below information, you must do additional research, largely with respect to ensuring that your skatepark does not become dangerous (for example from using paint that is too slippery) as a result of any graffiti management actions taken.

a) Paint:

In our opinion, what may take the least amount of work while doing the least amount of damage to the smooth concrete surface of a skateboard park is to paint over the graffiti. You can paint over graffiti with the closest colour match that can be made at your local paint supplier.

A VERY important point here is to ensure that the type of paint used is NOT DANGEROUSLY SLIPPERY and therefore DANGEROUS for park users. You will likely also benefit from a paint-type that is QUICK DRYING, so that you don’t have to struggle to keep skateboarders off of the park for too long. We have heard of good results with rolled-on outdoor flat latex as it is apparently not too slippery.

The operations process:

BE ABSOLUTELY SURE to paint a small area, and engage a number of highly skilled local skateboarders to TEST it to ensure that the paint is not too slick. Your staff should also compare the slickness / slipperiness of the painted test area and a non-painted area. Consult with your paint supplier regarding the above paint criteria, and any other questions you may have.

b) Graffiti Cleaning Solvents:

Chemical solvents liquefy fresh spray-paint and loosen marker and older paint. If you intend to maintain a graffiti-free park, it’s vital that all tags and marks are immediately removed. Methylene chloride-based solvents, when applied with gloves and a rough rag (wire brush is not recommended due to potential concrete surface damage), are effective but require several cans for larger projects, and will also attack any under-paint. Potassium hydroxide-based solvents also work well but can leave a slick surface residue, so are preferable for non-skating surfaces. Citrus-based solvents are best for the environment but the least effective in attacking paint and markers – try citrus products on fresh graffiti for best results.

c) Graffiti Removal Companies:

There are graffiti removal companies in the Hamilton area. “Goodbye Graffiti” (www.goodbyegraffiti.com) was used by the City of Burnaby and has a cleaning product that apparently allows them to scrub the graffiti off of the park without damaging the integrity of the smooth concrete finish. Other graffiti removal companies in the Hamilton area include “Graffiti Just a Memory” in Lynden (no

website), and Sparklewash (sparklewash.com) in Burlington.

d) Protective Coatings:

ProtectGuard FT and PRMAKOTE are products that do NOT make the skatepark slippery (beware, there ARE similar products that will make the skatepark dangerously slippery – they are “sacrificial” coatings that must be re-applied after each removal process, THEY ARE PARAFFIN WAX BASED – VERY SLIPPERY!!) but allow for easier scrubbing / washing removal of graffiti. PRMAKOTE was used by the City of Cranbrook on their skatepark. Their staff noted that while it did make it easier to remove the graffiti, it definitely still required a significant amount of scrubbing / work. It is our understanding that ProtectGuard FT allows easier removal than PRMAKOTE, while also greatly strengthening your concrete surface! However, the consultant team would suggest requesting a sample from each company and conducting your own test.

Pressure washing or sandblasting is NOT recommended as it will damage the smooth concrete finish, and will also undermine joints and saw-cuts, causing chipping.

With all of the above approaches, from what we have heard, the KEY to success is to have the graffiti covered or removed within 24 hours. If the removal / graffiti cleaning solvents are used, this is particularly important so that the paint does not have time to fully cure and bond with the concrete / so that cleaning is much easier. In practice this may mean that Municipal Parks or Works staff must attend the park 1st thing in the morning, each and every day, stopping in to attend to any graffiti. Doing it 1st thing in the morning greatly increases the likelihood that no skateboarders will be there while the staff member is trying to work, and it also ensures that the graffiti is in place for as short a time as is possible. When the perpetrator comes by to show the graffiti off to friends and it is no longer there, they tend to get discouraged.

Communities who have been very diligent on this process for approximately two months have seen a massive drop in graffiti after that time period of rapid response. The one exception to this rule that we have heard of was in the City of Burnaby, BC where the perpetrators began essentially waging war, adding acids and other compounds to the paint so that it would penetrate the concrete, making it impossible to remove. It is recommended that signage have a number to report graffiti so that it can be removed quickly.

Lighting, even low level lighting that is not designed to allow skating, just to improve visibility into the park at night, also may reduce the graffiti problem. If there are any other ways to increase visibility into the site such as removing a fence or trimming a hedge; re-directing a pedestrian pathway closer to the skatepark etc.; these CPTED type initiatives can also greatly decrease all types of vandalism and problems at a skateboard park facility.

.."The forms look very sculptural, and sometimes graffiti can detract from the aesthetic of the forms. The key criterion for graffiti removal, from a skateboarding perspective, is that whatever action is taken it must not make the surface more slippery or otherwise dangerous."



8

SKATEBOARDING AS A MEANS OF TRANSPORTATION

EXISTING INFRASTRUCTURE & RECOMMENDATIONS ON POLICY

Based on recent research, rates of active transportation are on the rise and many cities are changing and updating their active transportation by-laws to accommodate and stimulate better and safer practices. This reflects not only a less congested, more sustainable transportation system and healthier environment but also in personal health of all those who decide to choose active transportation on their everyday life. Some of these changes include updates to incorporate skateboarding into multi-use paths along with others like walking, inline skates and biking and also broadening horizons of the skateboarding use outside of non-designated spaces.

8.1 BENEFITS

From the perspective of the users this represents a very convenient and enjoyable way to move from place to place, while offering a lot of pros:

- Cheaper than driving, faster than walking, more convenient than biking.
- Low Cost - One of the least expensive options in transportation.
- Very easy to hop on and off the public transportation (subway, bus, streetcar etc)
- Very portable. (Easy to carry on a backpack)
- No need for a lock like bikes, users can take the boards with them everywhere.
- No parking tickets or gas costs.
- Environmentally friendly
- Exercise and Health
- Less stressful than driving
- Independence and freedom

8.2 EXISTING INFRASTRUCTURE

Currently, the City of Hamilton is undertaking a review and update of the city-wide Transportation Master Plan. “City in Motion” represents a great opportunity to reconsider Skateboarding as another positive and healthy means of transportation, like walking and cycling.

Future public consultations of this campaign will take place in December 2015 and could offer opportunities for citizens to get engaged and provide feedback about this topic as well. The following are improvements that can be considered (based on the new Hamilton Transportation Master Plan proposal):

- Improve connections between residential areas, schools and parks areas within the urban transit area and improve transport service frequency, stops and transfer opportunities.
- Provide a road classification and hierarchy of road users which is supportive and creates safe physical space, to move around, travel or run for all of them.
- Provide an integrated pedestrian, bicycle and skateboarding/ roller blading network that could

- enhance the user experience and encourage the use of alternate modes for transportation, other than the automobile.
- Provide multi-use lanes (bicycle/ skateboarding/ roller blading) that are wide enough and provide landscaped separation.

8.3 SAFETY AND DESIGN GUIDELINES

This section reviews the main elements that can affect safety from a pedestrian / skateboarder perspective and are necessary to ensure a consistent, safe level of service for skateboarding users on non-designated areas.

- a) Facilities and regulations
 - Safe physical space to travel
 - Paving quality and maintenance
 - Grade change
 - Landscape and surroundings areas maintenance
 - Regulations which are supportive and protective
- b) Skater Responsibilities
 - Equipment in good conditions (Boards, Wheels, Shoes, Helmet and other protection and reflective clothing, etc)
 - Skater conditions (Health and agility)
 - Awareness from other road users
 - Awareness of his/her level of expertise and abilities and capabilities
 - No use of headphones, or any other device while skating.
 - Respect for other road users
 - Keep to the right except to pass
 - Alert pedestrians or bikes prior to passing
 - Consider similar biking requirements at night (head lights)
- c) Other
 - Weather conditions

8.4 OTHER DESIGN GUIDELINES, EXAMPLES AND RECOMMENDATIONS

(These guidelines are based on the following standards: Guidelines for Establishing In-Line Skate Trails in Park and Recreation Areas - International In-Line Skating Association. - Design and Maintenance Manual for Multi-use Trails, Rails-to-Trails Conservancy, Design Guidelines. - NYC Bicycle Master Plan)

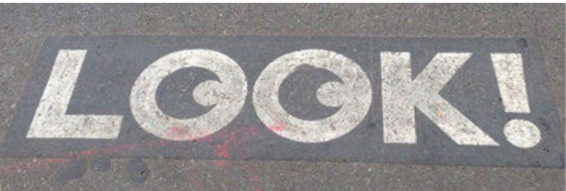
- One-directional path:
AASHTO* establishes 5 feet as the minimum width of a one-directional bicycle path, but cautions that such a path will be used as a two-way facility unless measures are taken to assure one-way operation. The International In-Line Skating Association recommends 8 feet for one-way skating paths; 10 feet, 6 inches for combined bicycle / in-line skate, one-way paths.
- Two-directional path:
AASHTO* establishes 8 feet as a minimum and 10 feet as a recommended width for a two-directional “bicyclepath”. If substantial bicycle volume and shared use with joggers and other pedestrians is anticipated, AASHTO* recommends a width of 12feet. The Rails-to-Trails

- Conservancy recommends a width of 16 feet for paths for “non-motorized” use in urban settings.
- Multi-use paths are generally shared by cyclists, pedestrians, joggers and, increasingly, in-line skaters. Pavement markings and signage or, where space and funds permit, physical dividers are used to separate a “wheels only” path (bicycles and in-line skates) from “feet only” path (runners and pedestrians).
- Drainage inlets with grate openings which are parallel to traffic can trap the front wheel of a bicycle or a skateboard, causing loss of steering control, resulting in serious damage to the bicycle/skateboard wheels and structure and/or injury to the cyclist.

* AASHTO (American Association of State Highway and Transportation Officials)




























△ Image. Ex.- City of Peterborough - Active transportation by-law.



△ Image. New York City - Intersection pavement sign.




△ Image. Skate lane sign



	Bicycle	E-Bike	In-Line Skates Rollerblades Skateboards
 Multi-Use Trail (sidewalks at least 2 m. wide are multi-use trails)		 If being pedaled 	
 Sidewalk (not Downtown)	 Under 14 years of age 		
 Sidewalk (Downtown)			
 Bicycle Lane	 	 	 Unless signed otherwise 
 Roads			 Unless signed otherwise

DOWNTOWN AREA

No cycling, skateboarding, rollerblading
or rollerskating on sidewalks in this area



E-BIKE LEGEND:

 Scooter-style  Bicycle-style

△ Image. Example - City of Peterborough - Active transportation by-law chart.

*For more recommendations on policy please refer to Section 4 for policy-by law review.



9 COMMUNITY ENGAGEMENT/ PUBLIC CONSULTATION

LANDinc, Spectrum Skateparks and City of Hamilton Staff conducted three Public Consultations that took place on the 20th and 21st of October. The goal of these sessions were to explain the background on the study, skateboarding culture and history and an opportunity to gather input from skatepark users and the community to gain insight and preferences for possible locations for future skateparks, as well as learning what type of features and styles of skateparks are desired by Hamilton residents. The meetings were scheduled and located as outlined below:

- October 20, 2015, 6-8pm at the Red Hill Library, 695 Queenston Road, Hamilton
- October 21, 2015, 2-4pm at the Westmount Recreation Centre, 35 Lynbrook Drive, Hamilton
- October 21, 2015, 6:30-8:30 at the McMaster Innovation Park, 175 Longwood Road South, Hamilton

General Spirit of the Workshops

The meetings were attended by skaters, "BMX" bikers, parents, residents, and sport enthusiasts. Workshop participants felt:

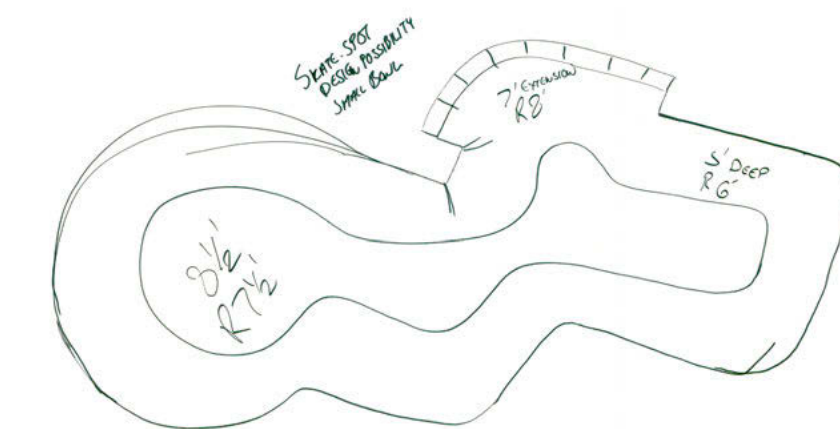
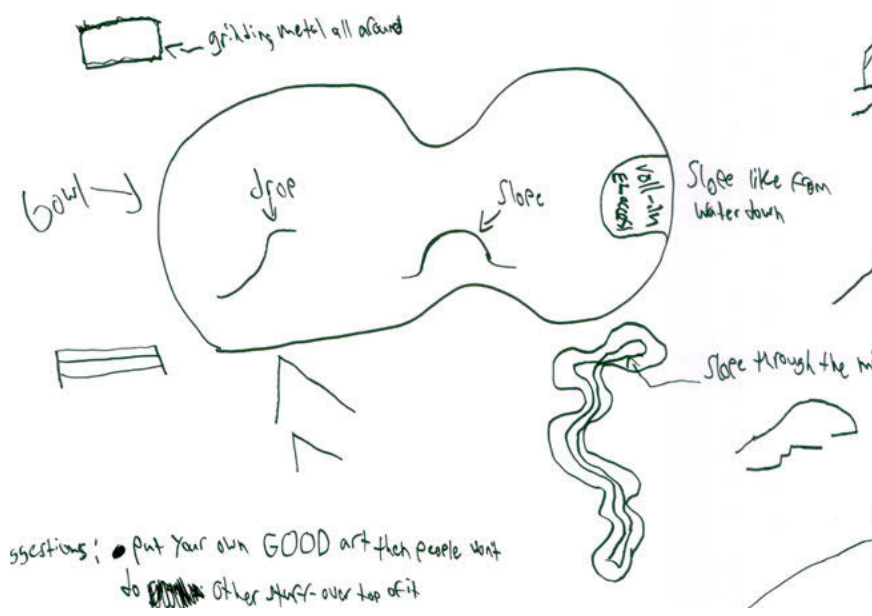
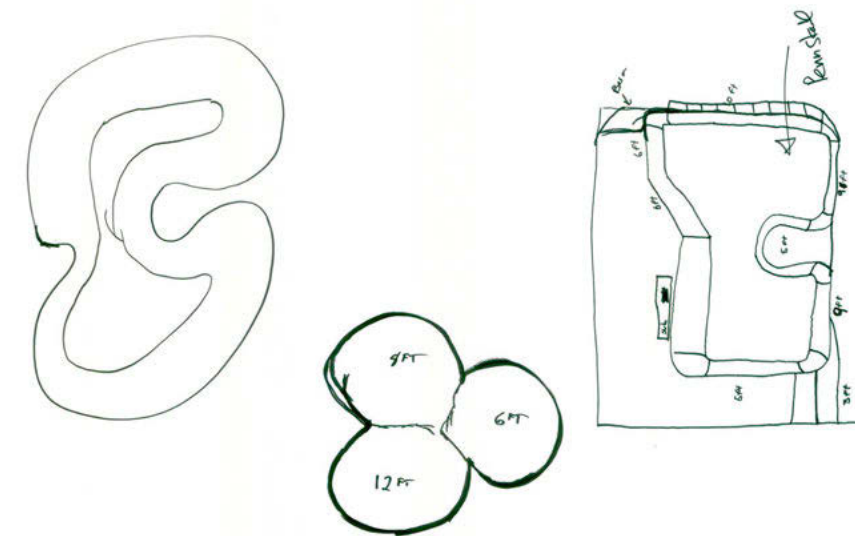
- very excited and grateful for the opportunity to be heard
- very passionate, serious and thoughtful in regards to their input
- very invested in the "skate and bmx scene and community" of Hamilton

The consultant team found the meetings to be very civil with participants very respectful of each other and the facilitators. The skateboarders and wheeled sport users of Hamilton appear to be quite an exceptional group.

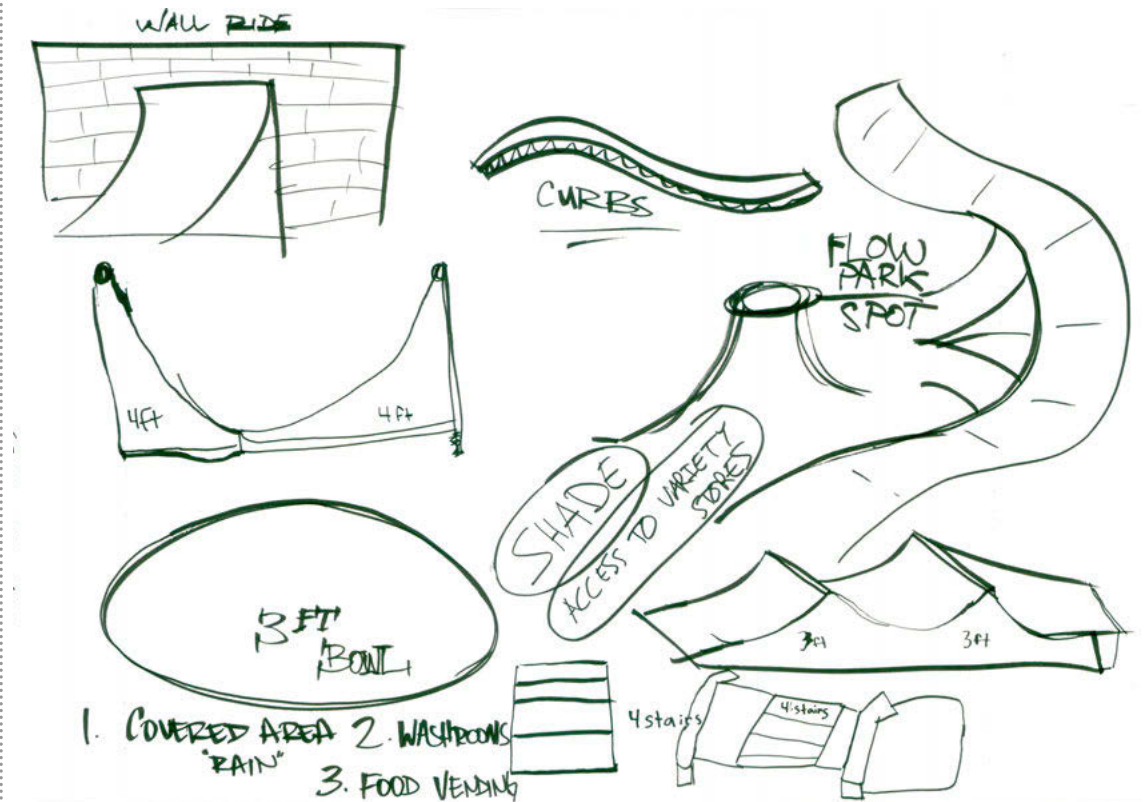
9.1 SKATEPARK DESIGN TYPOLOGY FINDINGS

a.) Individual Workshop Overviews

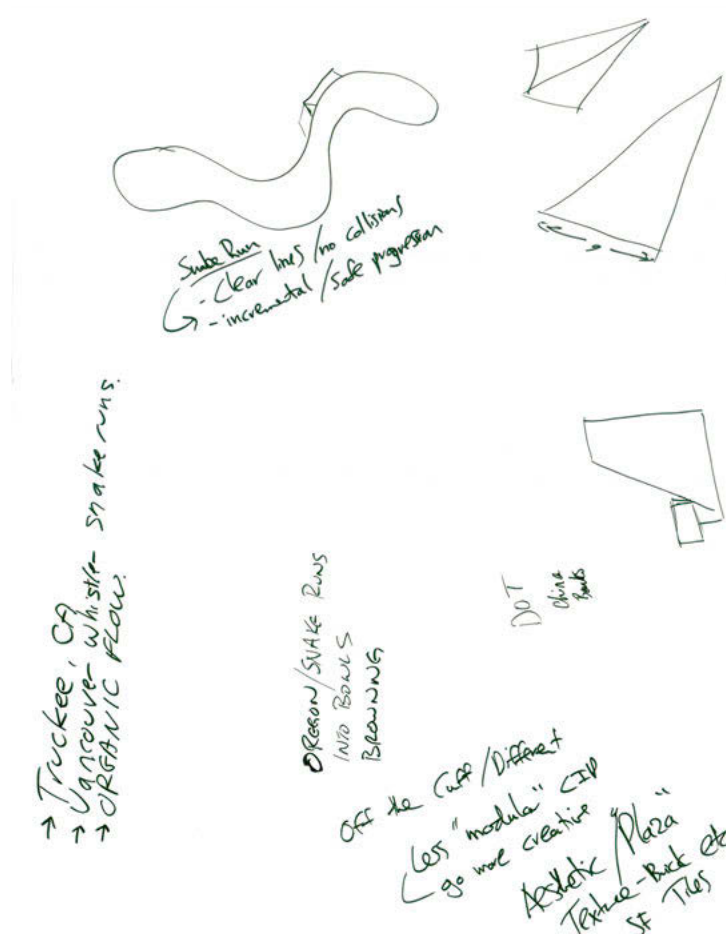
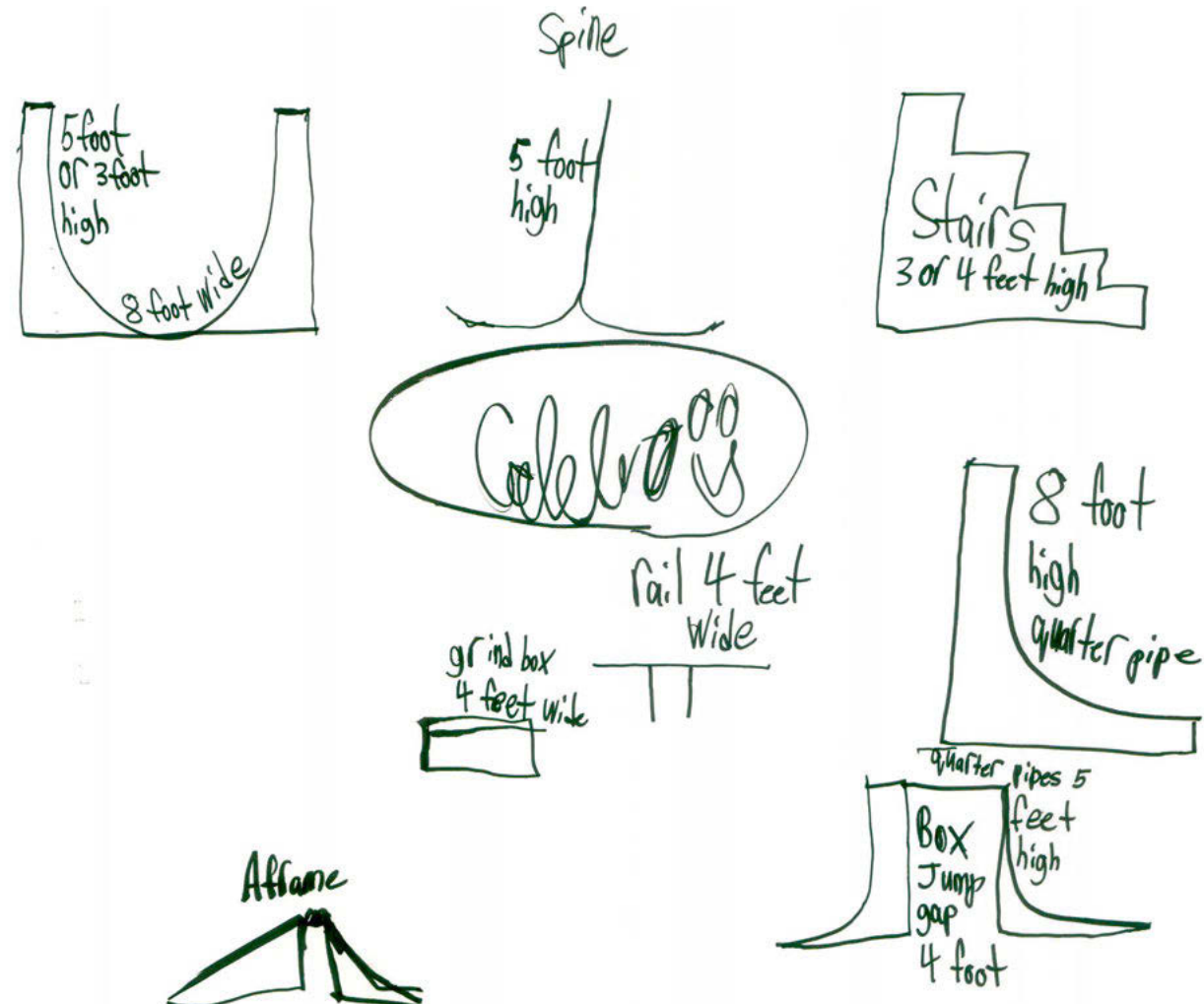
- There was a very balanced mix in desired terrain types, with various participants clearly desiring street features or only bowl features and / or mostly organic flow by other participants. There were some participants that wanted a well rounded inclusion of all types.
- All participants shared a desire for organic flow; from there, individual preferences broke off with some desire for street and bowl elements.
- While there was a desire for all terrain types (i.e. street, bowl and organic flow) there was a strong and fairly cohesive group with the desire for organic flow / snake run type features. This was a very interesting, experienced group of skateboarders (25-48 years old) with strong skatepark knowledge.



Images. Participants sketches and notes

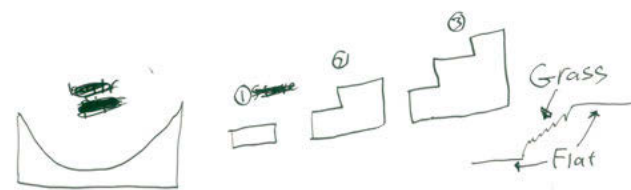
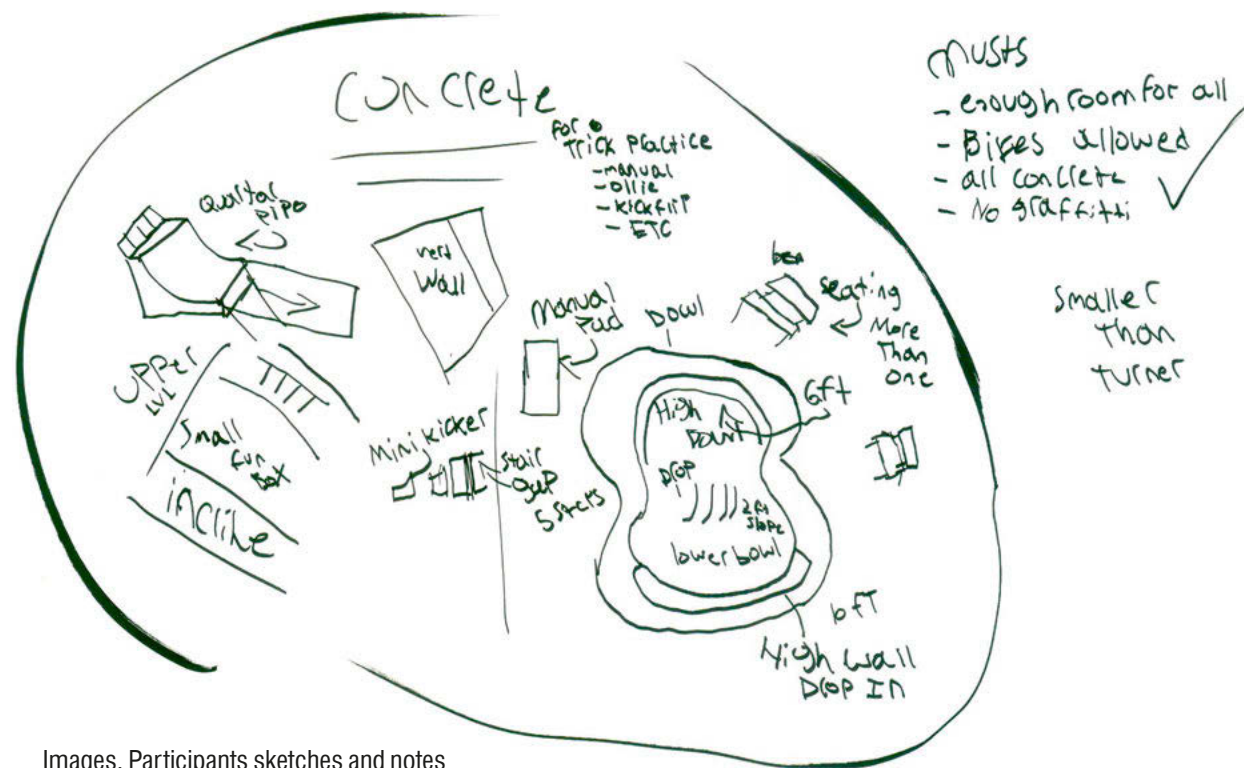


Nohawk = old Bumpy, 2 hrs - garbage
QUALITY - hire the right crews } does Parkdale ee
design AND build } count? Design + Const. - 15000
Not enough challenge in city
Water down - copying skate out
ALLow BMX } would ride dirt parks if they didn't suck
consider resin lips } needs to be challenging
Travelling to:
Fonthill, North Burlington (Tobits), Pt. Colborne, Shell Park, Cambridge
Feeling is that Ham got short end of stick
Safety issues of mixing all types of riding into 1 park
Saw a totally - damage has reduced
caused by biker
Parker



b.) Individual Noted Highlights and Participant Feedback

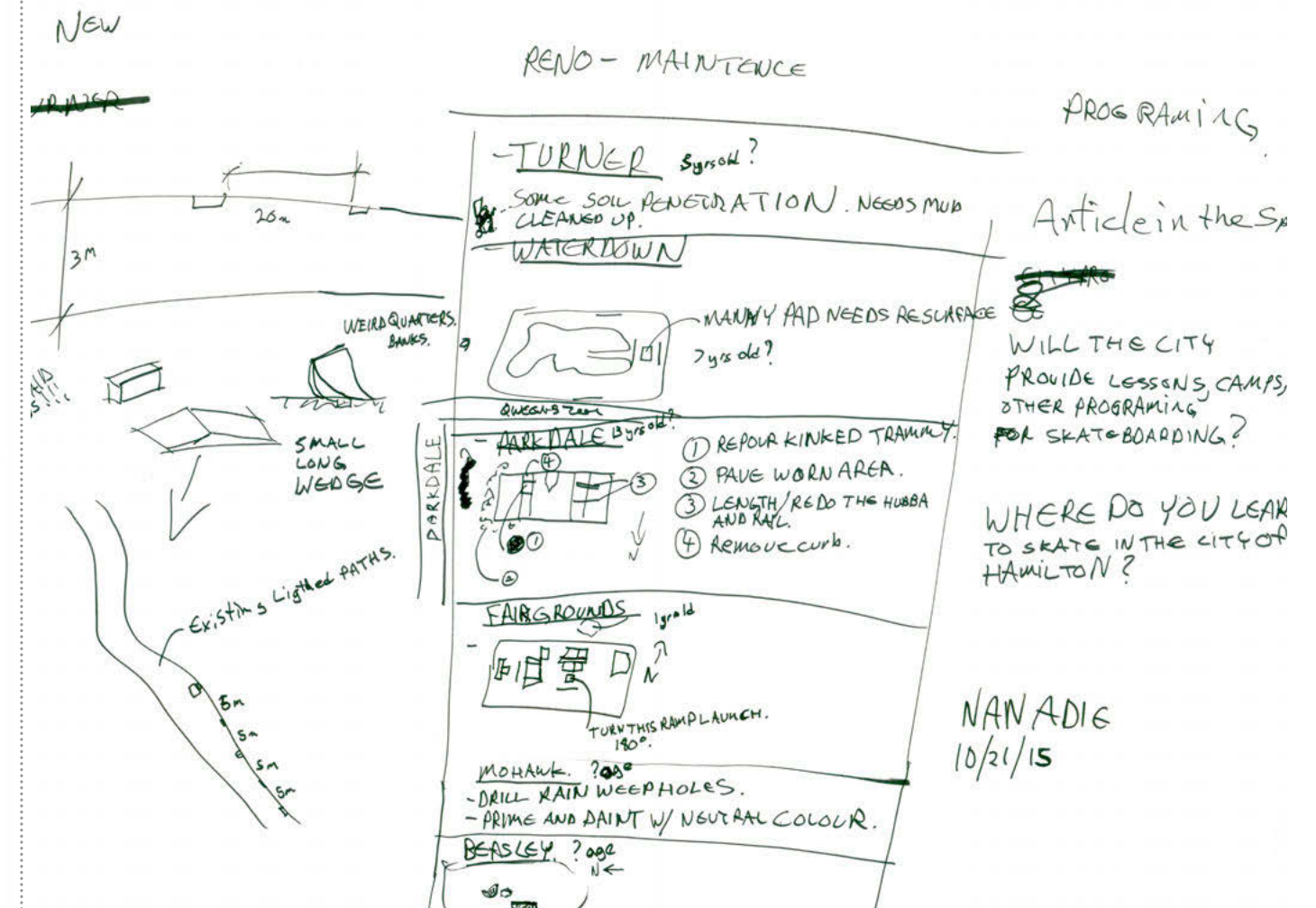
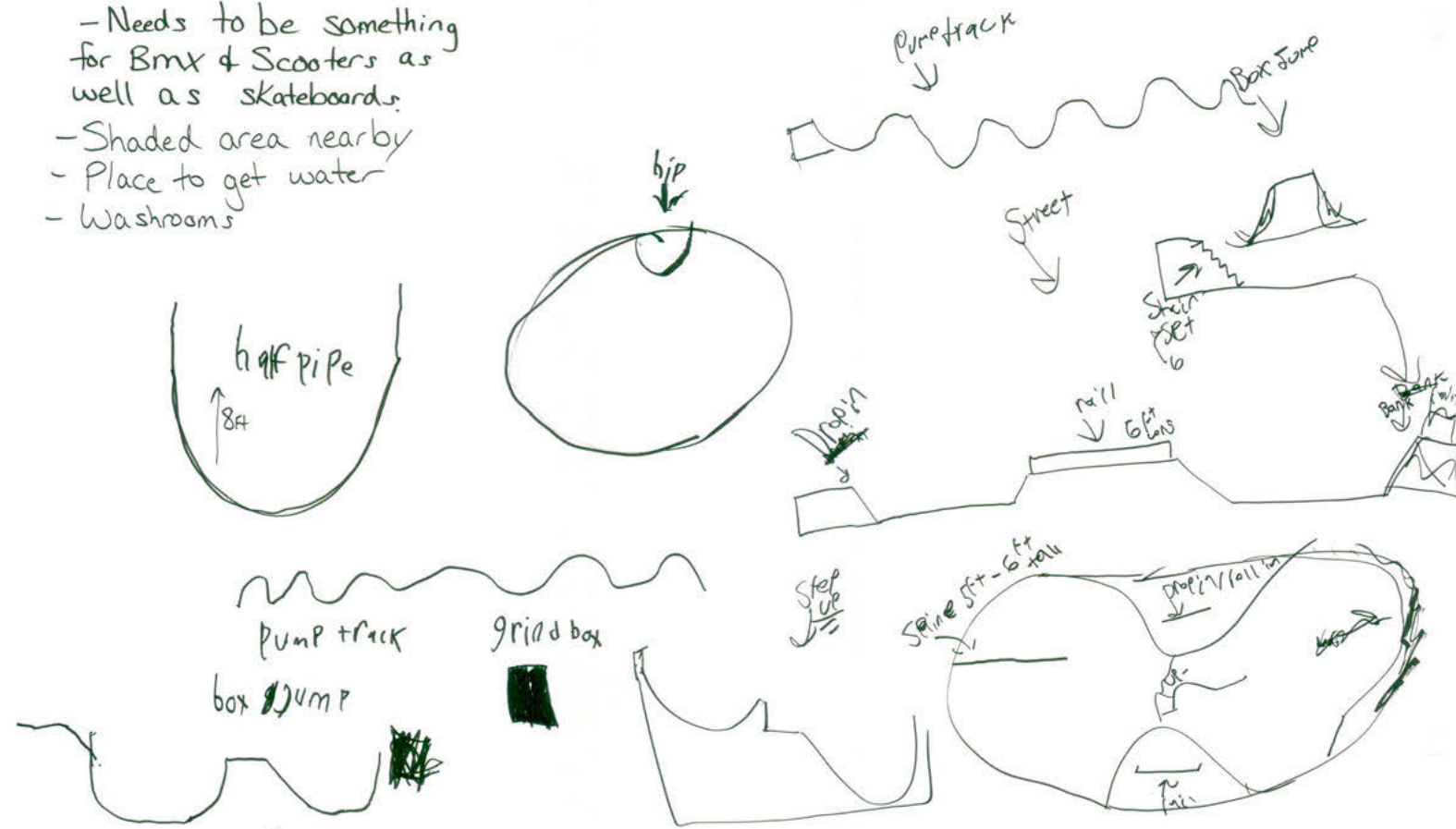
- Replicating famous European and other iconic "street spots", drawing on and celebrating skate history and culture, creating an attraction and draw and sense of excitement
- Specific maintenance and renovation suggestions for Parkdale, Waterdown, Fairgrounds, Mohawk and Turner
- Discussion on big picture layout of parks, and the desire for a sense of adventure and discovery. "Not all football stadium type parks."
- Covered skateable areas; however, not at the cost of losing skateable budgets
- Desire for more unique "off the cuff" different features and layouts; more creative parks – less "modular minded", more outside of the box thinking
- A great discussion on the problems with BMX bikes being excluded, as well as a conversation on the dangers of mixing all types of riding into one park, along with BMX'ers stating that they would happily ride dirt parks "if they were not in such disrepair" and a suggestion to consider using "resin" to create semi-permanent "lips" or vital takeoff zones in dirt parks so that they could be functional and usable.
- Comments on the importance of engaging the "right teams" to design and build the park i.e. experienced, trusted, proven skatepark firms with inclusive team processes.
- "Not enough challenge in Hamilton parks"
- "Hamilton has largely received the short end of the stick"
- A comment that Parkdale and Mohawk should not be considered as skateparks and that the City should not assume that skaters in those areas have what is needed in a skatepark.
- Desire for a few simple parks (spots) with the basic / staple elements i.e. a small street spot with good ledges, flatbars and manual pads could be added to parks with little infrastructure requirements to match the hundreds of playgrounds spotted throughout the City of Hamilton open spaces.



Images. Participants sketches and notes

* Important Issues:

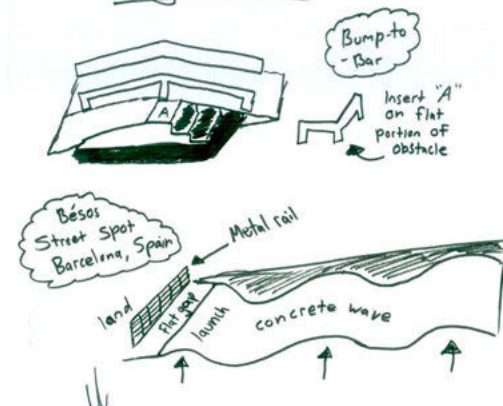
- Needs to be something for BMX & Scooters as well as skateboarders.
- Shaded area nearby
- Place to get water
- Washrooms



Possible Obstacles

- pole jam
- Bésos tribute (mock wave)
- Tranny Section
- double set
- Unique manual pads (marble, shapes)
- picnic tables
- step up - hubbas - rainbow rail !!!

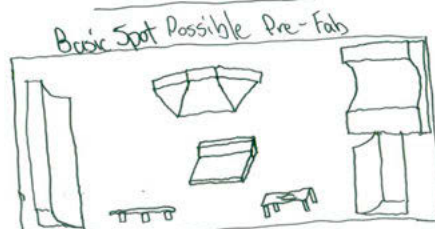
Rough sketch's



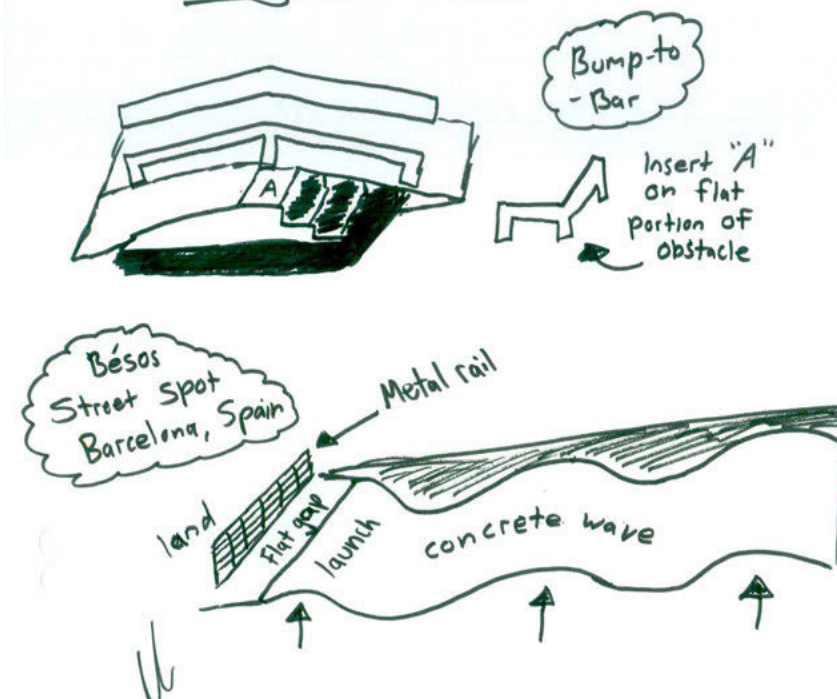
Possible Obstacles

- Bump to bar
- lengthy flat bars / rails
- Pole jam
- ledges (approachable by both stores)
- stairs (4, 6, 8)
- Hips

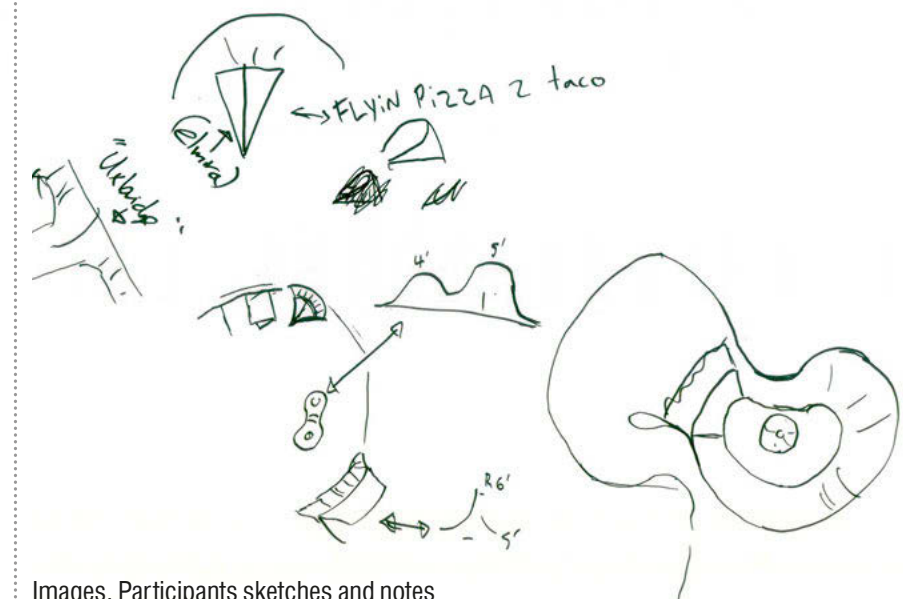
Aerial View



Rough sketch's



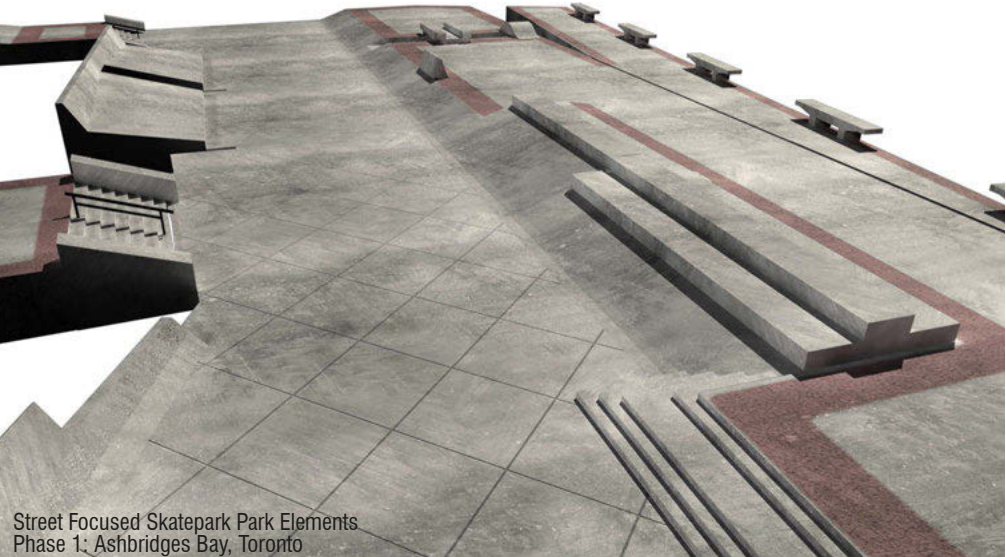
WI-FI
CATIONS
parts



c.)Preferred Skatepark / wheeled sport facility design elements.

Street Elements:

- Double set of stairs
 - Manual pads (varying heights)
 - Hubbas
 - Fun Box
 - A Frame
 - Flat Ledge
 - Curbs
 - Curving curbs
 - China Bank
 - Taco
 - Volcano
 - Bank
 - Flatbar
 - Wedge to wedge with gap
 - Manual Pad
 - Unique shaped / materials manual pad
 - Picnic table
- Step-up
 - Rainbow Rail
 - Bump to Bar
 - Small Wedge Kicker
 - Flat gaps
 - Long rails, long ledges
 - Vert wall
 - Flatbank hip
 - Fullpipe
 - Flat gap
 - Open Flatground area
 - Flying V Wedge (similar to Kitchener’s Trashmore park “Toblerone”)
 - Stairs (1-6 sets, double set) including hubbas and rail
 - Besos, Spain replica
 - Pole jam
 - Box jumps
 - Organic flow with rails and ledges mixed in appropriately



Bowl and Flow Elements:

- Weird / Sculptural QP’s
- RollersHubbas
- Multitude of pure organic features - most that do not have common names.
- Snake run
- Bowls with organic features incorporated into them
- Mini ramp
- Bowl
- 7 to 5’ bowl with waterfall transition
- 12 to 8 to 5’ bowl with flow elements between each.
- Spine
- Wallride
- Mini Megaramp
- 8’ halfpipe
- Rounded / roller hips
- Pump track

While there is a longer list of street features, the majority of the drawings were of bowls and organic flow features. For all of the different bowls that were drawn, there are no individualized or stylized names associated with the various types of bowls and variations of flow / organic flow park elements as there are under street elements. Non-Skate Elements Requested:

- Water nearby
- Shaded areas to rest
- Washrooms
- Parking / Bike Parking
- Spectator space
- Non-conflicting access and paths for parents, spectators, etc.

d) Overall Summary

The desires of the skateboarders in Hamilton are consistent with workshop findings conducted across the country and around the world. Preferences were found to be more balanced with the types of skate styles in Hamilton including street, bowl, and flow typologies; whereas in the past, street / plaza features were among the most popular elements.

In general, the attendees desired reasonably balanced parks, but after cataloging all of the sketches, organic flow and transition / bowl features clearly made up the majority of the drawings. Skateboarders in Hamilton have generally realized they can get more than the typical cataloged skate elements: “Why re-create the streets when we could have anything we can dream of, when we could skate the moon!”

Now that communities have witnessed what is possible in the design of unique poured concrete skatepark facilities that are widely shared across social media and magazines across North America and the international community, there is an overwhelming preference for custom concrete parks rather than prefabricated street style elements placed on a concrete pad. The desire to create unique features that says something about a community or group of skaters mixed in with a balance of other standard elements has become more common and is reflected in the Hamilton community preferences.

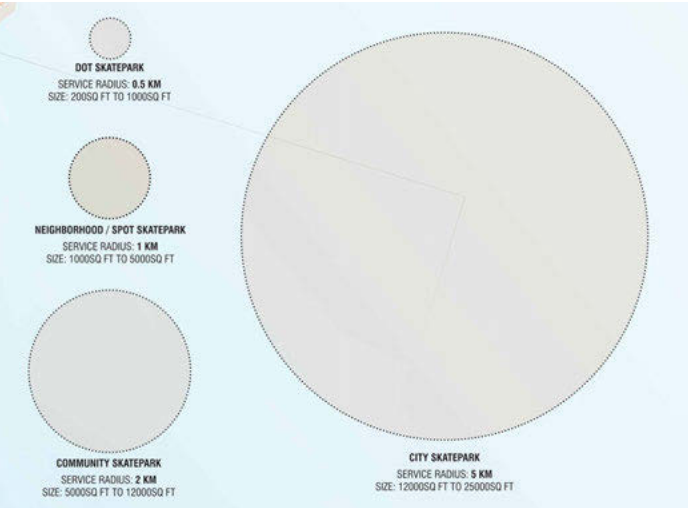
9.2 SKATEPARK SITE LOCATION OVERVIEW

A) Starting Point

In 2011, the City of Hamilton undertook an Outdoor Recreation Facilities Study. Considerable research, public and stakeholder consultation, and analysis was required to address the complex and numerous issues affecting outdoor recreational facility provision and management. The outcome of this study and other skatepark specific requests from the public allowed for initial general locations being identified for possible community skateparks.

Based on principles of proximity of skateparks to homes that have been considered in a number of communities across North America a series of service radius’s for various sizes of skateparks were presented to the participants as tools to help try and locate potential park sites that capture a uniform spread of skatepark facilities across the City.

The sizes of skatepark catchment areas and their radii include:
Skate Dot – Services a radius of approximately 0.5 km and may be 200 to 1000 Sq. Ft.
Neighborhood / Spot Skatepark – Services a radius of 1 km and is 1,000 to 5,000 Sq. Ft.
Community Skatepark – Service Radius of approximately 2 km and is 5,000 to 12,000 Sq. Ft.
City Skatepark – Services a Radius of Approximately 5 km and is 12,000 to 25,000
Regional Skateparks that could potentially be a draw from a National or international perspective. The size would be greater than 25,000 sq. ft and could be as high as 120,000 sq .ft.



These are approximate recommended service radii. Other opportunities and constraints relating to availability of publicly owned land, population, infrastructure, special public or pedestrian transportation corridor, regional interests may affect proximity, size and distribution of skateparks in the City.
Based on previous analysis and interests communicated to the City, the following locations were considered as possible locations for future skateparks for further study (Rectangular Shaded Zones).

- 1. Hamilton Dundas Area (Ward 13)
- 2. Ancaster area (Ward 12)
- 3. Upper Stoney Creek (Ward5/9)
- 4. West Mountain Area (Ward 8)
- 5. Mountain / Heritage Stoney Creek (Ward 9)



The circular shaded zones refer to existing skatepark locations.



- STICKERS: COLOUR CODE – SKATEPARK LOCATIONS
- DOT SKATEPARK: 200sq ft to 1000sq ft – 0.5 km service radius
 - NEIGHBORHOOD/SPOT SKATEPARK : 1000sq ft to 5000sq ft - 1 km service radius
 - COMMUNITY SKATEPARK : 5000sq ft to 12000sq ft - 2 km service radius
 - CITY SKATEPARK : 12000sq ft to 25000sq ft - 5 km service radius

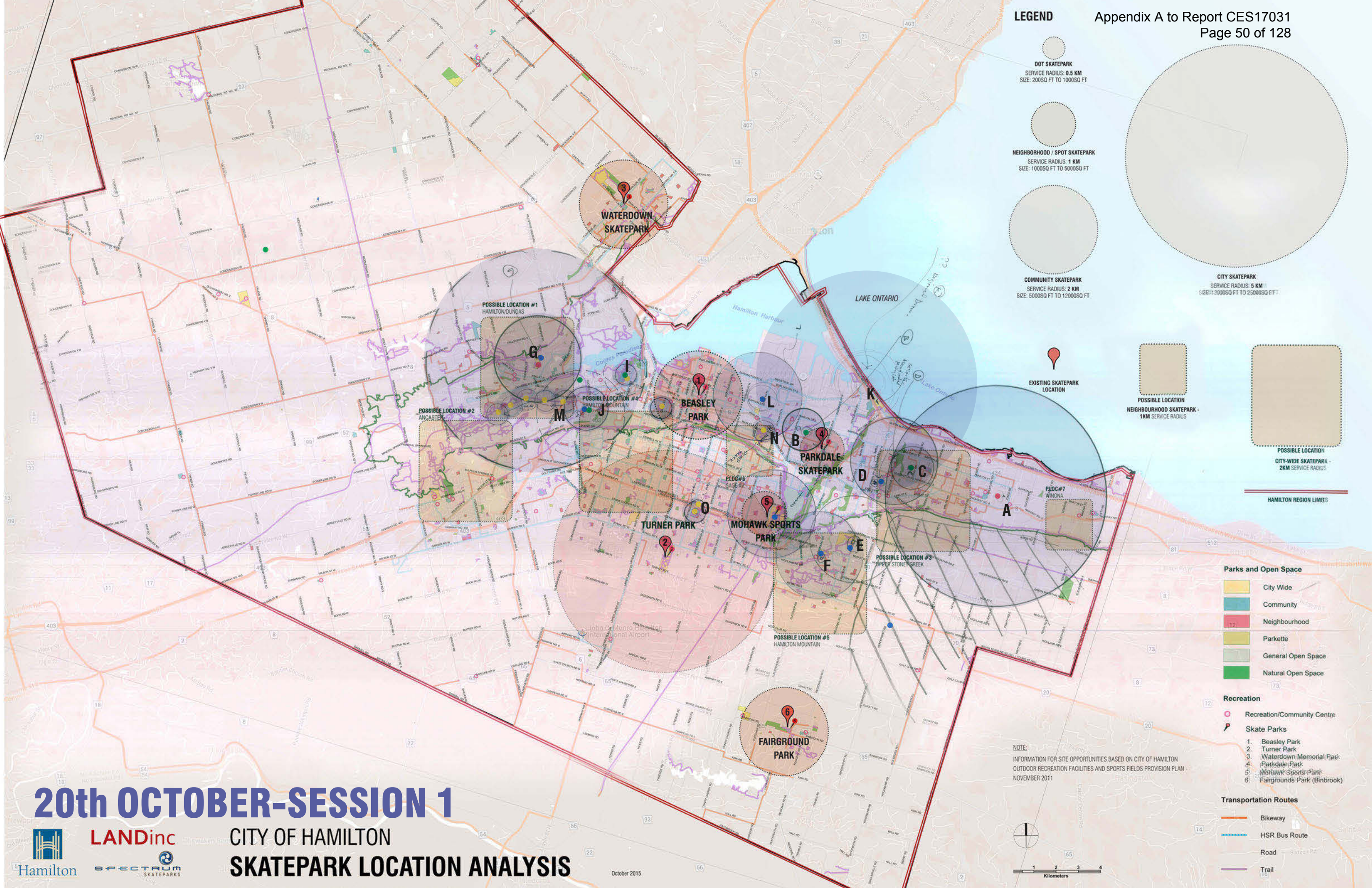
For the charrette exercise, every session worked with a new plan and with facilitators from the consulting team to look for possible future locations for skateparks keeping in consideration a selection criteria (See Matrix 1). Each group worked with colored coded dots and radius templates to see the impact of the service area of each proposed site.

The following site selection criteria is used to measure the suitability of various locations while measuring opportunities and constraints of various sites. While a full analysis of the preferred locations recommended by participants will be reviewed, the consultant team periodically referred to this criteria during the workshop to help support a recommendation or eliminate sites with apparent conflicts.

One of the most surprising things about the consultation sessions was the make-up of attendees. The study team was expecting a larger component of youth under the age of 19; however, more older skaters in there 30’s and 40’s (and beyond) attended the sessions. The afternoon session was not well attended due to the timing of the session mid afternoon. The small group that did attend provided valuable information on locations throughout the City. In addition, it was anticipated that there may be some negative, NIMBYism; however, this was not the case. All sessions were very positive and the study team received great feedback from the participants.

Hamilton Skatepark Study. LANDInc - SPECTRUM 09/12/2015						
SKATEPARK COMPARISON MATRIX OF POTENTIAL CANDIDATE SITES						
SESSION 1 - SITE A			CITY/COMMUNITY SKATEPARK			
CODE	SITE CRITERIA		COMMENTS			
A	Location (Community)					
B	Site available for City Use/Public?					
C	Is there any reason not to pursue this location?					
D	Aerial Photo of Potential Candidate Sites					
E	Active Link (Google Earth)					
CODE	SITE CRITERIA		LEVEL OF IMPORTANCE	COMMENTS	RATING 1 TO 10	FINAL RATING
F	Development availability / Integrate with Existing Programmed Space		90%			0
G	Opportunity to expand		60%			0
H	Achievable skatepark area		100%			0
I	Biophysical Issues	Topography	70%			0
		Vegetation	60%			0
		Soil Information (If available)	60%			0
		Wind	50%			0
		Drainage	70%			0
J	Proximity to residential		80%			0
K	Proximity to staffed public building		75%			0
L	Proximity to Park or green areas		40%			0
M	Proximity to school		50%			0
N	Transit Access		80%			0
O	Foot and bike access		85%			0
P	Parking Lot		90%			0
Q	Drive-by surveillance		90%			0
R	Access to Amenities	Emergency Telephone	50%			0
		Restrooms	85%			0
		Drinking Water	85%			0
		Shade	80%			0
		Food	50%			0
TOTALS						0
S	Other Opportunities					
T	Other Constraints					
U	Is the site inside a service radius of an existing community or greater skatepark?					
V	Does this site have a Masterplan?					

Matrix 1. Selection Criteria Matrix Example - City/ Community Skatepark




20th OCTOBER-SESSION 1

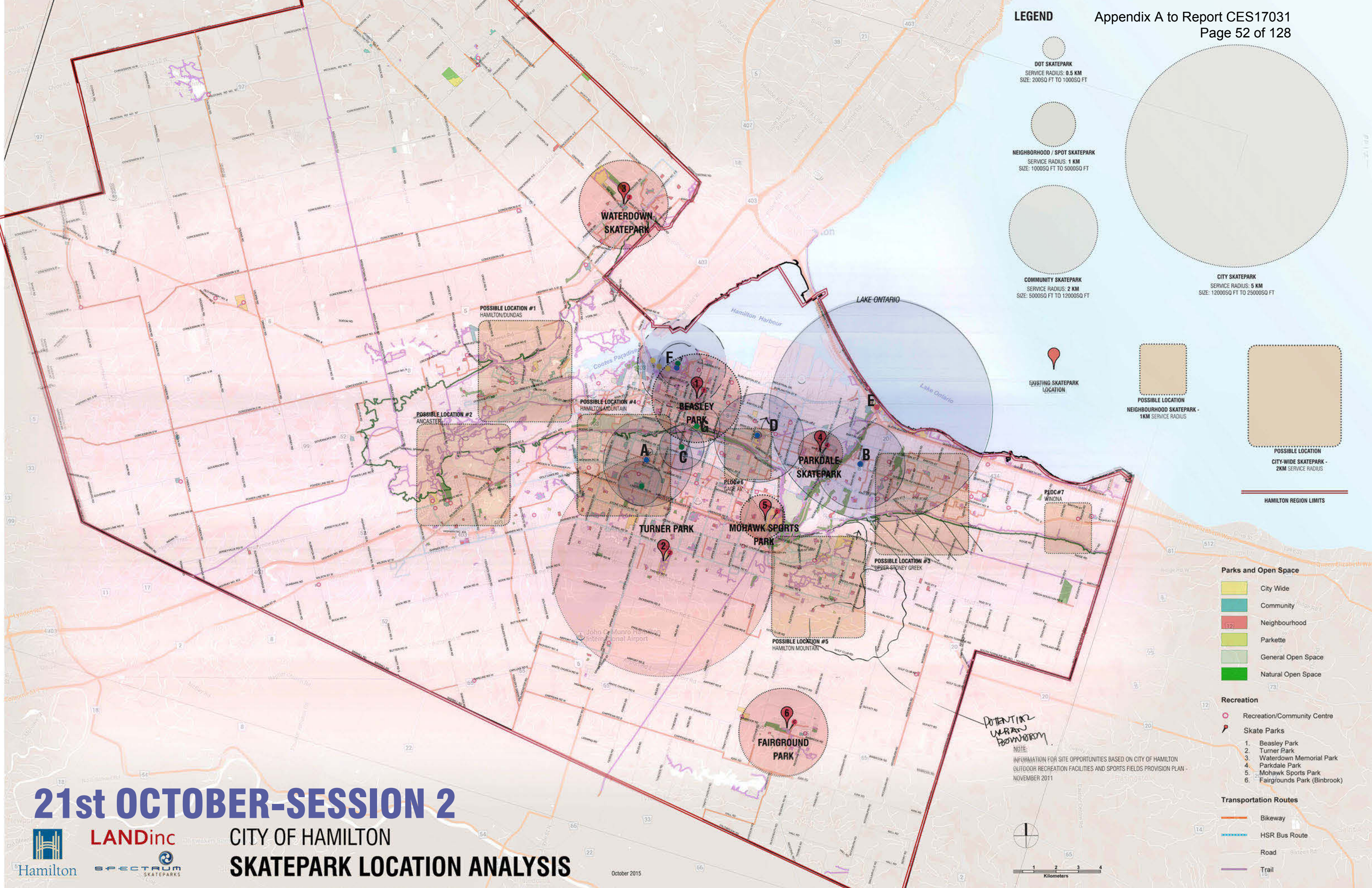
East Hamilton Public Session - Skatepark Location Participant Preferences
October 20 from 6:00-8:00pm

Red Hill Library Community Room. 695 Queenston Road, Hamilton, ON L8G 1A1

20 th OCTOBER SESSION			
CODE	SKATEPARK SCALE	PROPOSED LOCATIONS	OTHER COMMENTS
A	City	Fruitland Rd At Jones Rd.	(Between Barton St & Hwy 8). Winona Area.
B	Neighbourhood/ Spot	1. Kenilworth At Barton 2. Andrew Warburton Memorial Park (Brittania Ave.- Allan Ave.)	2 Options for this Area
C	Neighbourhood/ Spot	Riverdale East Park (Vittorito Ave)	
D	Community	Green Acres Park	Re-purpose baseball or soccer fields. Soccer fields don't get used. Proximity to Eastgate Square Mall and Community Centers
E	Community	Heritage Green Sports Park Area (Mud St W)	
F	Community	Valley Park	Close to the Valley Park Recreation Centre & Arena
G	City or Community	Dundas Driving Park	Look at the Master plan for this area
H	Dot	Ryerson Recreation Centre	
I	Dot	Kay Drage Park	
J	Neighbourhood or Community	Alexander Park (Whitney Ave)	Just in front of school (St. Mary Catholic Secondary School) Splash pad not in use
K	City	Confederation Park	City/Conservation Authority
L	Community	Dominion Glass Building Area (Gage Ave N At Lloyd)	City bought the site
M	Dot chain	Brantford Rail Trail	Dots along the trail (Wider path)
N	Dot- Spot- Community	Gage Park	Huge Park
O	Dot- Spot	Mcquestern Community Park (Upper Wentworth St)	Close to Mall
P	Dot- Spot	Trail Near Lime Ridge Mall (Lime ridge Rd E)	Close to mall, no need to cross (Lincoln M. Alexander Pkwy)

* Shaded Parks in the table () were mentioned more than once at the same meeting or at multiple meetings





21st OCTOBER-SESSION 2



LANDinc

CITY OF HAMILTON

SKATEPARK LOCATION ANALYSIS

October 2015

21st OCTOBER-SESSION 2

Hamilton Mountain public session – Skatepark Location Participant Preferences
October 21 from 2:00-4:00pm

Westmount Rec Centre Meeting Room A/B. 35 Lynbrook Dr, Hamilton, ON L9C 2K6

21st OCTOBER SESSION (2.00 pm)			
CODE	SKATEPARK SCALE	PROPOSED LOCATIONS	OTHER COMMENTS
A	Community	Buchanan Park School (30 Laurier Ave)	Close to college and Library
B	Community	Sam Manson Park (Kentley)	
C	Spot	Bruce Park	
D	Community	Gage Park	
E	City	Confederation Park	Skatepark that would attract people from everywhere
F	Community & Dots chain	Bayfront Park	Add stations - dots chain- to the Waterfront trail to complement this skatepark
G	Spot	Sam Lawrence	
H	Spot	Captain Cornelius	Close to school

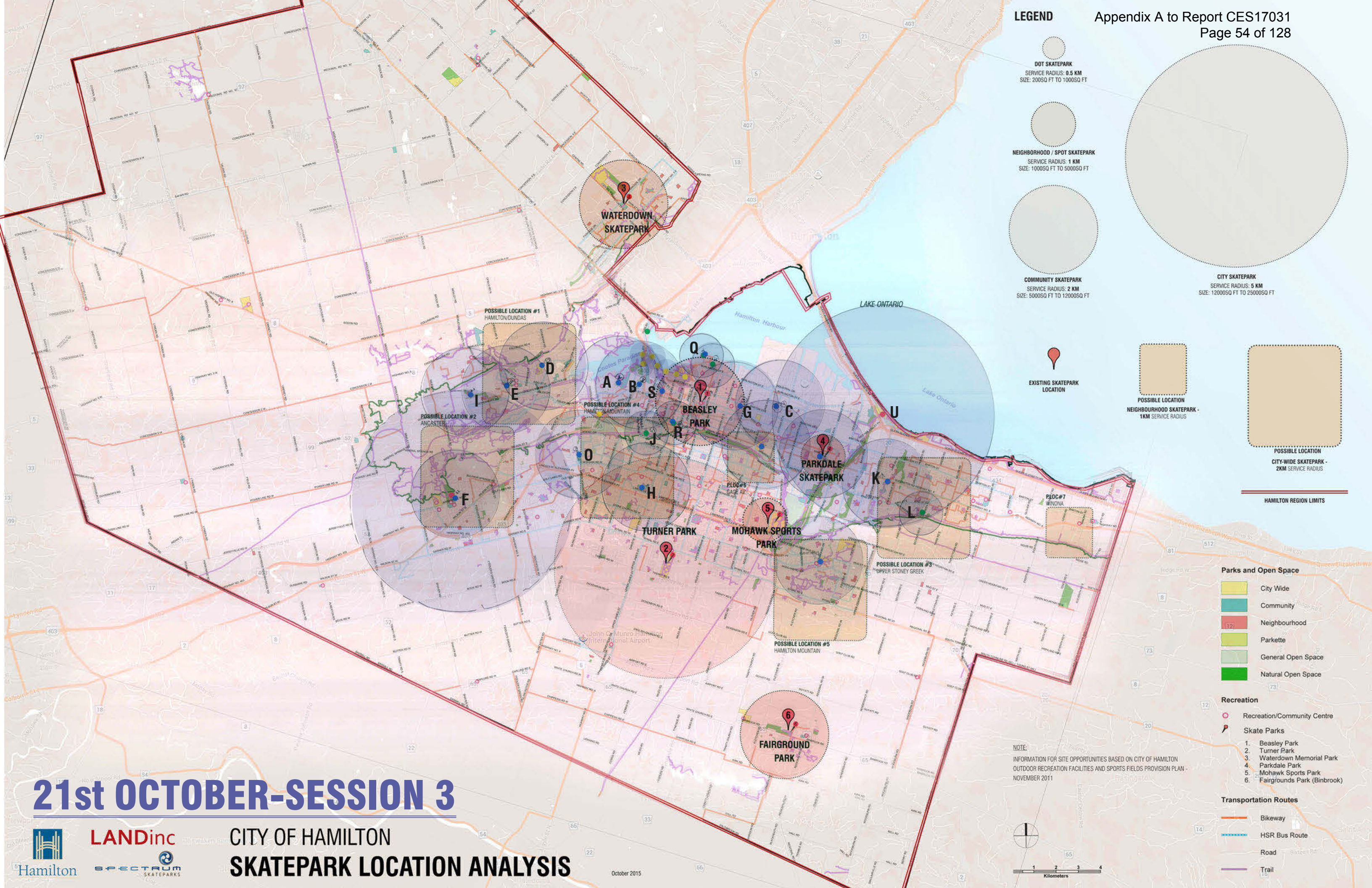
* Shaded Parks on the table () were mentioned more than once at the same meeting or at multiple meetings



Gage Park - Opportunity to add a community level skatepark in an existing traditional / cultural landscape park with existing sport field infrastructure.



“A skatepark and location that would attract people from everywhere”
Confederation Park - Possible City or Regional Skateboard Park and Multi-Use Wheeled Sport Facility Location



LEGEND

DOT SKATEPARK
SERVICE RADIUS: 0.5 KM
SIZE: 200SQ FT TO 1000SQ FT

NEIGHBORHOOD / SPOT SKATEPARK
SERVICE RADIUS: 1 KM
SIZE: 1000SQ FT TO 5000SQ FT

COMMUNITY SKATEPARK
SERVICE RADIUS: 2 KM
SIZE: 5000SQ FT TO 12000SQ FT

CITY SKATEPARK
SERVICE RADIUS: 5 KM
SIZE: 12000SQ FT TO 25000SQ FT

EXISTING SKATEPARK LOCATION

POSSIBLE LOCATION
NEIGHBOURHOOD SKATEPARK - 1KM SERVICE RADIUS

POSSIBLE LOCATION
CITY-WIDE SKATEPARK - 2KM SERVICE RADIUS

HAMILTON REGION LIMITS

Parks and Open Space

- City Wide
- Community
- Neighbourhood
- Parkette
- General Open Space
- Natural Open Space

Recreation

- Recreation/Community Centre
- Skate Parks

Transportation Routes

- Bikeway
- HSR Bus Route
- Road
- Trail

NOTE:
INFORMATION FOR SITE OPPORTUNITIES BASED ON CITY OF HAMILTON
OUTDOOR RECREATION FACILITIES AND SPORTS FIELDS PROVISION PLAN -
NOVEMBER 2011

21st OCTOBER-SESSION 3



CITY OF HAMILTON
SKATEPARK LOCATION ANALYSIS

October 2015

21st OCTOBER-SESSION 3

West Hamilton public session – Skatepark Location Participant Preferences
October 21 from 6:30-8:30pm

The Atrium-McMaster Innovation Park Conference Room CD. 175 Longwood Rd S, Hamilton, ON

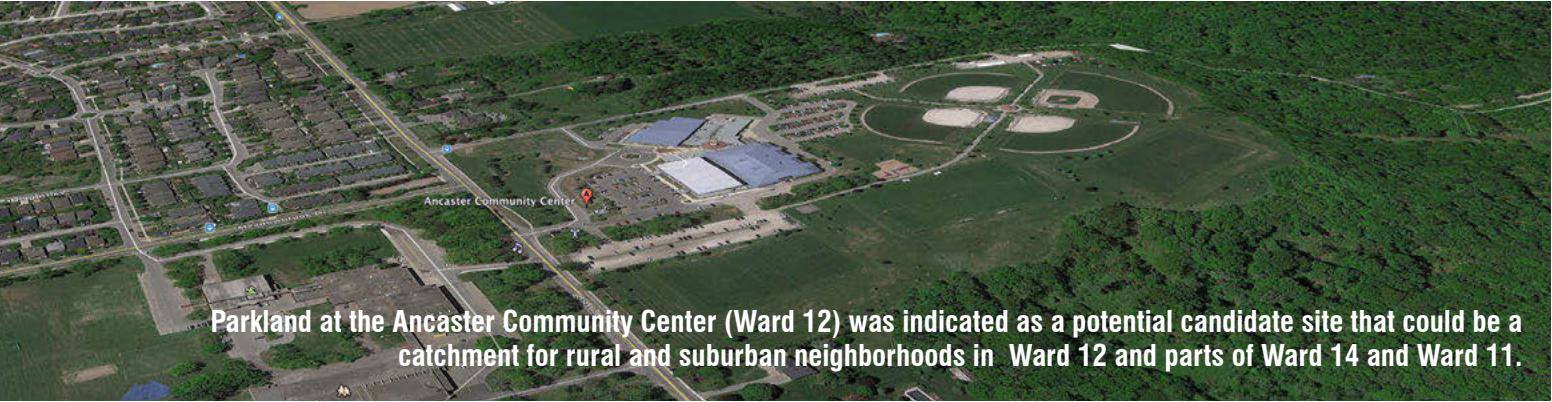


Churchill Park in the Chedoke-Cootes Area (Ward 1) was referred as an existing park location with “unused or unprogrammed open space”

21st OCTOBER SESSION (6.00 pm)			
CODE	SKATEPARK SCALE	PROPOSED LOCATIONS	OTHER COMMENTS
A	Community	Churchill Park	Washroom not open often
B	Community	Coronation Park	
C	Community	Stadium Precinct Park	City bought the site
D	Community	Dundas Driving Park	
E	Community	Edwards Memorial Park	
F	Community / City	Morgan Park - Ancaster	Nearby: Ancaster Community Center
G	Community	Powell Park	Nearby: Kids play Area
H	Community	Captain Cornelius	Close to school
I	Community	Veterans Park	Washrooms/ bus route/ food
J	Spot	Reservoir - Highland Gardens Park	Baseball Diamond
K	Community	Green Acres Park	
L	Spot	Corman	Kids Area, Basketball, Soccer
M	Community	Valley Park	Pool, Baseball, Parking
N	Dot - Spot	Stroud Park	
O	Community	Olympic Park (West Mntn)	Lots of space, soccer, baseball, parking
P	Spot	Eastwood	Eastwood Arena
Q	Community	Pier 8	Outdoor Skating
R	Community/ Spot	Durand? 250 Park St S	Kids Area
S	Community	Victoria	Pool, tennis, baseball
T	Dots Chain	Dots along: Desjardins Recreation Trail & Waterfront trail	
U	City	Confederation Park	

RECEIVED BY EMAIL		
CODE & SCALE	PROPOSED LOCATIONS	COMMENTS
N/A	Buchanan Park.	This park is teeming with kids and youth all year long.Buchanan Park is a great spot for a skate park of any size.
	Bernie Arbour Stadium/ Sports Park.	It has a large pavillion with washrooms and concessions during field use and a skatepark would make a great addition to the sports aspects of the park.
	BayFront Park.	Very large area near the children's playground at the Marina.
	Gage Park.	Gage Park also has ample space for a good skatepark near the already existing playground at the North-West corner
	Sir Wilfrid Laurier Recreation Centre at 60 Albright Rd in Hamilton	

* Shaded Parks in the table () were mentioned more than once at the same meeting or at multiple meetings



Parkland at the Ancaster Community Center (Ward 12) was indicated as a potential candidate site that could be a catchment for rural and suburban neighborhoods in Ward 12 and parts of Ward 14 and Ward 11.

APPENDICES: APPENDIX 01 ONLINE SURVEY

City of Hamilton, Skateboard Park Study

1. Welcome to the Skateboard Park Study Survey

The City of Hamilton has commissioned LANDinc to prepare a Skateboard Study for the city. The purpose of this study is to identify the need, potential usage patterns, viability, location and operational options for the new Skateboard Parks within the City of Hamilton.

Results from this survey will provide important background information on the perception and need for skate parks in the City. The survey will run until Friday, November 13th 2015, 11:50pm. Participation in this survey is voluntary. The information collected will be used for the purposes of this study only.

Click "Next" to get started with the survey - it should require no more than 10 minutes. If you'd like to leave the survey at any time, just click "Exit this survey". Your answers will be saved on that computer.The survey is limited to 1 response per computer.

The Consulting Team and the City thank you in advance for your participation.

SKATEBOARD FACTS:

- Skateboarding has been around since the 1950's, and is a multi-million dollar industry, with thousands of skateparks built worldwide every year.
- Skateboarding is practiced not just by kids and teens, but by adults in their 30's, 40's and 50's; often skating alongside their young families. Through the act of skateboarding, skaters learn self-motivation, discipline, determination, creativity, courage, agility, resourcefulness and drive.
- Skateboarding, especially in a skatepark designed to promote flow and constant movement, offers excellent exercise and stress relief. Skateboarding has many health benefits and has been used in programs for autism and treating depression. It is a relatively safe sport, especially when practiced at a venue specifically designed for skateboarding.

City of Hamilton, Skateboard Park Study

2. Basic Questions About You

1. Are you a Hamilton Resident?

- ☐ Yes
- ☐ No

2. Please enter your postal code

3. What is your age group?

- ☐ 6-9 years of age
- ☐ 10-13 years of age
- ☐ 14-18 years of age
- ☐ 19-30 years of age
- ☐ 31-45 years of age
- ☐ Older than 45 years of age

4. Gender?

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Prefer not to say

5. How many individuals live in your household?

City of Hamilton, Skateboard Park Study

3. Parks Use

6. How often do you visit City of Hamilton parks?

- ☐ Several times a week
- ☐ Several times a month
- ☐ Not often (less than once a month)
- ☐ Never

7. What kind of activities do you currently enjoy doing in the park? (You may select more than one response)

- ☐ Walking your Dog
- ☐ Passive activities (sitting, relaxing, etc.)
- ☐ Play ground
- ☐ Exercise
- ☐ Programmed Sports (Baseball, soccer, tennis, other leagues)
- ☐ Unprogrammed Sports (handball, basketball etc.)
- ☐ Wheeled activities (roller blading, biking, skateboarding, scooter, etc)
- ☐ Other

8. Do any members of your household participate in the following (answer all that apply):

- ☐ Skateboarding
- ☐ Scootering
- ☐ Roller Blading
- ☐ BMXing
- ☐ Inline skating
- ☐ None of the above

9. Do you support skate parks in your community?

- ☐ Yes
- ☐ No
- ☐ If the answer is no, please specify: Why?

10. Please list positive aspects of skate parks and skateboarding

1.
2.
3.

11. Do you know who is using the skateparks in your area? (Select as many as needed)

	Younger than 10 years old	10 to 15 years old	15 to 20 years old	20 to 35 years old	Older than 35 years old
Male	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Female	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. How would you rate the importance of having a skatepark in your neighbourhood?

1. Not Important	2.	3. Moderately Important	4.	5. Very Important
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. When thinking about the possibility of a skatepark on your neighbourhood, does any of the following concern you?

	1. Not concerned	2.	3. Moderately concerned	4.	5. Very concerned
Graffiti	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Hours Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

14. Do you enjoy spectating at skateparks? (And why or why not?)

- ☐ Yes
- ☐ No

Why or why not?

15. Additional comments

City of Hamilton, Skateboard Park Study

4. Skater Preferences

Please complete the following ONLY if you are a skater / BMX rider /scooter rider /inline rider, otherwise select next

to go to the end and click **DONE** to finish the survey.

16. How would you rate the importance of the following elements on a Skatepark?

	1.Not Important	2.	3. Moderately Important	4.	5. Very Important
Proximity to your home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access by public transportation and / or on site parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visibility / Safety - the ability for site to be seen from roadway, walkways etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Foot and bike access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to shade	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to washrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to water fountain and / or other snacks / concessions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to adult supervision or other recreational amenities(such as Community Center)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nice location (park area or otherwise)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost to develop a Skatepark (for example to build a skatepark on bad quality land costs more than on solid ground, so you'd get less skatepark for money on a site with poor soils)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional comments:

17. For what purpose do you actively skateboard? You may select more than one response.

☐ Stay active / fit

☐ Socialize

☐ Transportation

☐ Competition

☐ Casual recreation

☐ Fun

☐ Personal Challenge

18. How frequently do you actively skateboard April - October?

☐ Rarely (once or twice a season)

☐ Occasionally (a couple of times a month)

☐ At least once a week

☐ Every day

19. How many years have you been skateboarding?

☐ 0 – 1 years

☐ 1 – 2 years

☐ 2 – 5 years

☐ more than 5 years

20. What would you rate your ability level as?

☐ Beginner

☐ Intermediate

☐ Advanced

☐ Nearly Pro Level

21. How long do you spend at the skatepark during a typical session?

- ☐ 30 minutes
- ☐ 1 hour
- ☐ 2 hours
- ☐ 3-4 hours
- ☐ More than 4 hours

22. What % of your time skating is spent in designated or non-designated skateboard locations?

% spent on designated areas

% spent on non-designated areas

23. If you skate on non-designated skateboard locations : Would you skate more at a skatepark if one was available?

- ☐ Yes
- ☐ No. Why Not?

24. Do you currently have a designated skateboard location (City skateboard park or spot) within walking /skating / biking distance from your home?

- ☐ Yes
- ☐ No

25. How do you reach the skatepark?

- ☐ Walk
- ☐ Bike
- ☐ Skate
- ☐ Drive
- ☐ Other (please specify)

26. How long does it take you to reach the closest designated skatepark to your home?

- ☐ Less than 15 Minutes
- ☐ 15-30 Minutes
- ☐ More than 30-60 Minutes
- ☐ More than 1 hour

27. How far are you willing to travel to get to your preferred skate park?

- ☐ Less than 15 Minutes
- ☐ 15-30 Minutes
- ☐ 30-60 Minutes
- ☐ More than 1 hour

28. How long does it take you to reach the farthest skatepark you go to?

- ☐ Less than 15 Minutes
- ☐ 15-30 Minutes
- ☐ 30-60 Minutes
- ☐ More than 1 hour

29. What is your preferred type of skateboard terrain?

- ☐ "Naturally occurring" street obstacles (i.e. stairs, ledges, handrails on the street)
- ☐ "Simulated" street obstacles (i.e. stairs, ledges, handrails in a skatepark)
- ☐ Ramps made of wood and / or other materials
- ☐ "Simulated transition features" (i.e. bowls, replica pools, spines, over-vertical, hips)
- ☐ "Naturally occurring" transition features (i.e. swimming pools, ditches, sculptures, water parks)

30. What is your preferred type of Skatepark Design?

- ☐ Transition (bowls, banks, vertical and over-vertical, replica pools, spines, hips, half pipes)
- ☐ High-Flow Street (stairs, ledges,step-ups, hips, quarterpipes, bank to ledges, banks and handrails)
- ☐ Plaza (Replica of real urban street features, authentic street detailing)
- ☐ Flow (a moonscape with flowing organic features, transfers, hips, transition features including quarterpipes, over-vert, pool coping)

31. List up to 3 parks that you’ve ridden that you LOVE

Park 1:

Park 2:

Park 3:

32. Is the “vibe and spirit” of the skatepark important to you?

1. Not Important

3. Moderately Important

5. Very Important

33. Additional Comments

City of Hamilton, Skateboard Park Study

5. Survey Completion

The results of this survey will be used to inform the City’s Skateboard Park study and provide an understanding of the need for skateparks in the City of Hamilton and the public’s perception of skateparks. Public Information Centres will also be held in the near future to continue to gather input and inform the study. This information will help to give us a better understanding of the concerns, needs and preferences of the park users and neighbours, and the options for future Skateboard Parks within the City of Hamilton.

Please note that in an effort to prevent multiple survey submissions by an individual, any computer can be used only ONCE to complete the survey.

Thank you for completing our survey.

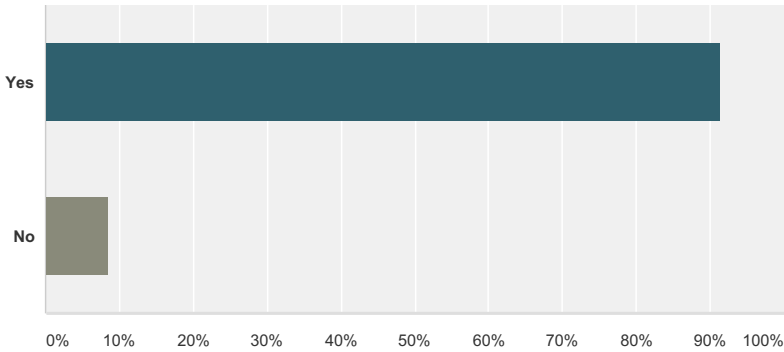
34. If you wish to be receive information of upcoming meetings related to this Study, please provide your email information:

Email Address

APPENDICES: APPENDIX 01 SURVEY RESULTS

Q1 Are you a Hamilton Resident?

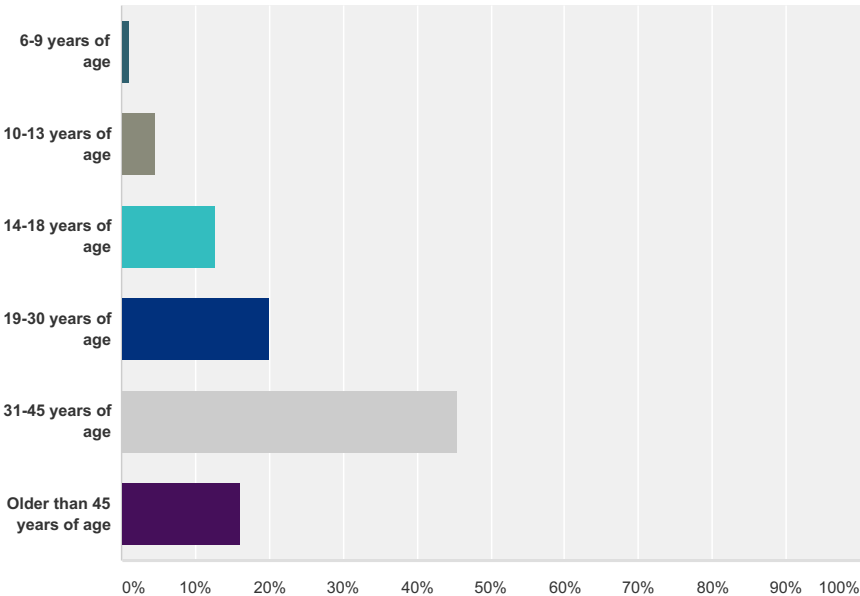
Answered: 1,567 Skipped: 16



Answer Choices	Responses	
Yes	91.51%	1,434
No	8.49%	133
Total		1,567

Q3 What is your age group?

Answered: 1,571 Skipped: 12



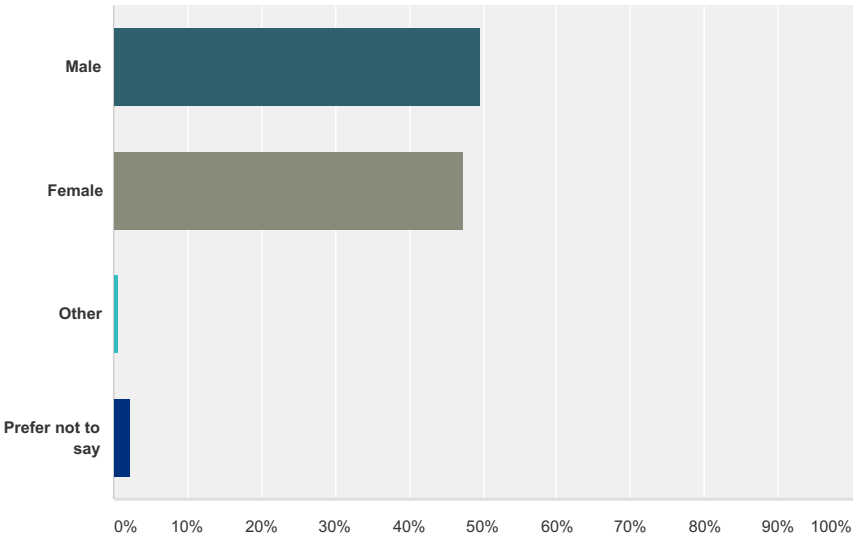
Answer Choices	Responses	
6-9 years of age	1.08%	17
10-13 years of age	4.52%	71
14-18 years of age	12.67%	199
19-30 years of age	20.11%	316
31-45 years of age	45.45%	714
Older than 45 years of age	16.17%	254
Total		1,571

Q2 Please enter your postal code

Answered: 1,502 Skipped: 81

Q4 Gender?

Answered: 1,566 Skipped: 17

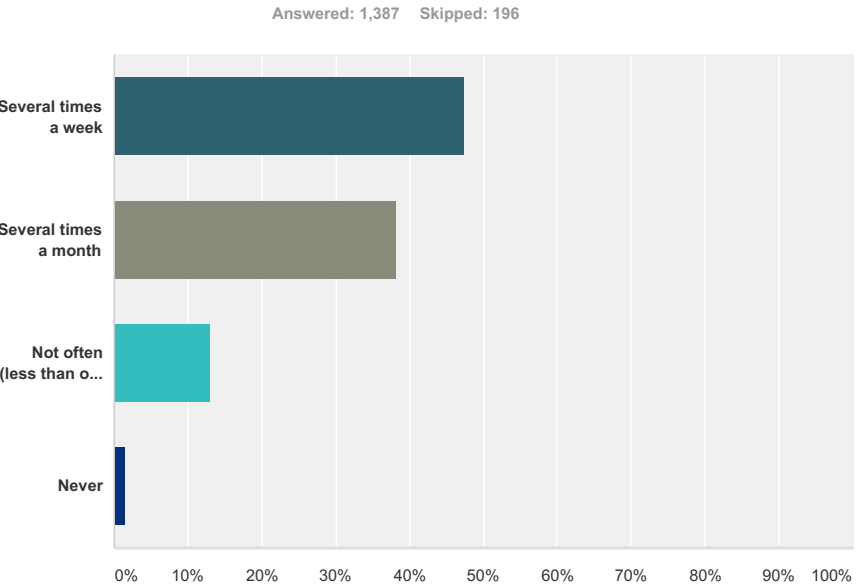


Answer Choices	Responses	
Male	49.62%	777
Female	47.45%	743
Other	0.57%	9
Prefer not to say	2.36%	37
Total		1,566

Q5 How many individuals live in your household?

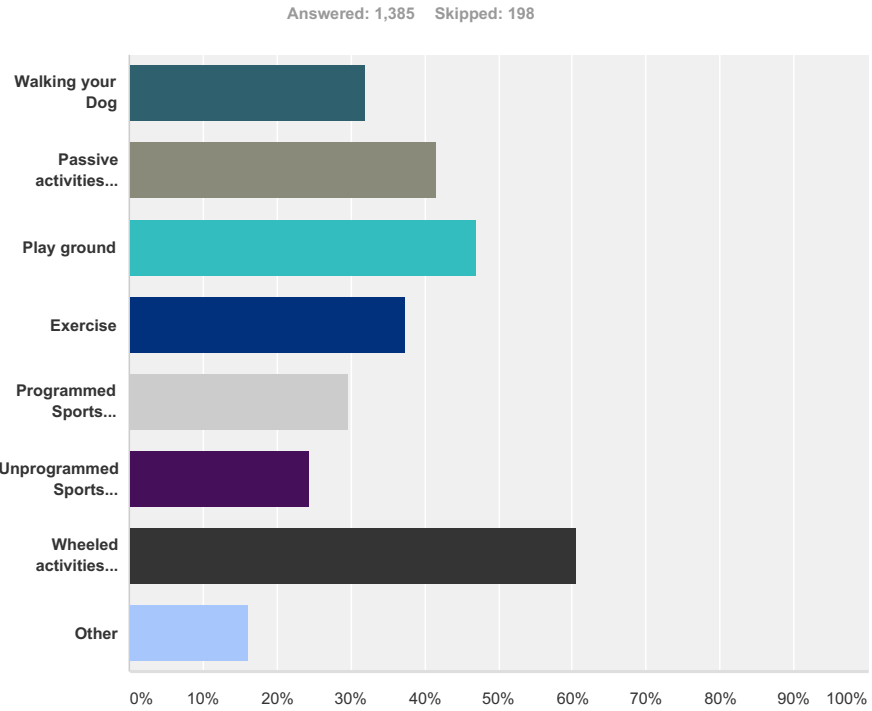
Answered: 1,544 Skipped: 39

Q6 How often do you visit City of Hamilton parks?



Answer Choices	Responses	
Several times a week	47.37%	657
Several times a month	38.14%	529
Not often (less than once a month)	12.98%	180
Never	1.51%	21
Total		1,387

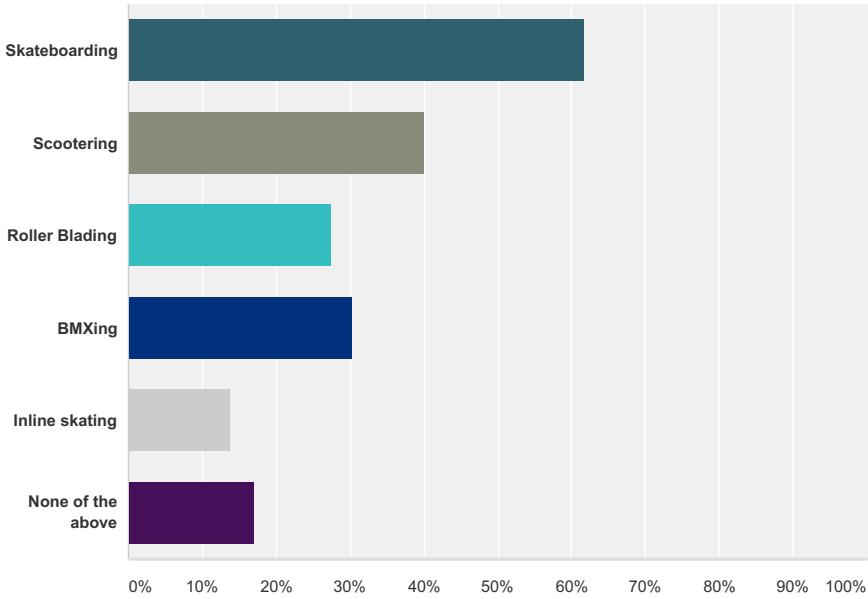
Q7 What kind of activities do you currently enjoy doing in the park? (You may select more than one response)



Answer Choices	Responses	
Walking your Dog	31.91%	442
Passive activities (sitting, relaxing, etc.)	41.44%	574
Play ground	47.00%	651
Exercise	37.40%	518
Programmed Sports (Baseball, soccer, tennis, other leagues)	29.68%	411
Unprogrammed Sports (handball, basketball etc.)	24.33%	337
Wheeled activities (roller blading, biking, skateboarding, scooter, etc)	60.51%	838
Other	16.03%	222
Total Respondents: 1,385		

Q8 Do any members of your household participate in the following (answer all that apply):

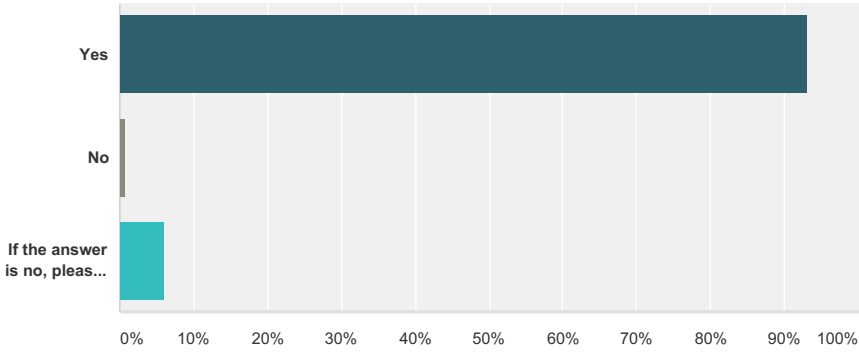
Answered: 1,378 Skipped: 205



Answer Choices	Responses	
Skateboarding	61.76%	851
Scootering	40.13%	553
Roller Blading	27.65%	381
BMXing	30.19%	416
Inline skating	13.86%	191
None of the above	17.05%	235
Total Respondents: 1,378		

Q9 Do you support skate parks in your community?

Answered: 1,383 Skipped: 200



Answer Choices	Responses	
Yes	93.13%	1,288
No	0.80%	11
If the answer is no, please specify: Why?	6.07%	84
Total		1,383

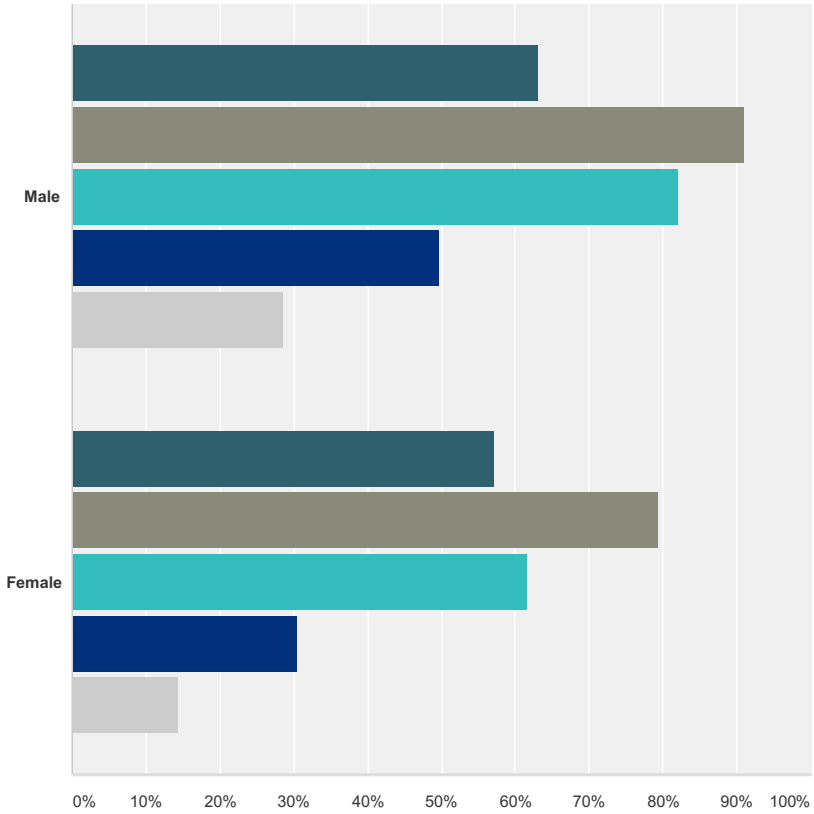
Q10 Please list positive aspects of skate parks and skateboarding

Answered: 1,220 Skipped: 363

Answer Choices	Responses	
1.	100.00%	1,220
2.	95.74%	1,168
3.	83.44%	1,018

Q11 Do you know who is using the skateparks in your area? (Select as many as needed)

Answered: 1,184 Skipped: 399

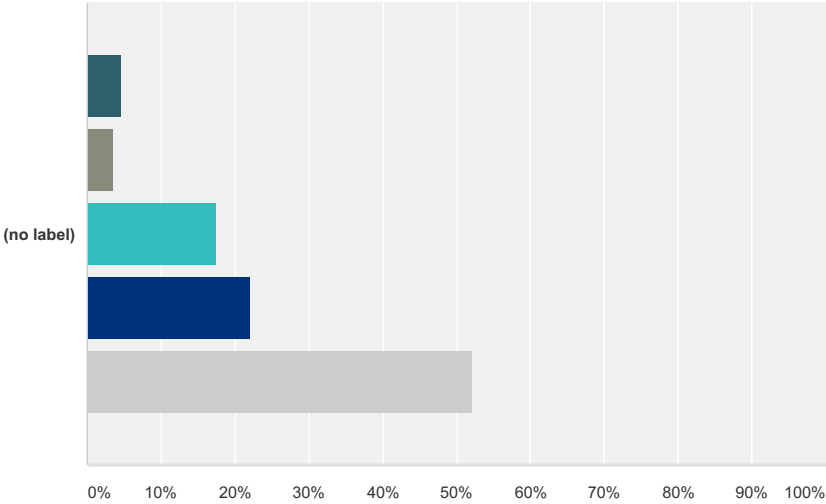


Younger than 10 years old 10 to 15 years old 15 to 20 years old
20 to 35 years old Older than 35 years old

	Younger than 10 years old	10 to 15 years old	15 to 20 years old	20 to 35 years old	Older than 35 years old	Total Respondents
Male	63.10% 744	90.92% 1,072	82.02% 967	49.70% 586	28.50% 336	1,179
Female	57.11% 474	79.28% 658	61.69% 512	30.48% 253	14.34% 119	830

Q12 How would you rate the importance of having a skatepark in your neighbourhood?

Answered: 1,372 Skipped: 211

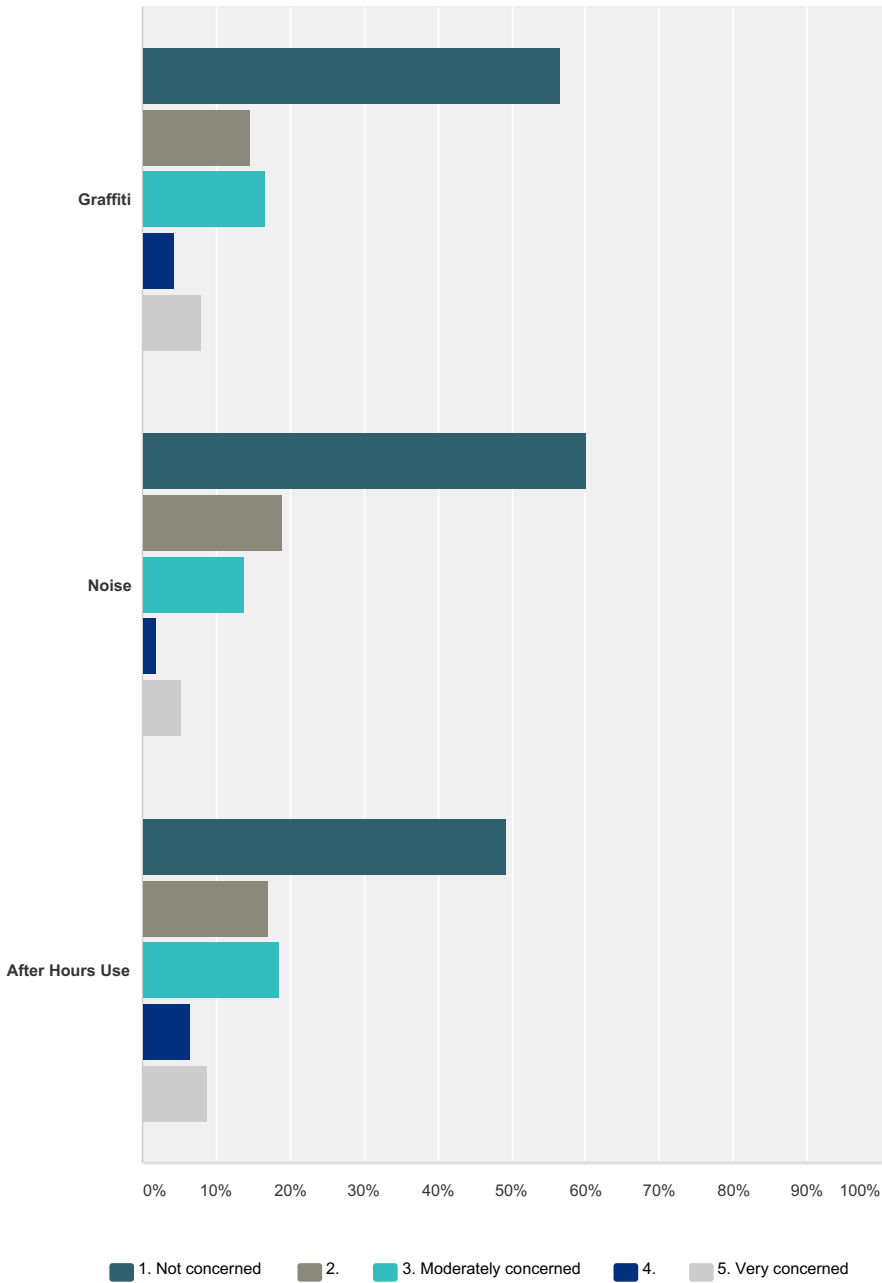


1. Not Important 2. 3. Moderately Important 4. 5. Very Important

	1. Not Important	2.	3. Moderately Important	4.	5. Very Important	Total	Weighted Average
(no label)	4.52% 62	3.57% 49	17.49% 240	22.23% 305	52.19% 716	1,372	4.14

Q13 When thinking about the possibility of a skatepark on your neighbourhood, does any of the following concern you?

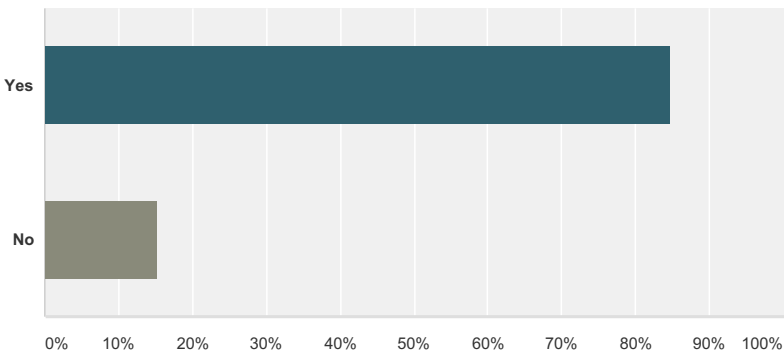
Answered: 1,374 Skipped: 209



	1. Not concerned	2.	3. Moderately concerned	4.	5. Very concerned	Total	Weighted Average
Graffiti	56.52% 772	14.71% 201	16.62% 227	4.32% 59	7.83% 107	1,366	1.92
Noise	60.10% 818	18.96% 258	13.81% 188	1.91% 26	5.22% 71	1,361	1.73
After Hours Use	49.19% 668	17.16% 233	18.48% 251	6.41% 87	8.76% 119	1,358	2.08

Q14 Do you enjoy spectating at skateparks?
(And why or why not?)

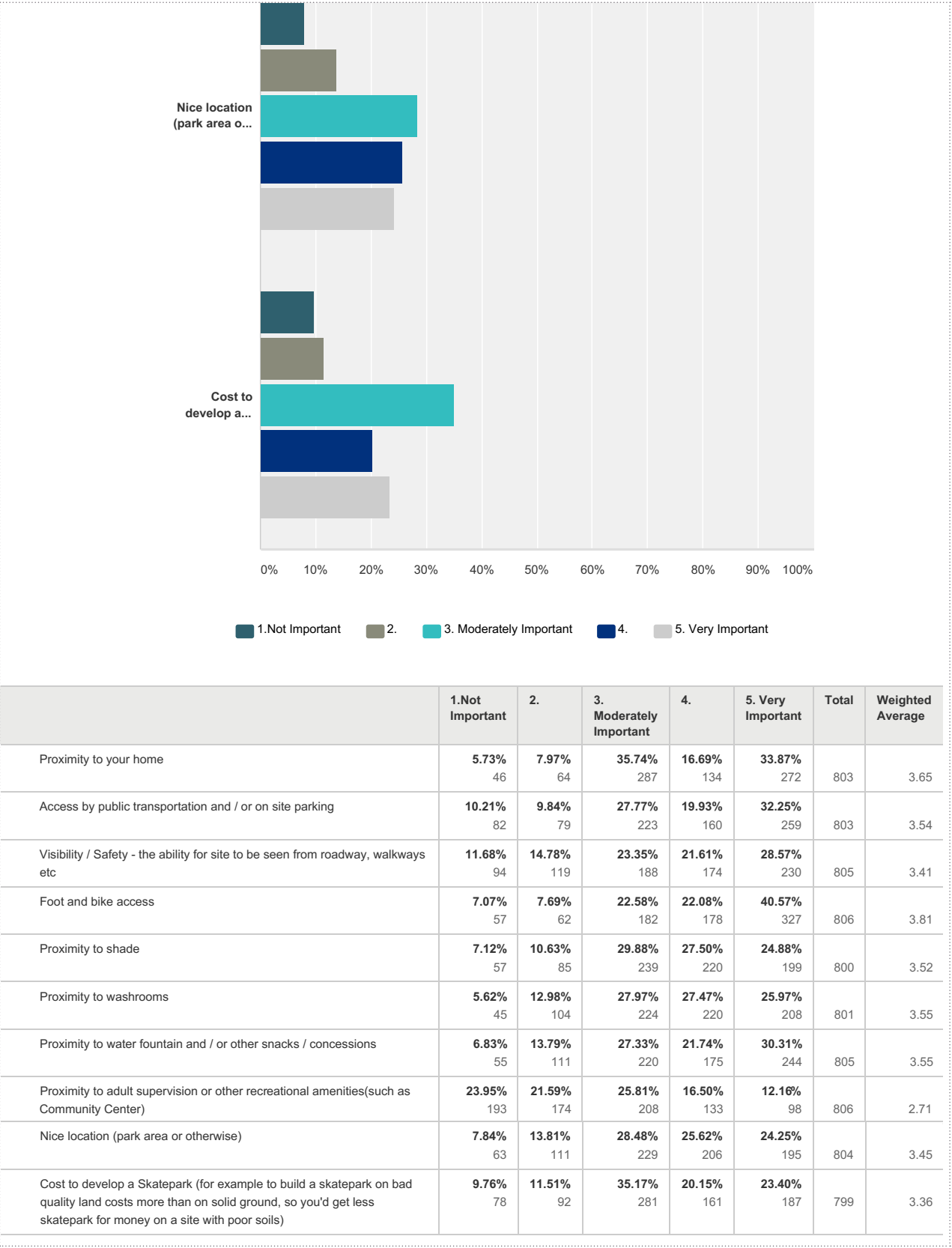
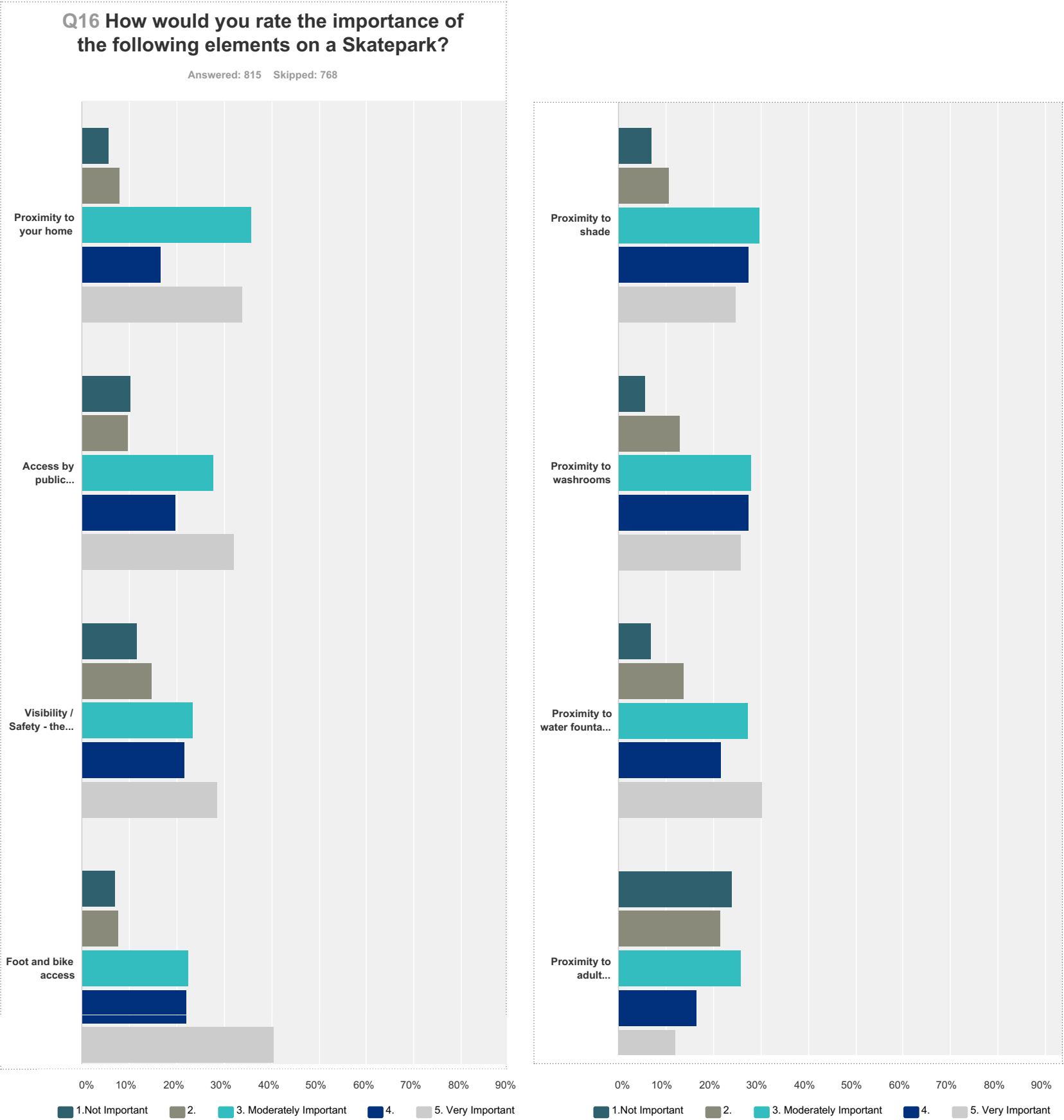
Answered: 1,352 Skipped: 231



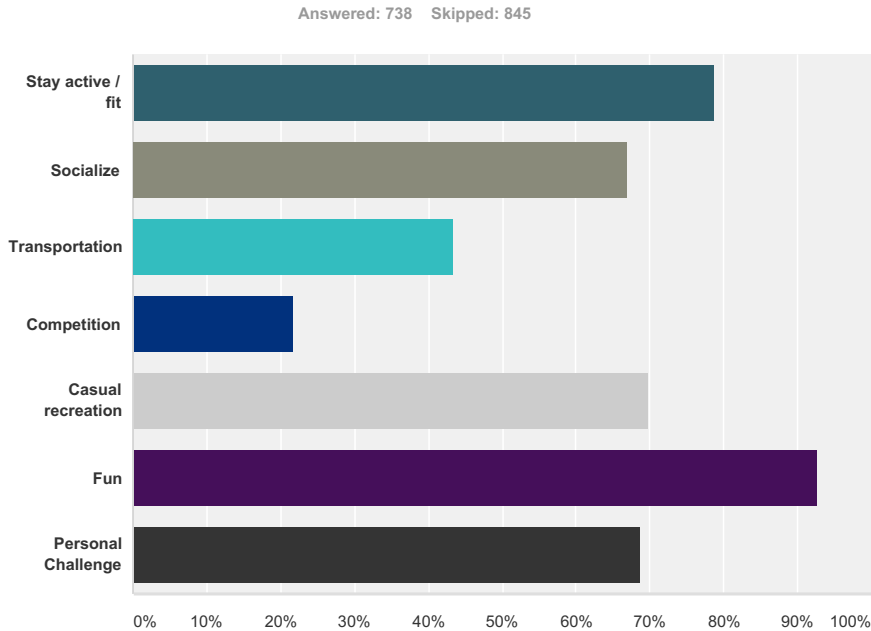
Answer Choices	Responses
Yes	84.84% 1,147
No	15.16% 205
Total	1,352

Q15 Additional comments

Answered: 421 Skipped: 1,162

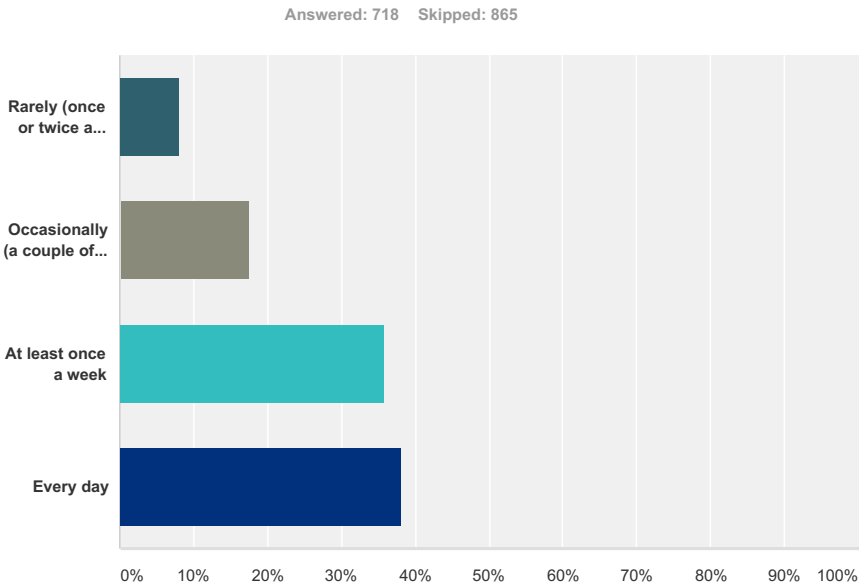


Q17 For what purpose do you actively skateboard? You may select more than one response.



Answer Choices	Responses
Stay active / fit	78.73%581
Socialize	66.94%494
Transportation	43.50%321
Competition	21.82%161
Casual recreation	69.65%514
Fun	92.68%684
Personal Challenge	68.70%507
Total Respondents: 738	

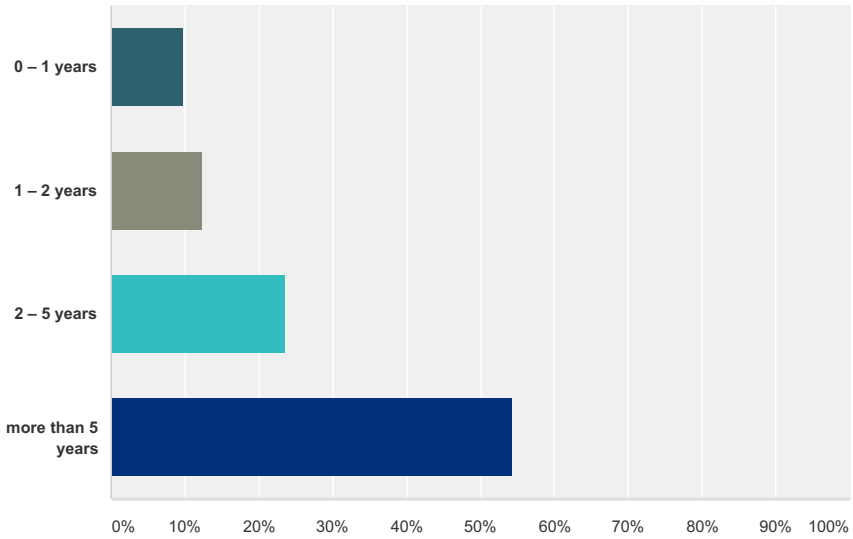
Q18 How frequently do you actively skateboard April - October?



Answer Choices	Responses
Rarely (once or twice a season)	8.22%59
Occasionally (a couple of times a month)	17.55%126
At least once a week	35.93%258
Every day	38.30%275
Total	718

Q19 How many years have you been skateboarding?

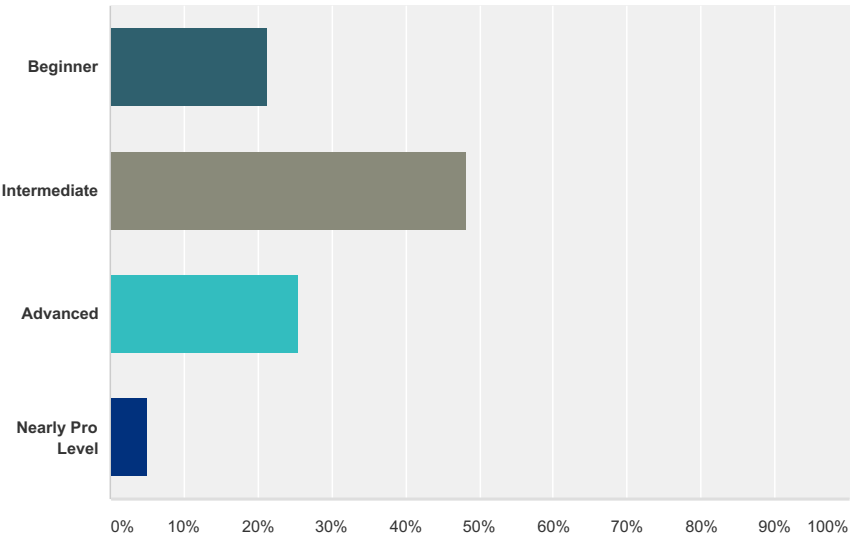
Answered: 718 Skipped: 865



Answer Choices	Responses
0 – 1 years	9.89%71
1 – 2 years	12.26%88
2 – 5 years	23.68%170
more than 5 years	54.18%389
Total	718

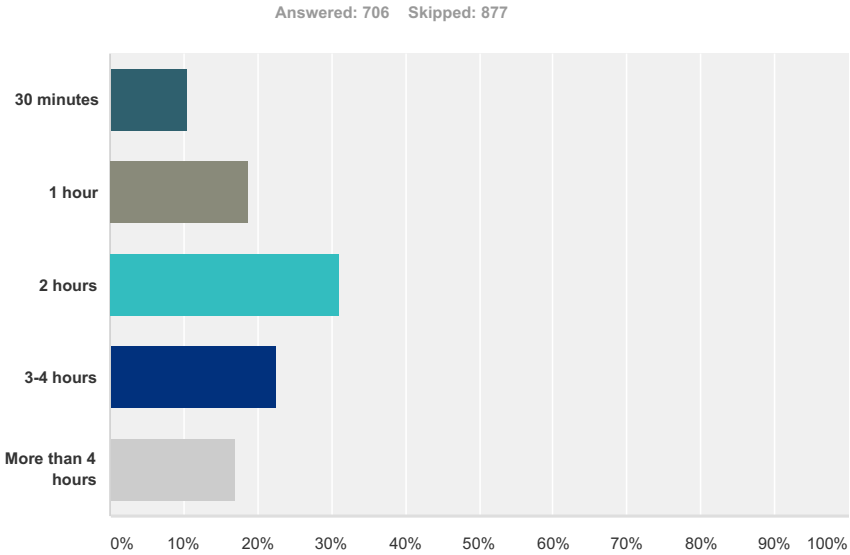
Q20 What would you rate your ability level as?

Answered: 720 Skipped: 863



Answer Choices	Responses
Beginner	21.39%154
Intermediate	48.19%347
Advanced	25.42%183
Nearly Pro Level	5.00%36
Total	720

Q21 How long do you spend at the skatepark during a typical session?



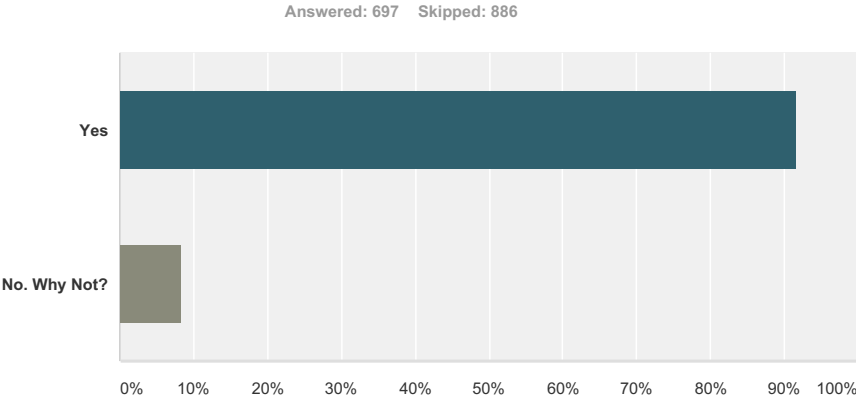
Answer Choices	Responses
30 minutes	10.48%74
1 hour	18.84%133
2 hours	31.16%220
3-4 hours	22.52%159
More than 4 hours	17.00%120
Total	706

Q22 What % of your time skating is spent in designated or non-designated skateboard locations?

Answered: 652 Skipped: 931

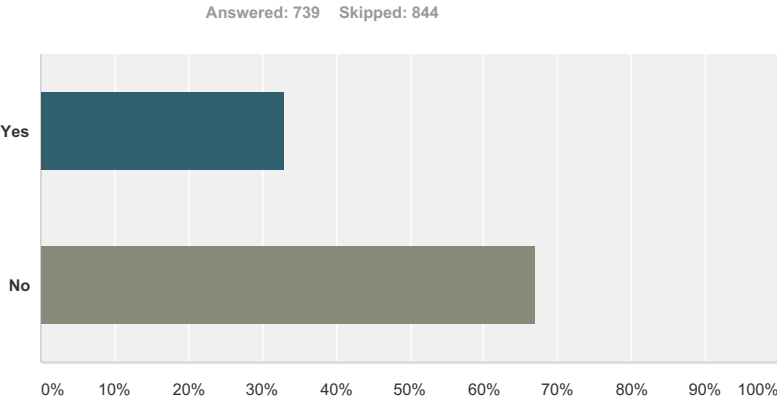
Answer Choices	Responses
% spent on designated areas	97.24%634
% spent on non-designated areas	96.17%627

Q23 If you skate on non-designated skateboard locations : Would you skate more at a skatepark if one was available?



Answer Choices	Responses
Yes	91.68%639
No. Why Not?	8.32%58
Total	697

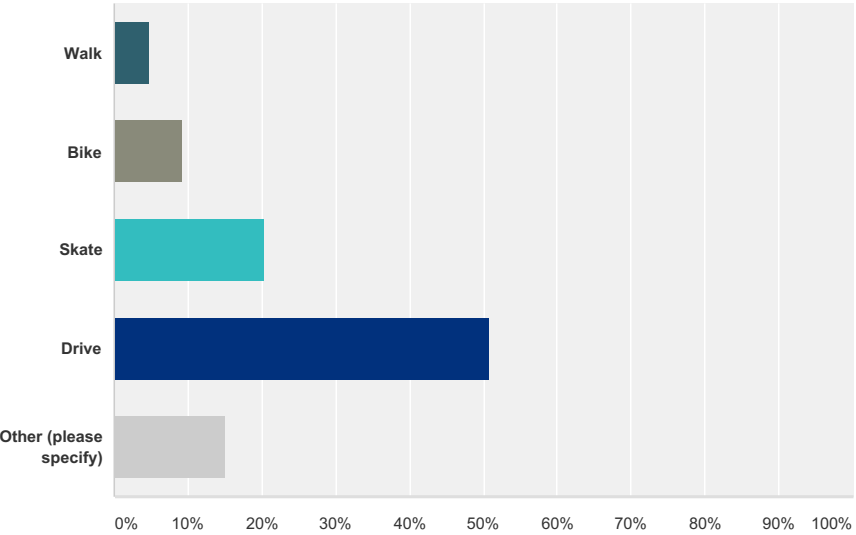
Q24 Do you currently have a designated skateboard location (City skateboard park or spot) within walking /skating / biking distance from your home?



Answer Choices	Responses
Yes	33.02%244
No	66.98%495
Total	739

Q25 How do you reach the skatepark?

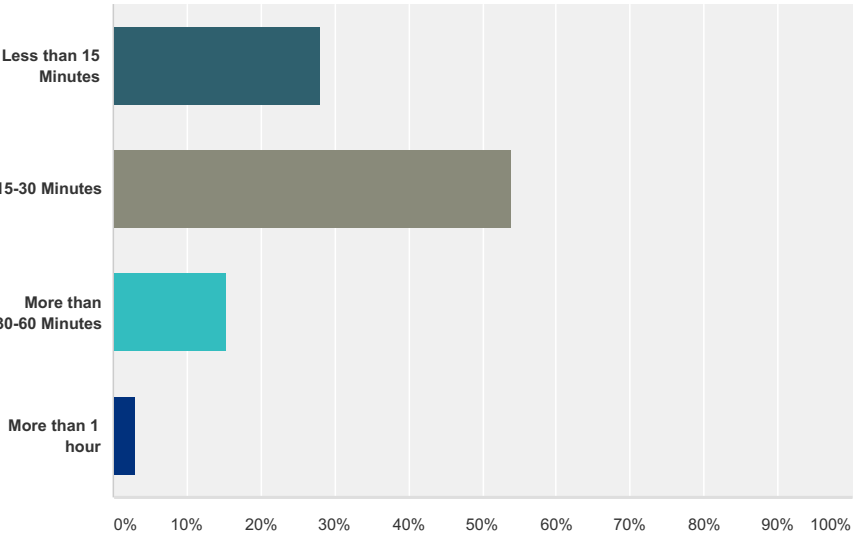
Answered: 713 Skipped: 870



Answer Choices	Responses
Walk	4.77%34
Bike	9.26%66
Skate	20.34%145
Drive	50.63%361
Other (please specify)	15.01%107
Total	713

Q26 How long does it take you to reach the closest designated skatepark to your home?

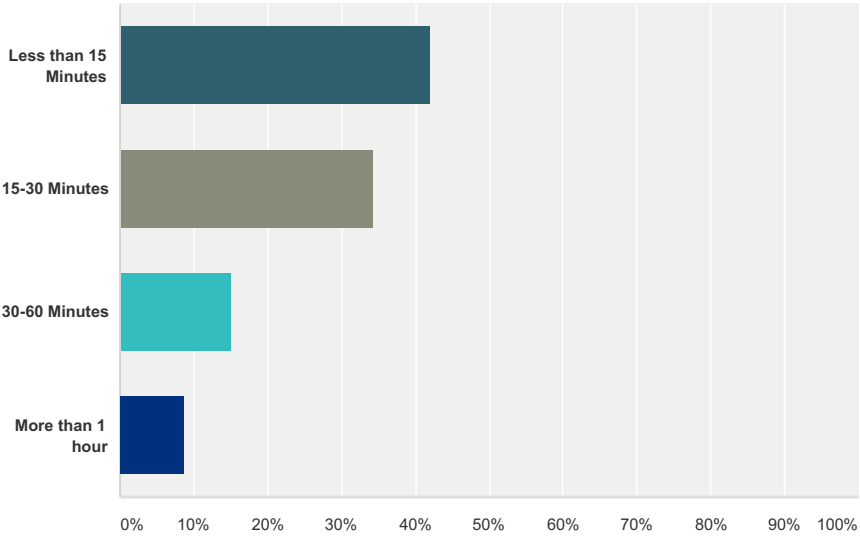
Answered: 724 Skipped: 859



Answer Choices	Responses
Less than 15 Minutes	28.04%203
15-30 Minutes	53.87%390
More than 30-60 Minutes	15.19%110
More than 1 hour	2.90%21
Total	724

Q27 How far are you willing to travel to get to your preferred skate park?

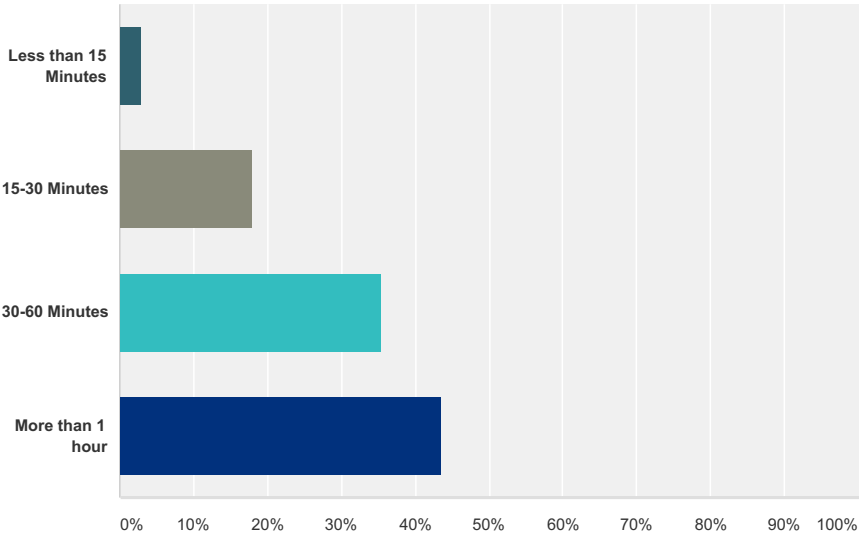
Answered: 725 Skipped: 858



Answer Choices	Responses
Less than 15 Minutes	41.93%304
15-30 Minutes	34.21%248
30-60 Minutes	15.03%109
More than 1 hour	8.83%64
Total	725

Q28 How long does it take you to reach the farthest skatepark you go to?

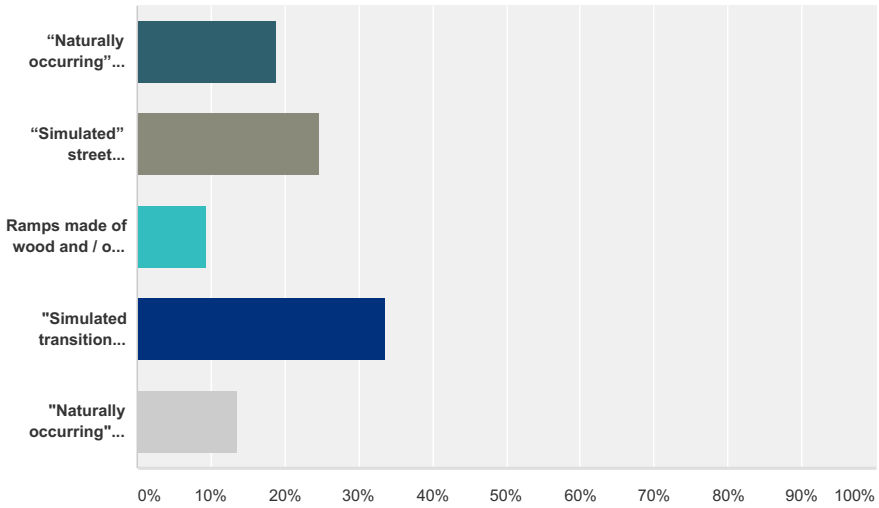
Answered: 698 Skipped: 885



Answer Choices	Responses
Less than 15 Minutes	2.87%20
15-30 Minutes	18.05%126
30-60 Minutes	35.53%248
More than 1 hour	43.55%304
Total	698

Q29 What is your preferred type of skateboard terrain?

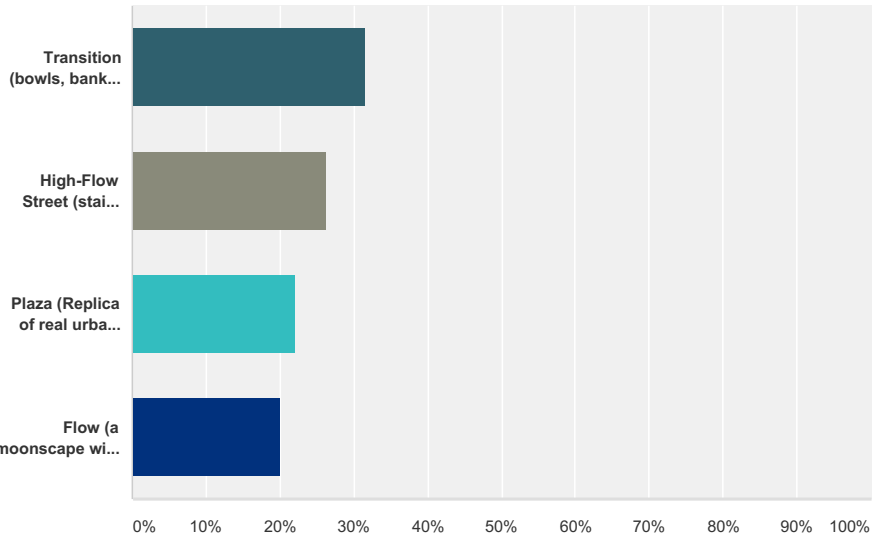
Answered: 698 Skipped: 885



Answer Choices	Responses	
"Naturally occurring" street obstacles (i.e. stairs, ledges, handrails on the street)	18.77%	131
"Simulated" street obstacles (i.e. stairs, ledges, handrails in a skatepark)	24.64%	172
Ramps made of wood and / or other materials	9.31%	65
"Simulated transition features" (i.e. bowls, replica pools, spines, over-vertical, hips)	33.67%	235
"Naturally occurring" transition features (i.e. swimming pools, ditches, sculptures, water parks)	13.61%	95
Total		698

Q30 What is your preferred type of Skatepark Design?

Answered: 690 Skipped: 893



Answer Choices	Responses	
Transition (bowls, banks, vertical and over-vertical, replica pools, spines, hips, half pipes)	31.45%	217
High-Flow Street (stairs, ledges, step-ups, hips, quarterpipes, bank to ledges, banks and handrails)	26.38%	182
Plaza (Replica of real urban street features, authentic street detailing)	22.03%	152
Flow (a moonscape with flowing organic features, transfers, hips, transition features including quarterpipes, over-vert, pool coping)	20.14%	139
Total		690

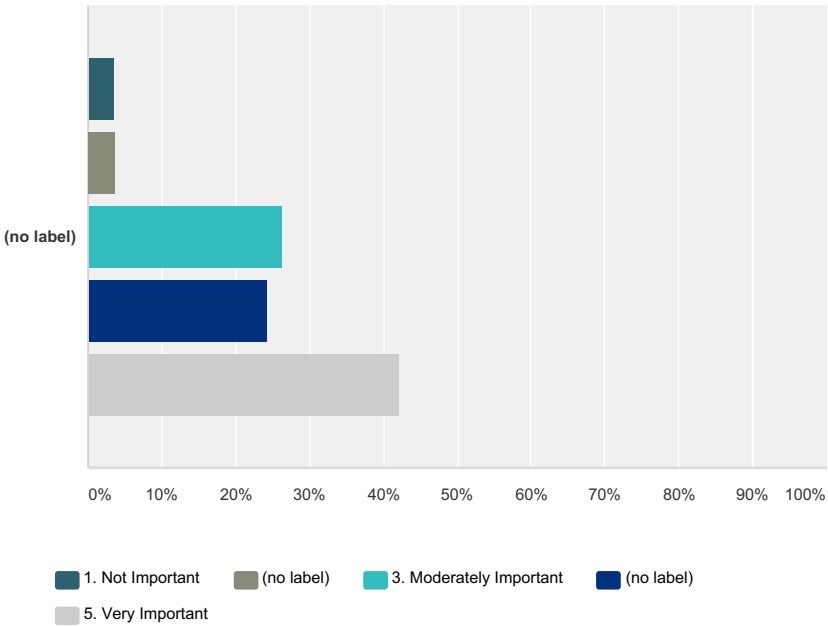
Q31 List up to 3 parks that you’ve ridden
that you LOVE

Answered: 542 Skipped: 1,041

Answer Choices	Responses	
Park 1:	100.00%	542
Park 2:	87.08%	472
Park 3:	73.25%	397

Q32 Is the “vibe and spirit” of the skatepark
important to you?

Answered: 720 Skipped: 863



	1. Not Important	(no label)	3. Moderately Important	(no label)	5. Very Important	Total	Weighted Average
(no label)	3.61% 26	3.75% 27	26.25% 189	24.31% 175	42.08% 303	720	3.98

Q33 Additional Comments

Answered: 158 Skipped: 1,425

Q34 If you wish to be receive information of
upcoming meetings related to this Study,
please provide your email information:

Answered: 494 Skipped: 1,089

Answer Choices	Responses	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	494
Phone Number	0.00%	0

APPENDICES:
APPENDIX 02
HAMILTON PEDESTRIAN MOBILITY PLAN - TABLE 15

December 12/12



Table 15: Vehicle Types, Multi-Use Recreation Trails and Sidewalks

Vehicle Types	Human powered?	Permitted on:				Helmets	Operator Qualifications
		Sidewalk	Multi-Use trail	On-street bike lanes	On-street auto lanes		
Low-speed vehicles (golf cart)	No, battery only	No	No	No	No	Not required	Valid driver's license
Pocket Bikes	No, gas only	No	No	No	No	Likely only recommended	
Motorcycles/Motor-Tricycles (no pedals)	No, gas only	No	No	No	Yes	Helmet required for all	Valid motorcycle license (class M)
ATV's	No, gas only	No	No	No	Yes – when licensed	?	?
Limited-speed Motorcycles	No, gas only	No	No	No	Yes	Helmet required for all	Valid motorcycle license (class M)
Motor-assisted Bicycles (moped or can look like a typical bike)	Combo with gas	No	No	No	Yes	Helmet required for all	Valid motorcycle license (class M)
e-bikes: with impractical pedals	Combo with battery	No	No	Yes	Yes	Helmet required for all	Ask MTO to require a license & to require a license plate & to require a speed regulator
e-bikes: pedaling NOT required to engage electric power assist	Combo with battery	No	No	Yes	Yes	Helmet required for all	Ask MTO to require a license & to require a license plate & to require a speed regulator
e-bikes: electric power ASSIST (pedaling required to engage power assist)	Combo with battery	No	Yes	Yes	Yes	Helmet required for all	16 or older
Bicycles	Yes (only)	No, children excepted (how to define?)	Yes	Yes	Yes	Helmet required younger than 18, aim for all	
In-line skates	Yes (only)	No	Yes	No	No	Likely only recommended	
Personal Transport (segway)	No, battery only	Yes for disability or letter carrier	Yes for disability or letter carrier	No	No	Helmet required younger than 18	14 or older
Personal Mobility Devices (wheelchairs)	No, battery only	Yes with 10 km/hr speed regulator	Yes	No	No	Not required	
Electric or Motor Scooters (skateboard with a steering stick)	Combo with gas or battery	Yes for electric (children only)	Yes for electric	No	No	Likely only recommended	

General Notes:

- Rules for the general public, exceptions for service vehicles and police/emergency services
- Bicycles with training wheels treated the same as "Bicycles"
- Trailers/bikes/child-attached-one-wheelers do not change the classifications of the above table

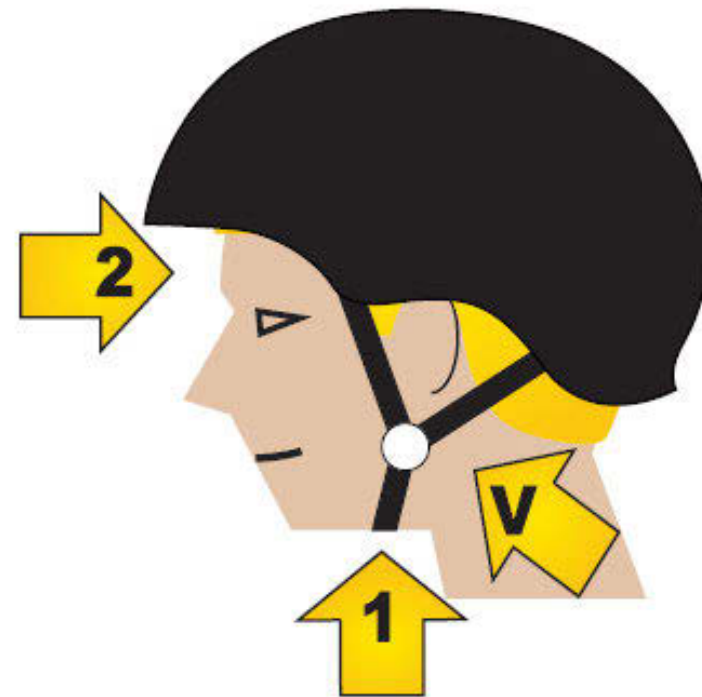
Source: City of Hamilton, Alternative Transportation, October, 2011.

- Toy vehicles are permitted on sidewalks and multi-use Recreational Trails, but are subject to enforcement/banishment if operating in a dangerous manner to the operator or to other users
 - Law in place in October (2009) and the law incorporated a max weight of 120kg for e-bikes, this data to be confirmed
- * This table represents our best information at this time. As additional information becomes available, revisions and additions will be made.

APPENDICES:
APPENDIX 03
HAMILTON HELMET INITIATIVE
& SKATEBOARDING SAFETY
CITY OF HAMILTON - PUBLIC HEALTH SERVICES

Riding? Wear a helmet.

You only have one brain. Put a lid on it!







2-V-1 Principle

- 2** Two fingers distance above the eyebrows
- V** Straps form a v-shape under the ears
- 1** One finger space between strap and chin

Fit the helmet every time you put it on!

Skateboarding Safety

Use the checklist below to ensure equipment is safe and is used correctly.
Children under the age of five do not have the skills to handle a skateboard safely.

Equipment		Age	
			
<input checked="" type="checkbox"/> Correct size	<input checked="" type="checkbox"/> In good working order	<input checked="" type="checkbox"/> Not under 5	<input checked="" type="checkbox"/> 5 to 10 with adult supervision
Protection			
			
<input checked="" type="checkbox"/> Wear a multi-purpose certified helmet	<input checked="" type="checkbox"/> Wear knee pads	<input checked="" type="checkbox"/> Wear elbow pads	<input checked="" type="checkbox"/> Wear wrist guards
Learning			
			
<input checked="" type="checkbox"/> Practice stopping	<input checked="" type="checkbox"/> Practice turning	<input checked="" type="checkbox"/> Control speed	
Conditions			
			
<input checked="" type="checkbox"/> Not near cars	<input checked="" type="checkbox"/> Not at night	<input checked="" type="checkbox"/> Not on steep hills	<input checked="" type="checkbox"/> Not on rough or wet areas

APPENDICES:

APPENDIX 04

PUBLIC PRESENTATION INFORMATION



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION

CITY OF HAMILTON – LANDINC – SPECTRUM

1. INTRODUCTIONS



LANDinc



2. WHY ARE WE HERE? CITY - HAMILTON'S RIDE AND ROLL REVOLUTION

The goal of the Skateboard Park Study is to create evaluation strategy for locating skatepark amenities in the City of Hamilton.

The purpose of the session is to:

- Provide background information on the study and skateboarding**
- Discuss best practices for locating skateboard parks, and**
- Engage the community to gather input from skatepark users and residents.**

3. TEAM PROFILE **LANDinc**

LANDinc is a multi-disciplinary integrated design firm with its roots based in landscape architecture. Sport and recreation design and planning are a main focus of practice. LANDinc has a specialized team to deliver high quality and memorable places for sport including but not limited to action sport facilities - skateboard parks - BMX parks, community & professional sports fields across Canada and Internationally.



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

3. TEAM PROFILE SPECTRUM SKATEPARKS INC.

- Jim has been skating since 1984, in North Van / Skate Mecca
- Founded by Jim Barnum in 1998
- Skater owned and operated
- Over 160 completed skateparks / 1.5 million Sq.Ft.
- In Canada, France, England, Israel, US, China
- Over 25 internationally recognized awards including from:
 - International Olympic Committee
 - Skate Park Association of USA
 - Canadian Society of Landscape Architects



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

3. TEAM PROFILE

How did I get here / a message to the next generation



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

TODAY'S PROGRAM

1. Introductions
2. Purpose - Why are we here? – “Hamilton’s Ride and Roll Revolution”
3. Team Profile
4. Benefits of skateboarding and other wheeled sports
5. Hamilton Skateboard Park Survey
6. City of Hamilton’s Existing Skatepark Infrastructure
7. Needs of different scales of skateparks.
8. Introduction to the site selection criteria
9. Skatepark / wheeled sport site opportunities
10. Workshop
-
11. Presentation of ideas and Wrap-up Session
12. Next steps and Information of the process

4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS

What we learn from skateboarding

- **AGILITY**
- **DISCIPLINE**
- **DETERMINATION**
- **COURAGE**
- **CAMARADERIE**
- **CREATIVITY**
- **RESOURCEFULNESS**
- **FREEDOM**
- **FUN**
- **PASSION**

4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



AGILITY



DISCIPLINE



4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



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4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS

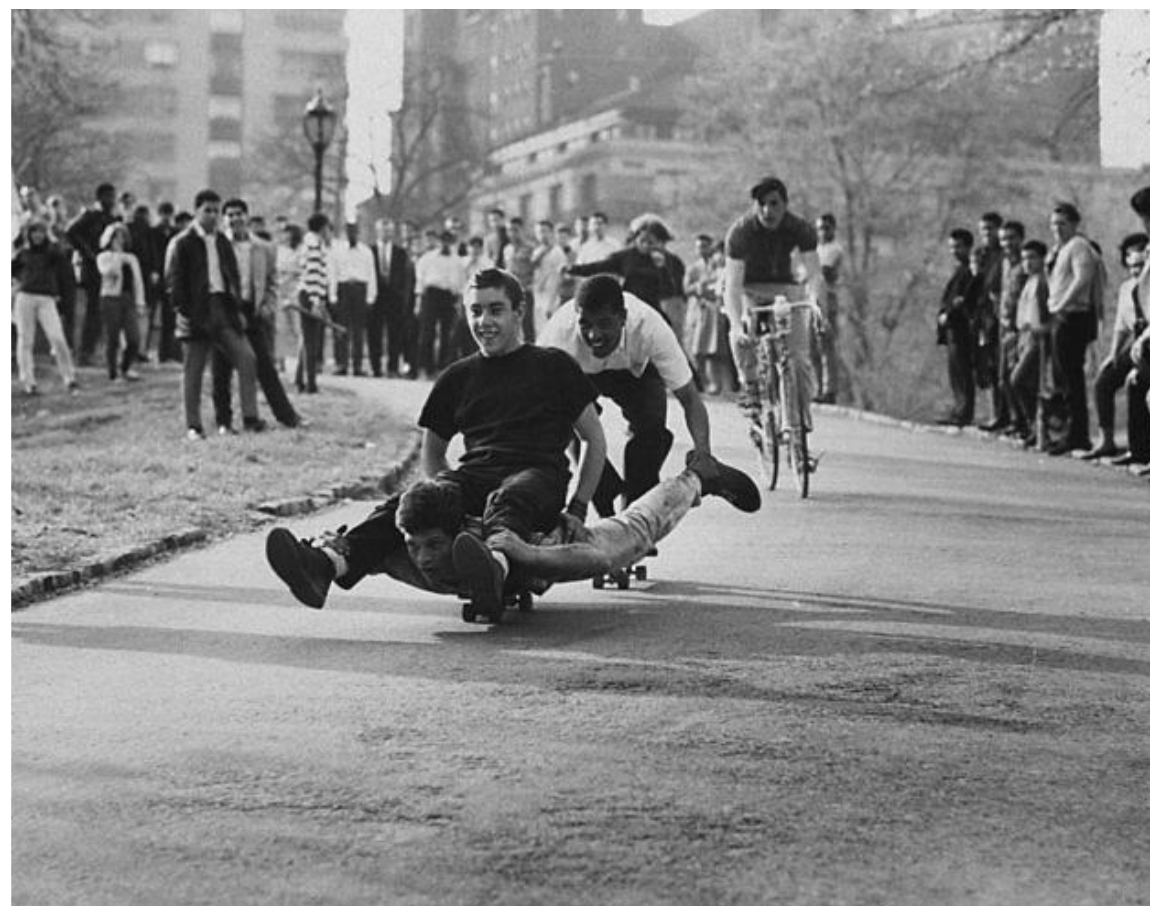


4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

4. BENEFITS OF SKATEBOARDING AND OTHER WHEEL SPORTS



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

5. THE STUDY AND THE SURVEY

What we have heard:

“My kids have benefited greatly from the skate parks, it gets them active, outside and having fun with other kids, I've been impressed how the older kids respect and help the younger ones..”

“I been skating in Hamilton for the past 30 years it has brought more people together in my neighbor than most sports because you can always use you board anywhere, and having new skateparks keeps it safe environment for all ages to enjoy.”

“Anything to get the kids outside!! Fresh air, physical activity, socializing, learning & improving new skills.”

“Its a great way to meet friends and an excellent creative and physical outlet. Skating/BMX allow a certain freedom that other more structured sports don't allow for. The overlap of kids that are into team sports and skateboarding type sports is small. Generally kids fall in one category or another, the portion of kids moving towards wheeled sports is growing and we need to support them just as much as we support team sports.”

“I'm not a skateboarder (although I do enjoy roller skating) but I find it really interesting and cool to watch and I would like to see more diversity in the activities offered in parks in Hamilton”

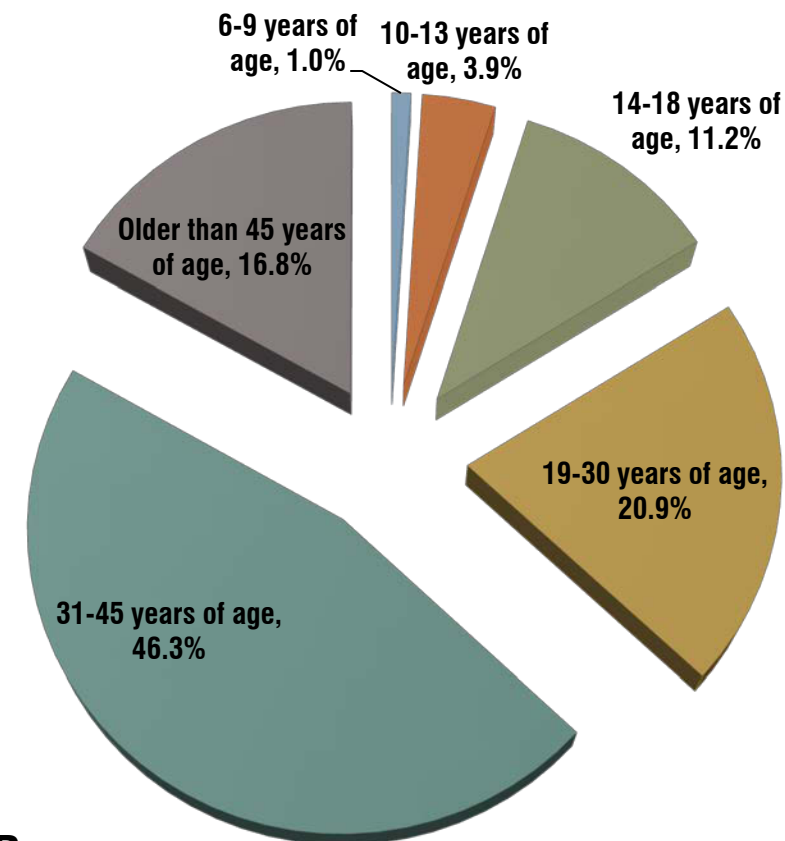
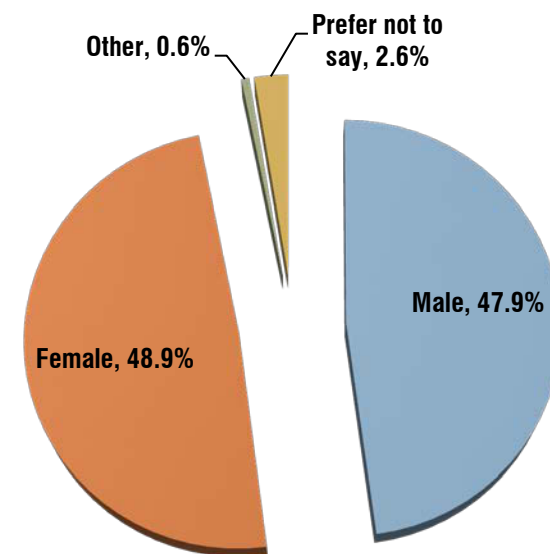
5. THE STUDY AND THE SURVEY

What we have heard:

“Skateboarding has changed my life and encouraged me never to give up. I have learned a lot from skateboarding and I think it's important that we provide space for community members to participate in this activity. I find that many cities spend a lot of money on soccer and base fields that go unused when building a skatepark provides an area for many people of varying ages to exercise and is likely to be used everyday. I am not discouraging making parks for other sports but that we focus on the conventional team sports and that a lot of this space goes unused.”

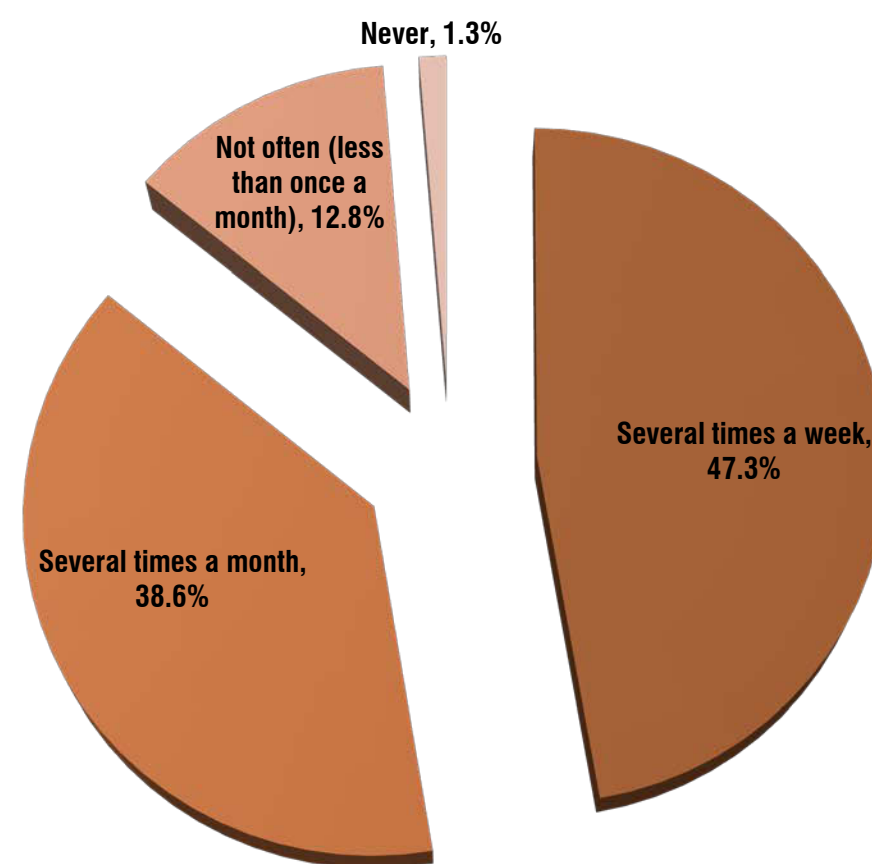
“Skateboarding has been a large part of my life and I have travelled around the world because of it. The family you make internationally cannot be matched. Skateparks are an important part of getting younger people into the art and it should be shared to maximize their potential.”

5. THE SURVEY



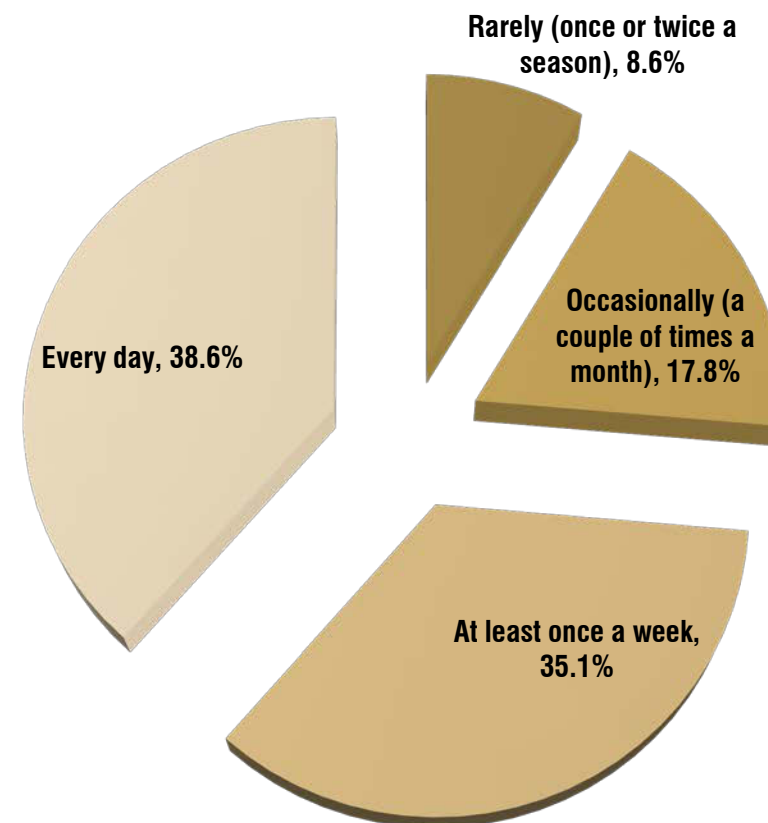
THE PARTICIPANTS: AGE GROUP & GENDER
(BASED ON THE RESULTS COLLECTED TO DATE)

5. THE SURVEY



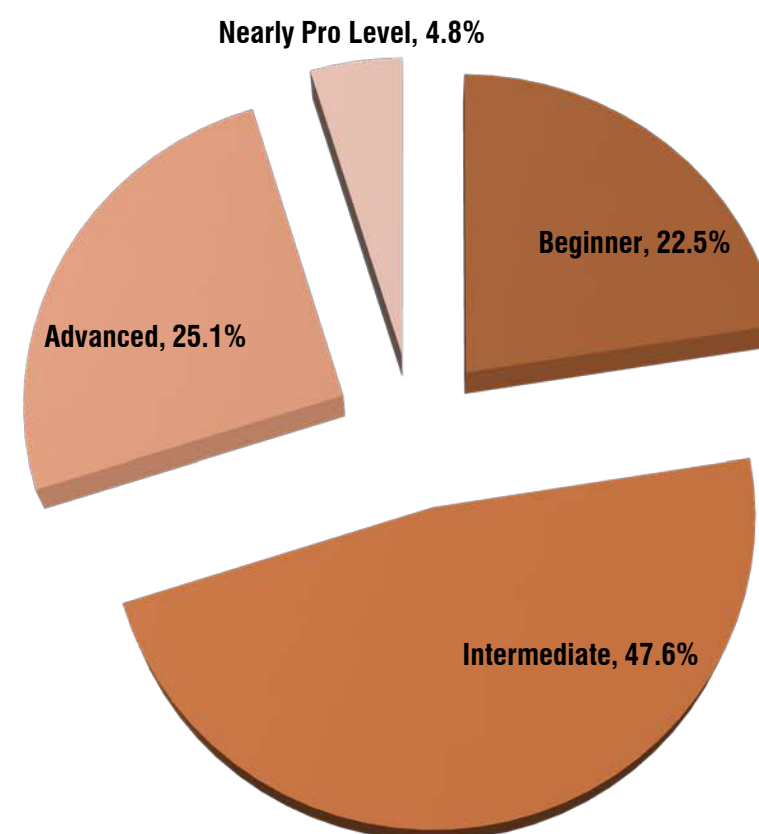
HAMILTON'S PARKS FREQUENCY OF USE
(BASED ON THE RESULTS COLLECTED TO DATE)

5. THE SURVEY



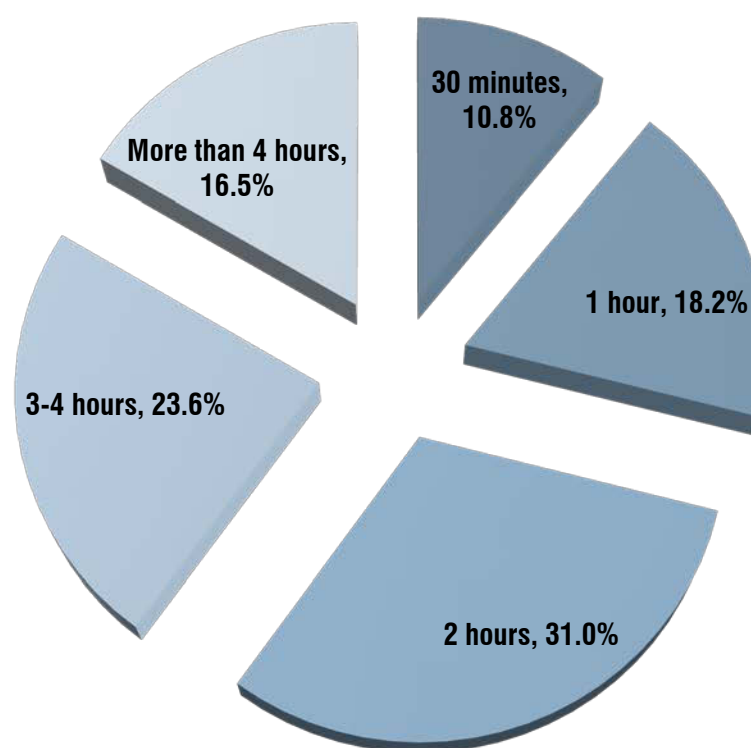
HAMILTON'S SKATEPARKS FREQUENCY OF USE APRIL TO OCTOBER
(BASED ON THE RESULTS COLLECTED TO DATE)

5. THE SURVEY



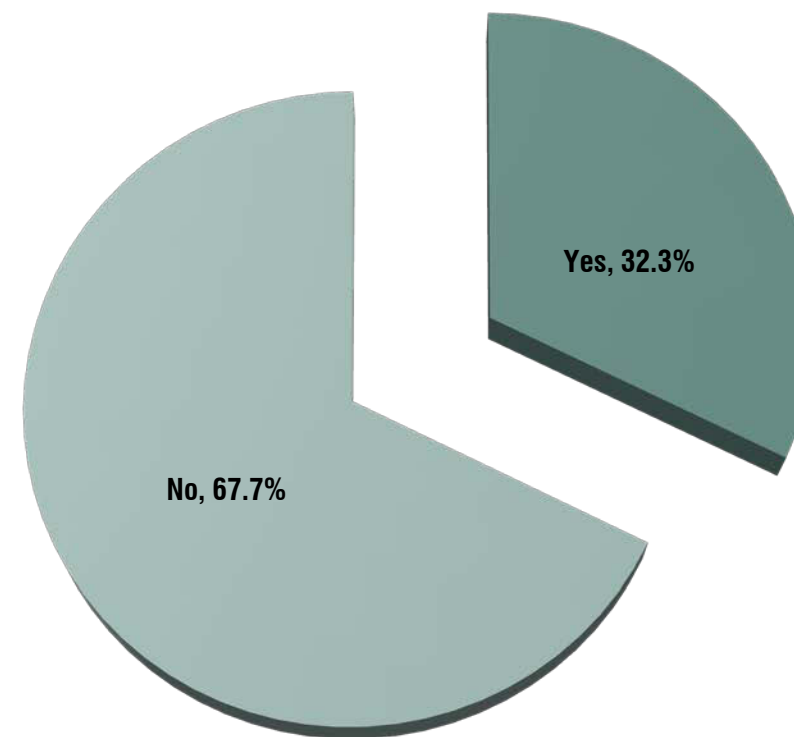
ABILITY LEVEL OF HAMILTON'S SKATEPARKS USERS
(BASED ON THE RESULTS COLLECTED TO DATE)

5. THE SURVEY



TYPICAL SESSIONS DURATION FROM HAMILTON'S SKATEPARKS USERS
(BASED ON THE RESULTS COLLECTED TO DATE)

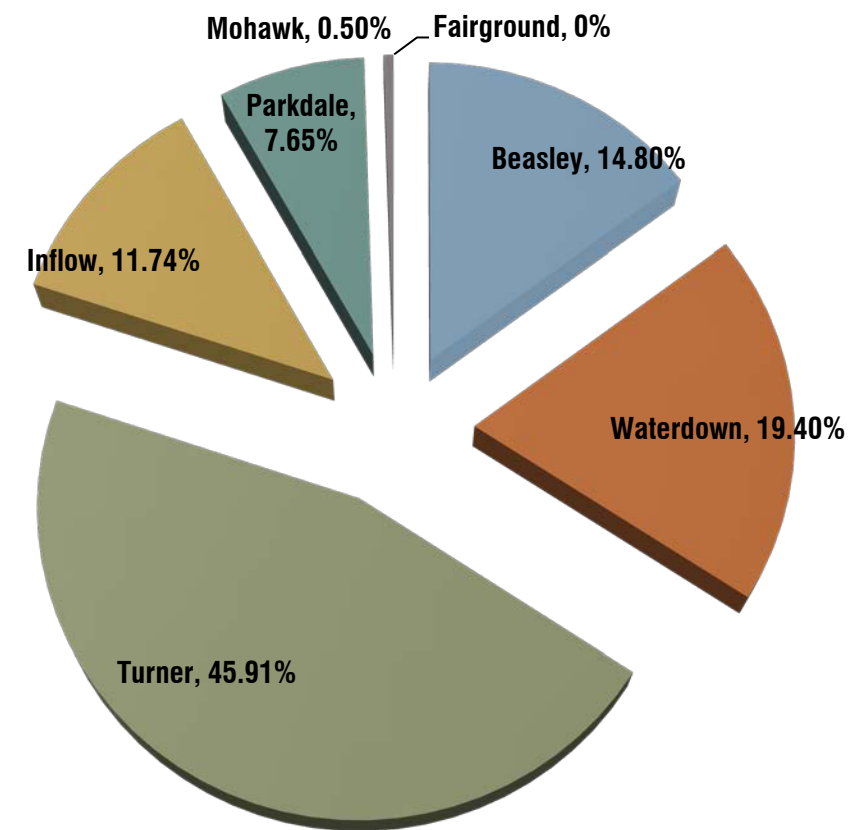
5. THE SURVEY



DO YOU CURRENTLY HAVE A DESIGNATED SKATEBOARD LOCATION (CITY SKATEBOARD PARK OR SPOT) WITHIN WALKING /SKATING / BIKING DISTANCE FROM YOUR HOME?

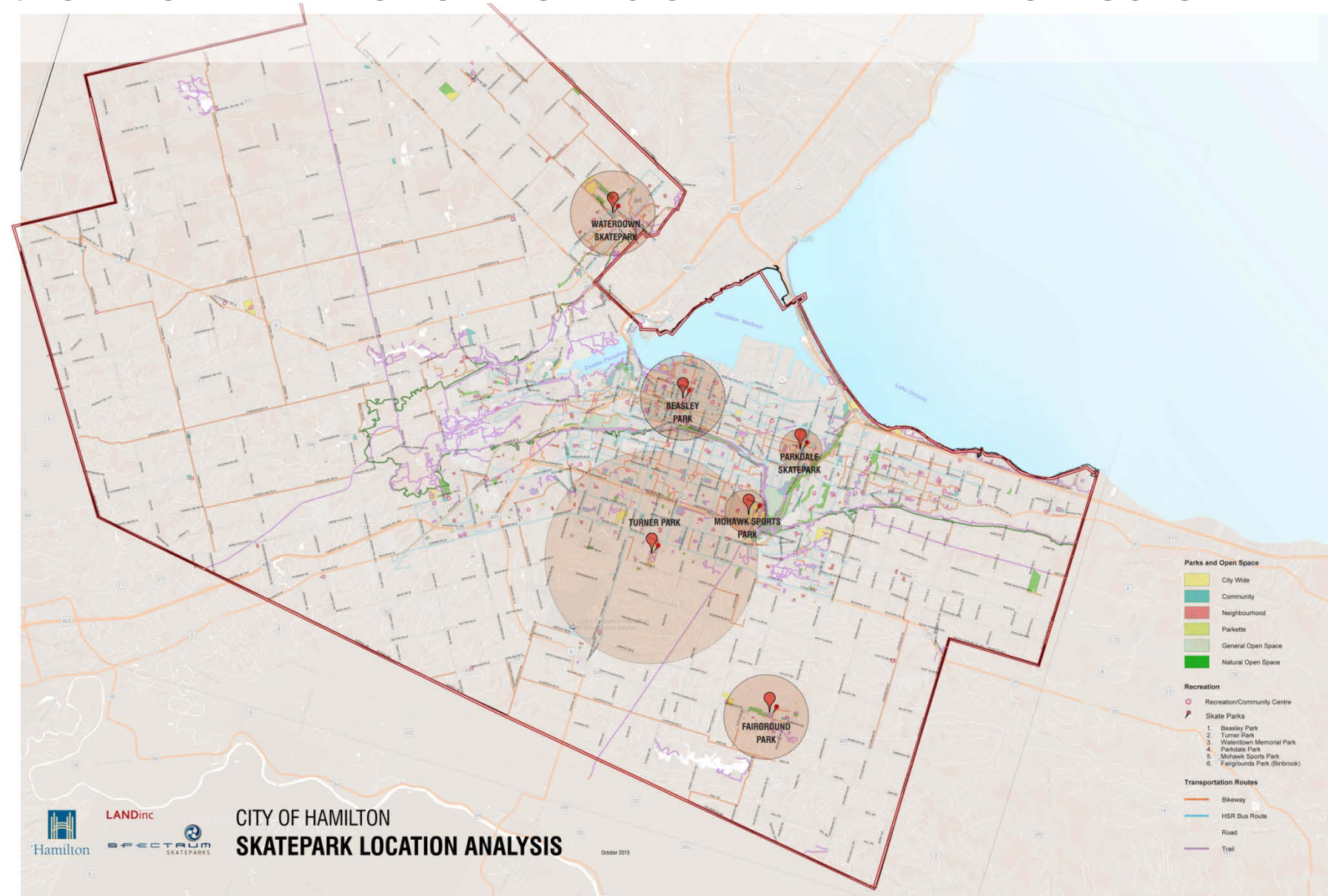
(BASED ON THE RESULTS COLLECTED TO DATE)

5.THE SURVEY



HAMILTON'S SKATEPARKS POPULARITY
(BASED ON THE RESULTS COLLECTED TO DATE)

6. CITY OF HAMILTON'S EXISTING SKATEPARK INFRASTRUCTURE.

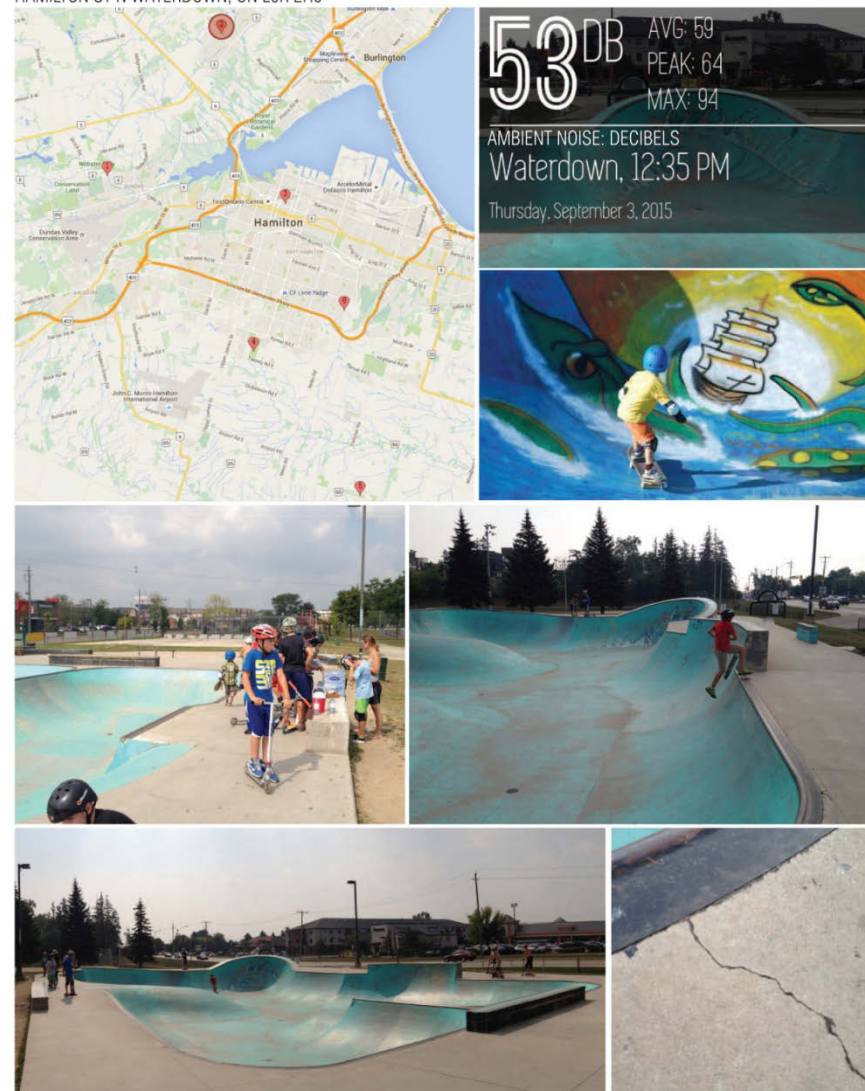


DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

6. CITY OF HAMILTON'S EXISTING SKATEPARK INFRASTRUCTURE.

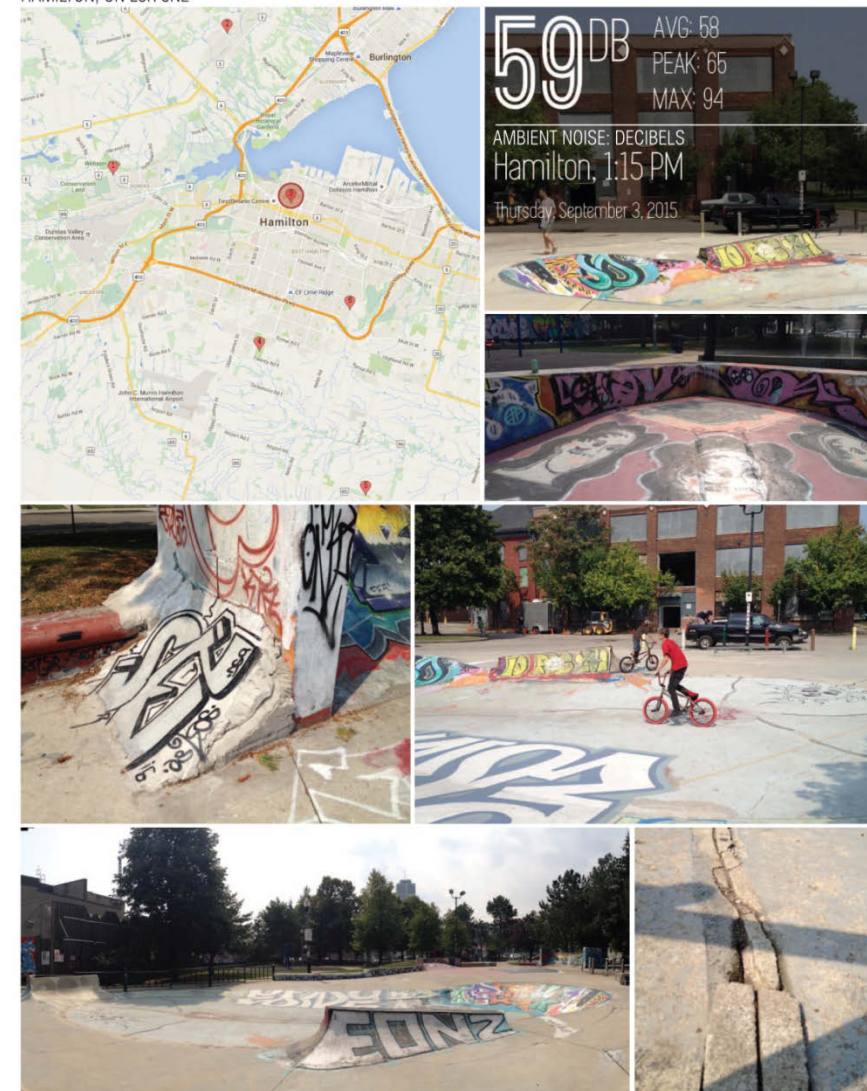
WATERDOWN SKATEPARK
HAMILTON ST N WATERDOWN, ON L0R 2H0

9000 SQ FT – COMMUNITY SKATEPARK



BEASLEY PARK
HAMILTON, ON L8R 3N2

7500 SQ FT – COMMUNITY SKATEPARK



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

6. CITY OF HAMILTON'S EXISTING SKATEPARK INFRASTRUCTURE.

TURNER PARK
344 RYMAL RD E, HAMILTON, ON L9B 2P



14000 SQ FT – CITY SKATEPARK

58^{DB} AVG: 58
PEAK: 65
MAX: 94
AMBIENT NOISE: DECIBELS
Hamilton, 4:41 PM
Thursday, September 3, 2015



FAIRGROUNDS PARK- BINBROOK
3282 BINBROOK RD, ON L0R 1C0



8000 SQ FT – COMMUNITY SKATEPARK

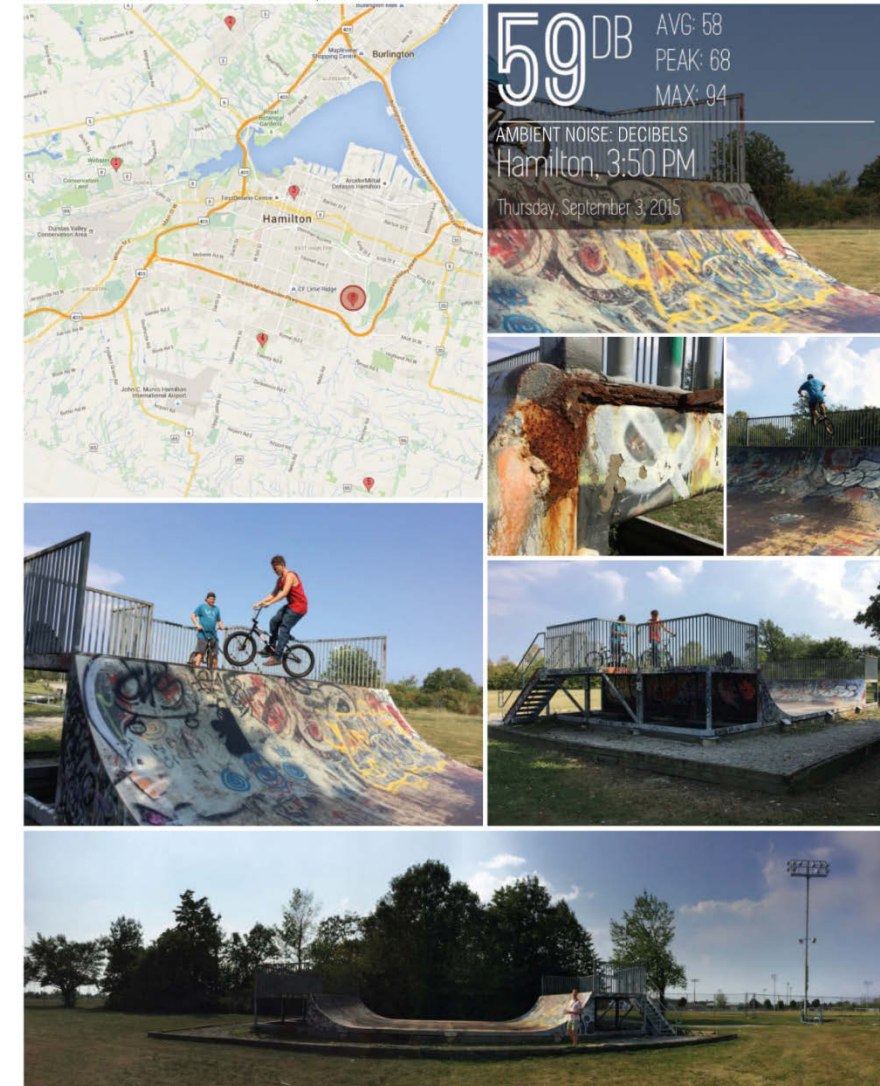
64^{DB} AVG: 57
PEAK: 77
MAX: 94
AMBIENT NOISE: DECIBELS
Hamilton, 5:25 PM
Thursday, September 3, 2015



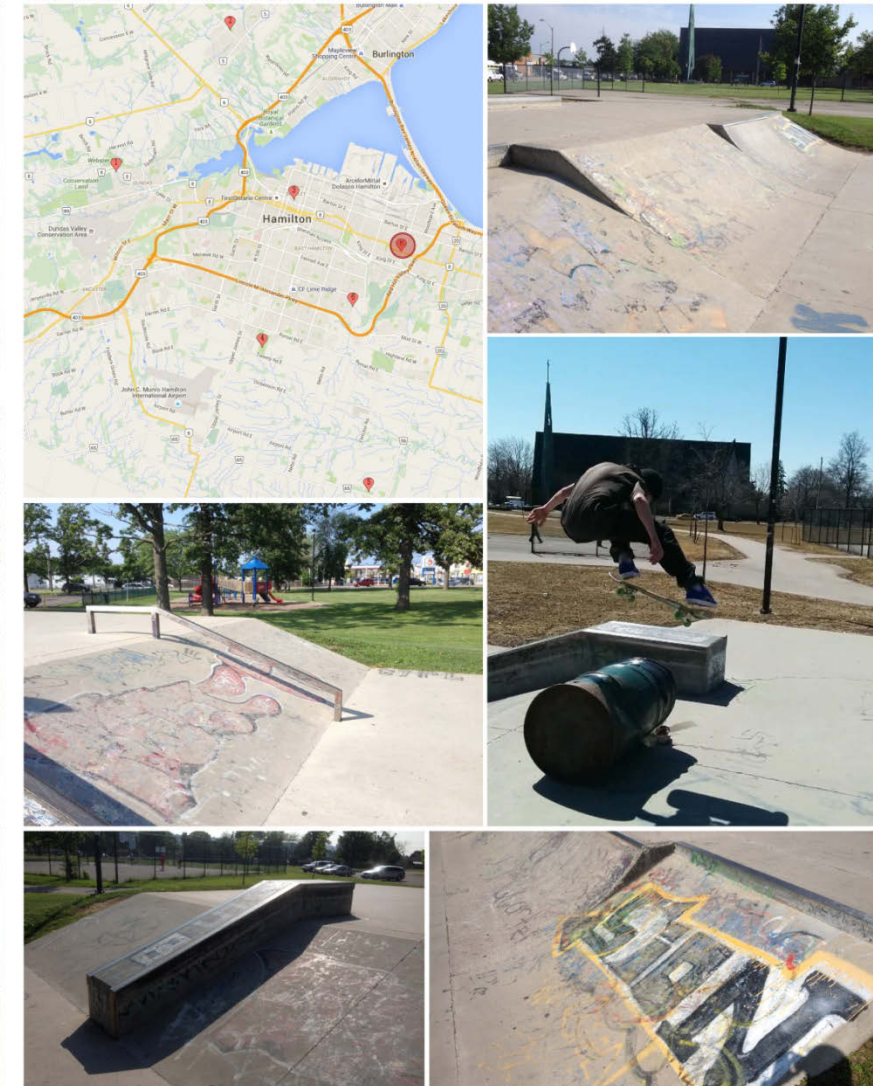
DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

6. CITY OF HAMILTON'S EXISTING SKATEPARK INFRASTRUCTURE.

MOHAWK SPORTS PARK 1400 SQ FT – NEIGHBORHOOD/SPOT SKATEPARK
762 UPPER KENILWORTH AVE. HAMILTON, ON L8T 4Z6



PARKDALE SKATEPARK 3600 SQ FT – NEIGHBORHOOD/SPOT SKATEPARK
1790 MAIN ST E. HAMILTON, ON L8H CANADA

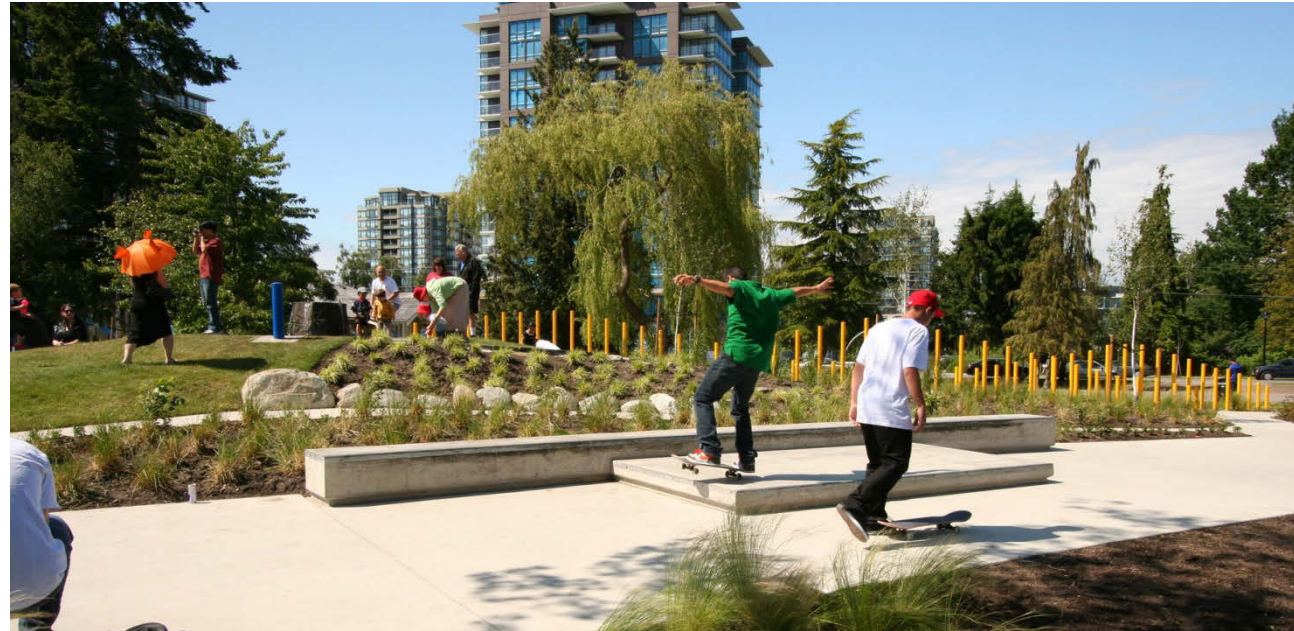


7. DIFFERENT SCALES SKATEPARKS

- **DOT SKATEPARK:** 200sq ft to 1000sq ft – 0.5 km service radius
- **NEIGHBORHOOD/SPOT SKATEPARK :** 1000sq ft to 5000sq ft - 1 km service radius
- **COMMUNITY SKATEPARK :** 5000sq ft to 12000sq ft - 2 km service radius
- **CITY SKATEPARK :** 12000sq ft to 25000sq ft - 5 km service radius
- **REGIONAL SKATEPARK :** 25000sq ft to 60000sq ft

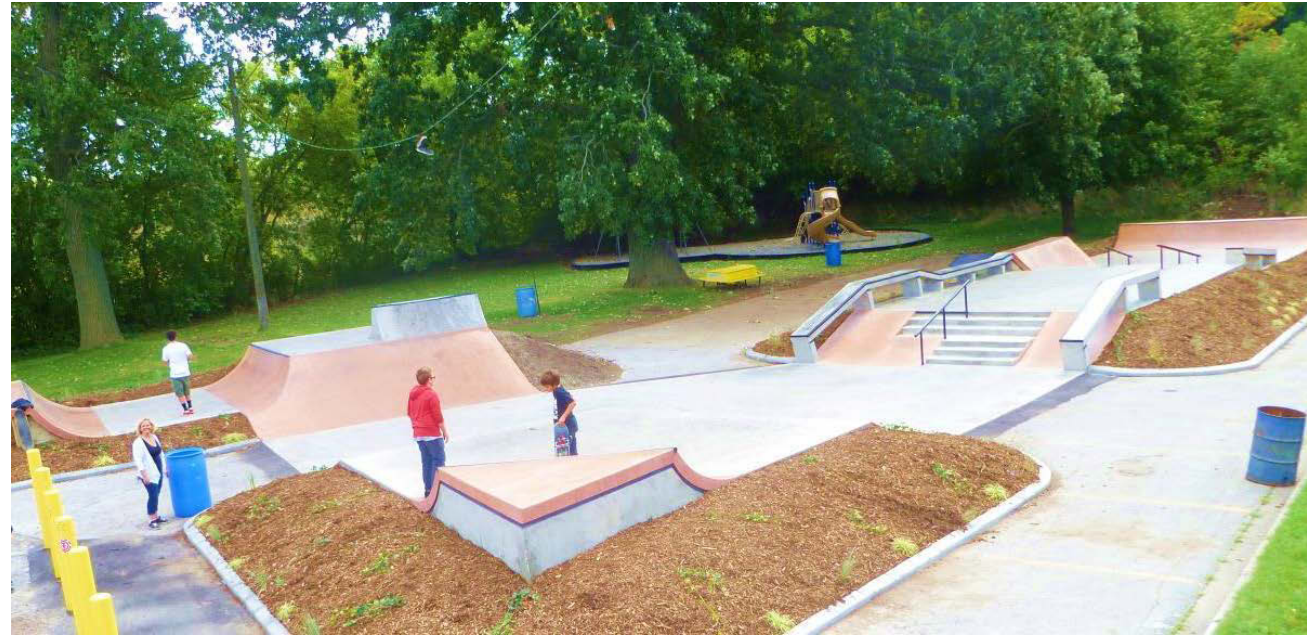
7. DIFFERENT SCALES SKATEPARKS - PARK PRECEDENT

- DOT SKATEPARK: ●
200sq ft to 1000sq ft
0.5 km service radius



7. DIFFERENT SCALES SKATEPARKS - PARK PRECEDENT

- NEIGHBORHOOD/
SPOT SKATEPARK : ●
1000sq ft to 5000sq ft –
1 km service radius



7. DIFFERENT SCALES SKATEPARKS - PARK PRECEDENT

- **COMMUNITY SKATEPARK :** ●
5000sq ft to 12000sq ft -
2 km service radius



7. DIFFERENT SCALES SKATEPARKS - PARK PRECEDENT

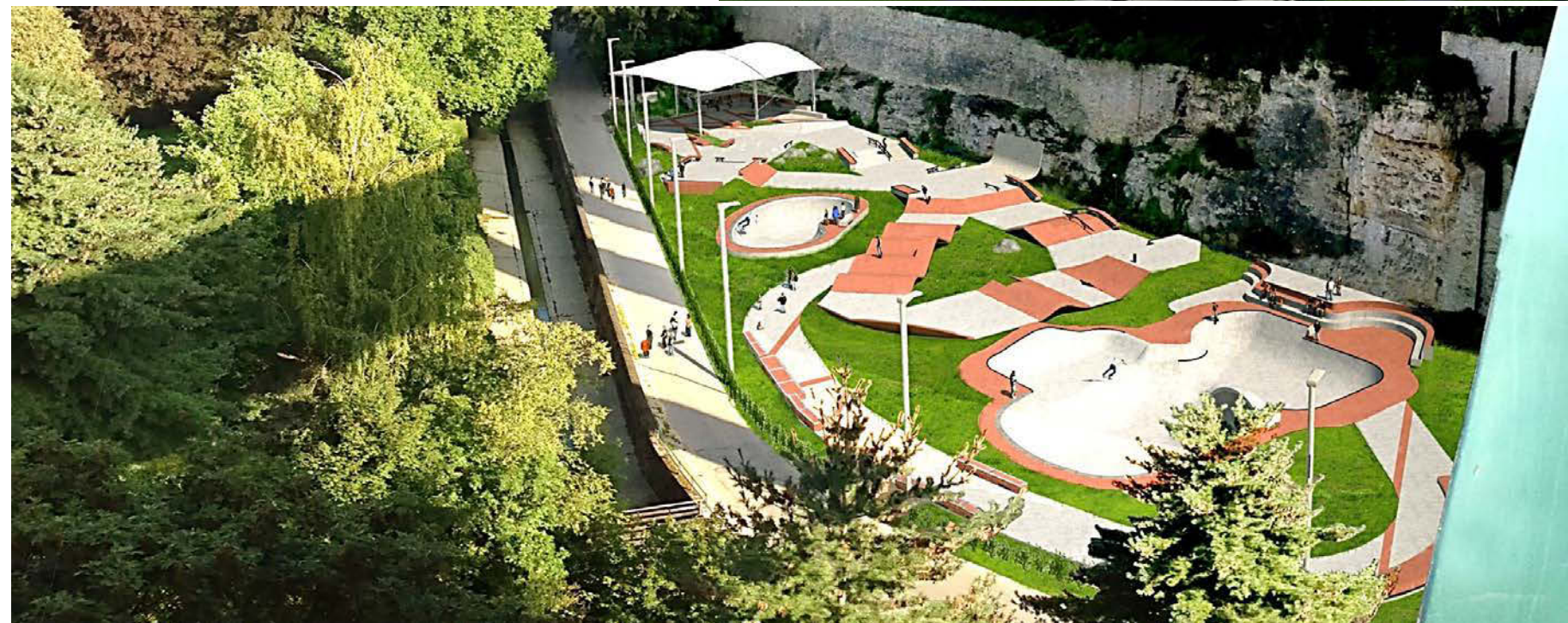
- **CITY SKATEPARK :** ●
12000sq ft to 25000sq ft –
5 km service radius



Turner Skatepark - Hamilton

7. DIFFERENT SCALES SKATEPARKS - PARK PRECEDENT

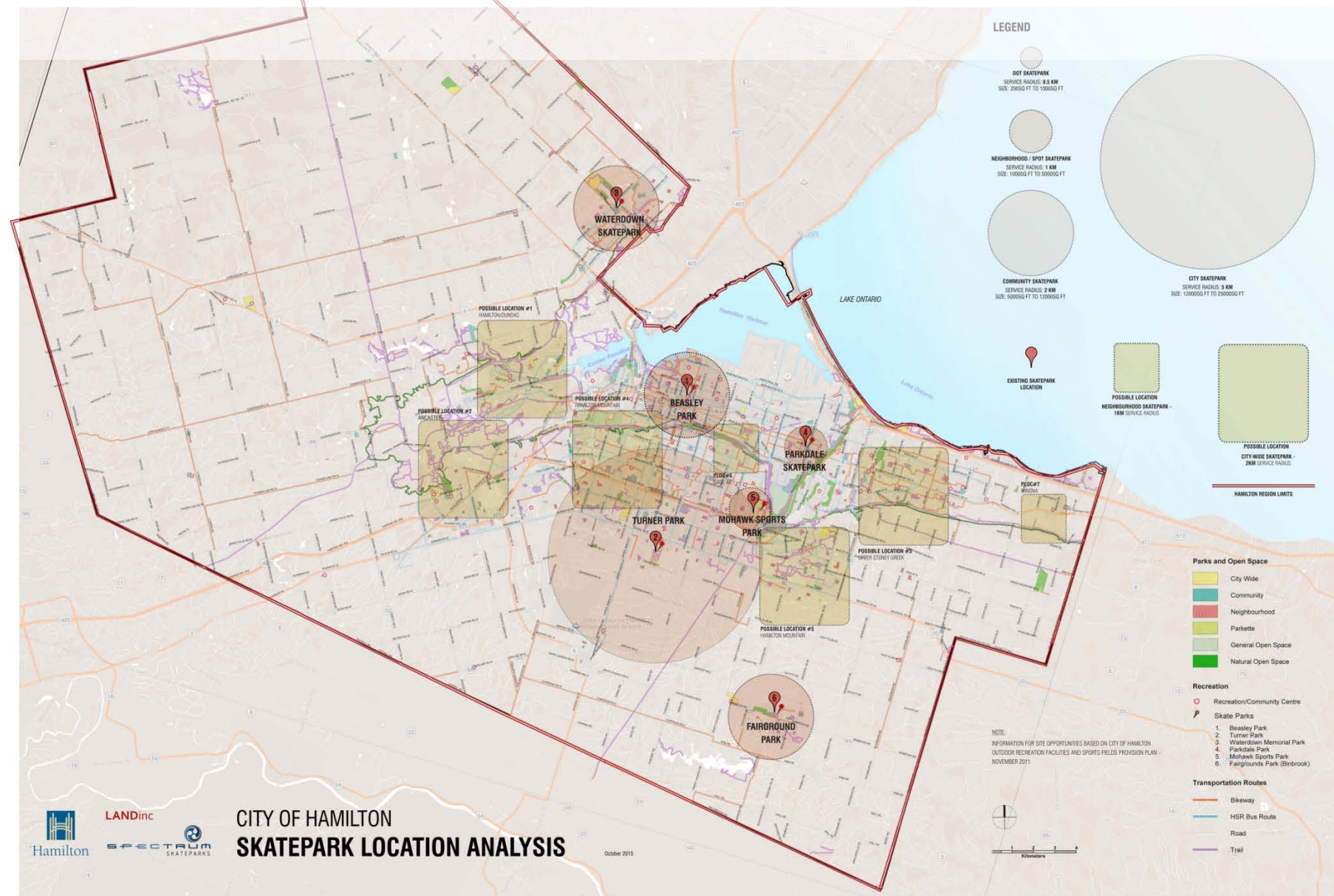
- REGIONAL SKATEPARK :
25000sq ft to 60000sq ft



8. INTRODUCTION TO THE SITE SELECTION CRITERIA THAT WILL BE USED

Skatepark Comparison Matrix of Potential Candidate Sites					October 20, 2015	
Hamilton Skatepark Study						
Site Criteria		Site 1:	Site 2:	Site 3:	Site 4:	
Planning / Land Use Criteria	Location (Community)					
	Aerial Photo of Potential Candidate Sites (N.T.S.)					
	Development availability / Integrate with Existing Programmed Space					
	Biophysical Issues	Topography				
		Vegetation				
		Wind				
	Proximity to residential					
	Proximity to services / public buildings					
	Proximity to Park or green areas					
	Transit Access					
	Foot and bike access					
	Parking Lot					
	Site Specific Criteria	Achievable skatepark area				
		Opportunity to expand				
		Drive-by surveillance				
Access to Amenities		Emergency Telephone				
		Restrooms				
		Drinking Water				
		Food				
Other Opportunities						
Other Constraints						

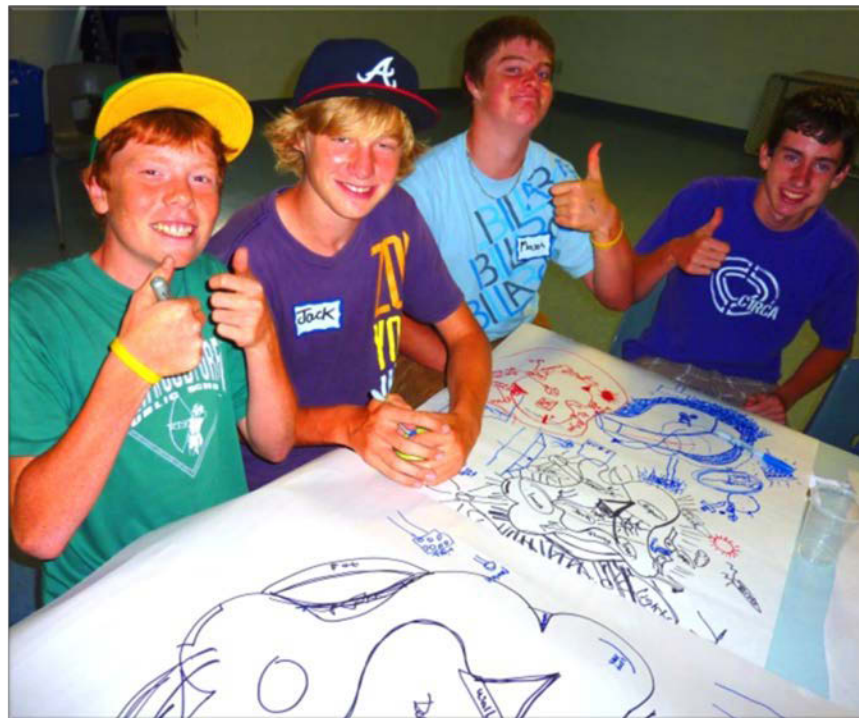
9. PHYSICAL MAP OF HAMILTON'S POTENTIAL SITES



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

10. WORKSHOP

GROUP 1: SKATEPARK DESIGN ELEMENTS FOR EACH PARK TYPE



PARTICIPANTS BREAK INTO ROUND TABLE GROUPS OF 6-8 PEOPLE WITH LARGE POSTER PAPER AND MARKERS TO DESIGN IDEAS OF PARK ELEMENTS, LANDSCAPE AND SITE FEATURES, NOTES ON DESIGN OR SITE OPPORTUNITIES, PRINCIPLES AND VALUES AND ANYTHING MORE THAT THAT HELP COMMUNICATE THEIR INTERESTS AND PREFERENCES NO MATTER IF ADVANCED USER OR A SPECTATOR

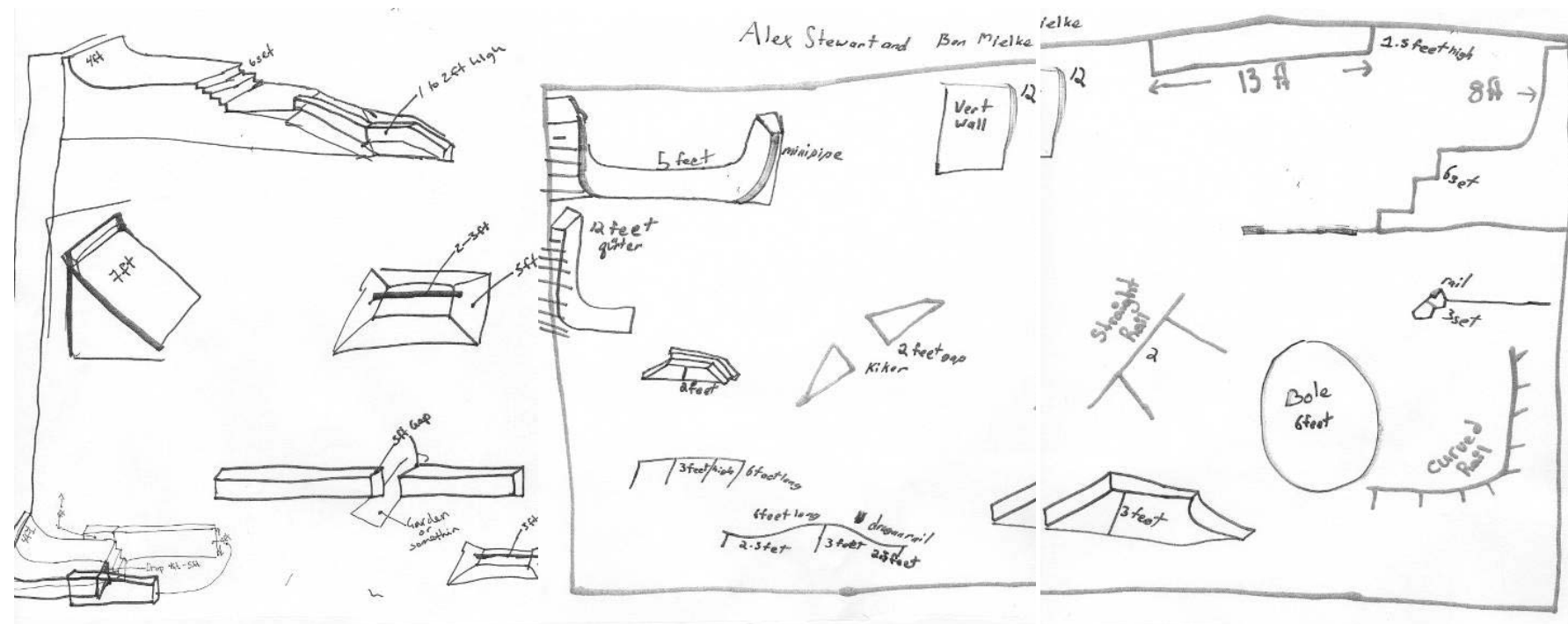
GROUP 2: SITE SELECTION / LOCATION OPPORTUNITIES



10. INSTRUCTIONS - CHARETTE SESSION:

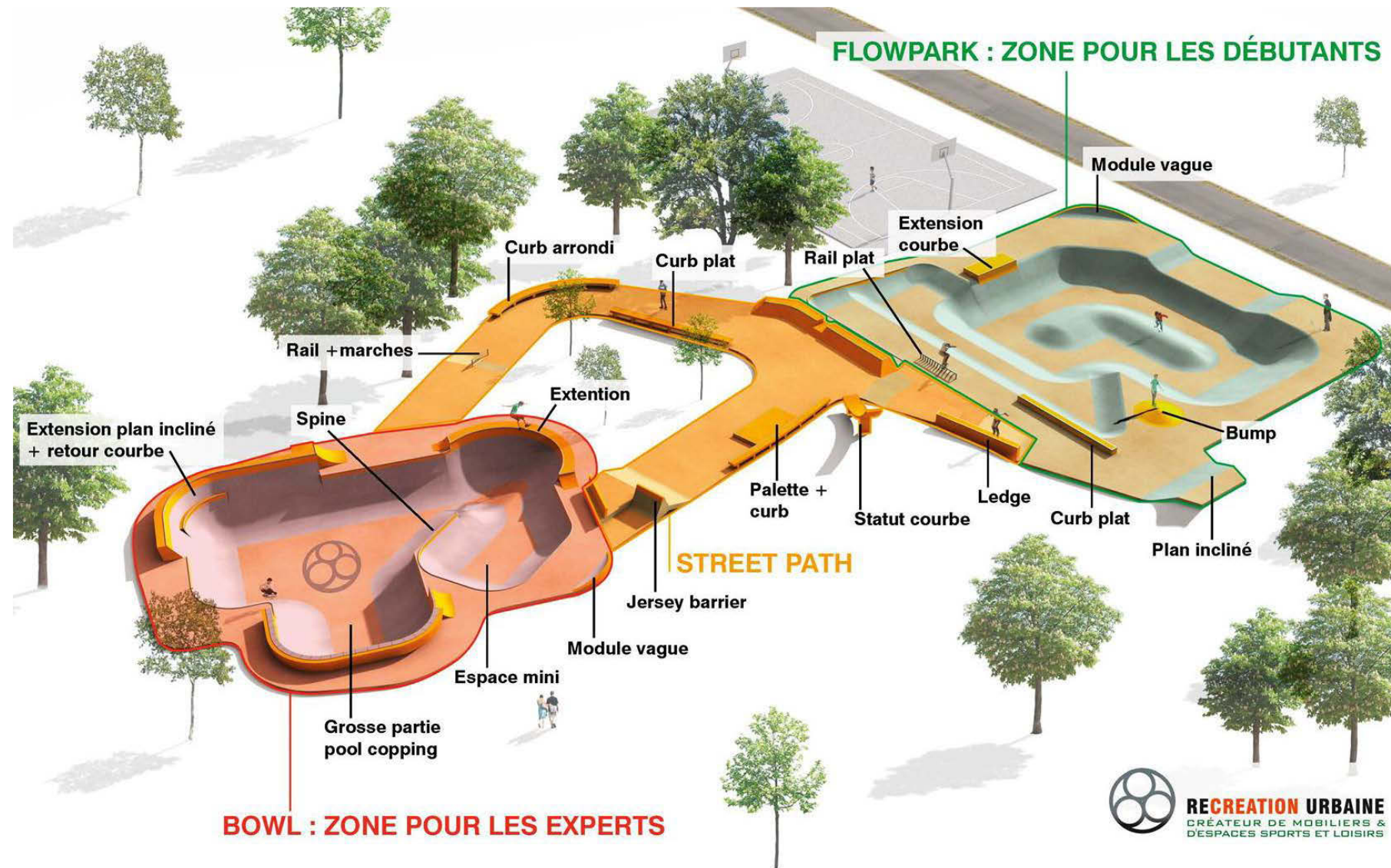
GROUP 1: SKATEPARK DESIGN ELEMENTS FOR EACH PARK TYPE NO RULES – ANY FORM OF COMMUNICATION IS FINE

- Write it out (organic flow section, 6 set with hubbas)
- Draw, 2D or 3D
- The more detail, the better...dimensions, heights



DESIGN CHARETTE— CITY OF HAMILTON

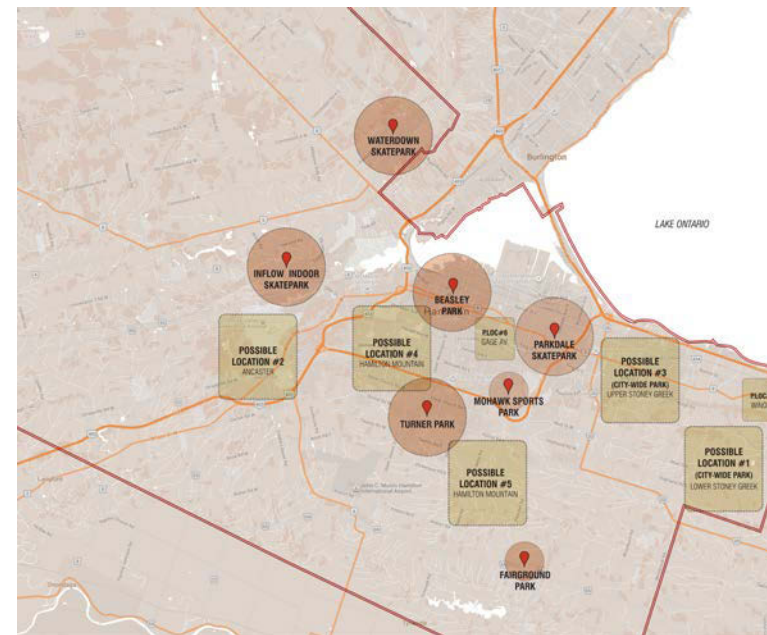
10. INSTRUCTIONS AND WORKSHOP - CHARETTE SESSION:



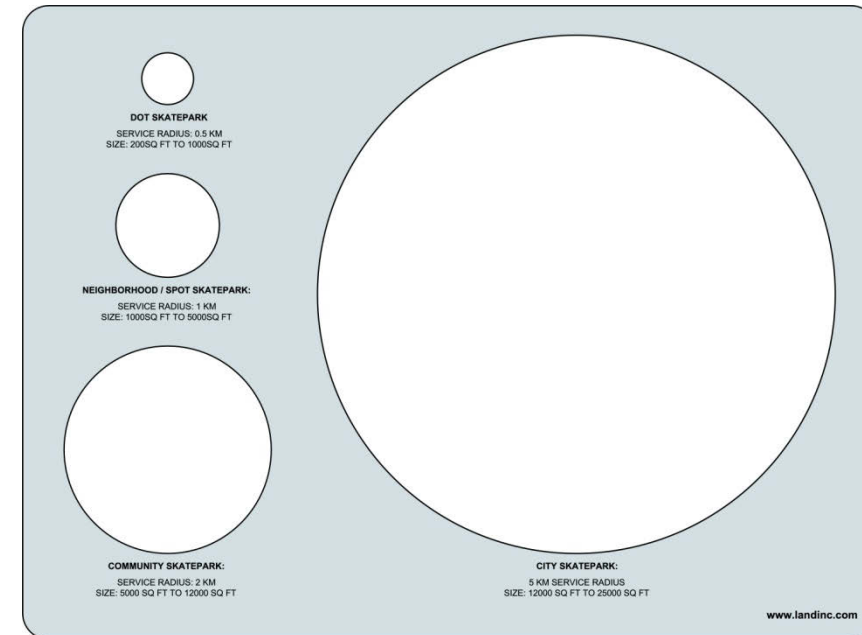
10. INSTRUCTIONS - WORKSHOP:

GROUP 2: SITE SELECTION / LOCATION OPPORTUNITIES

MAP

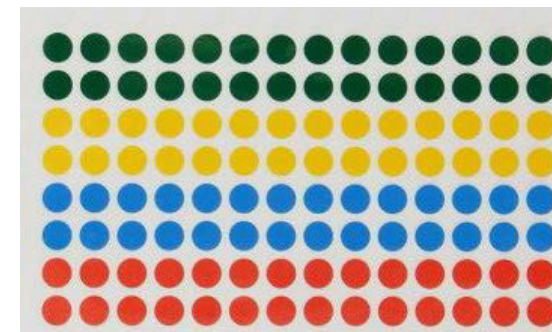


CIRCLES TEMPLATE – SERVICE RADIUS



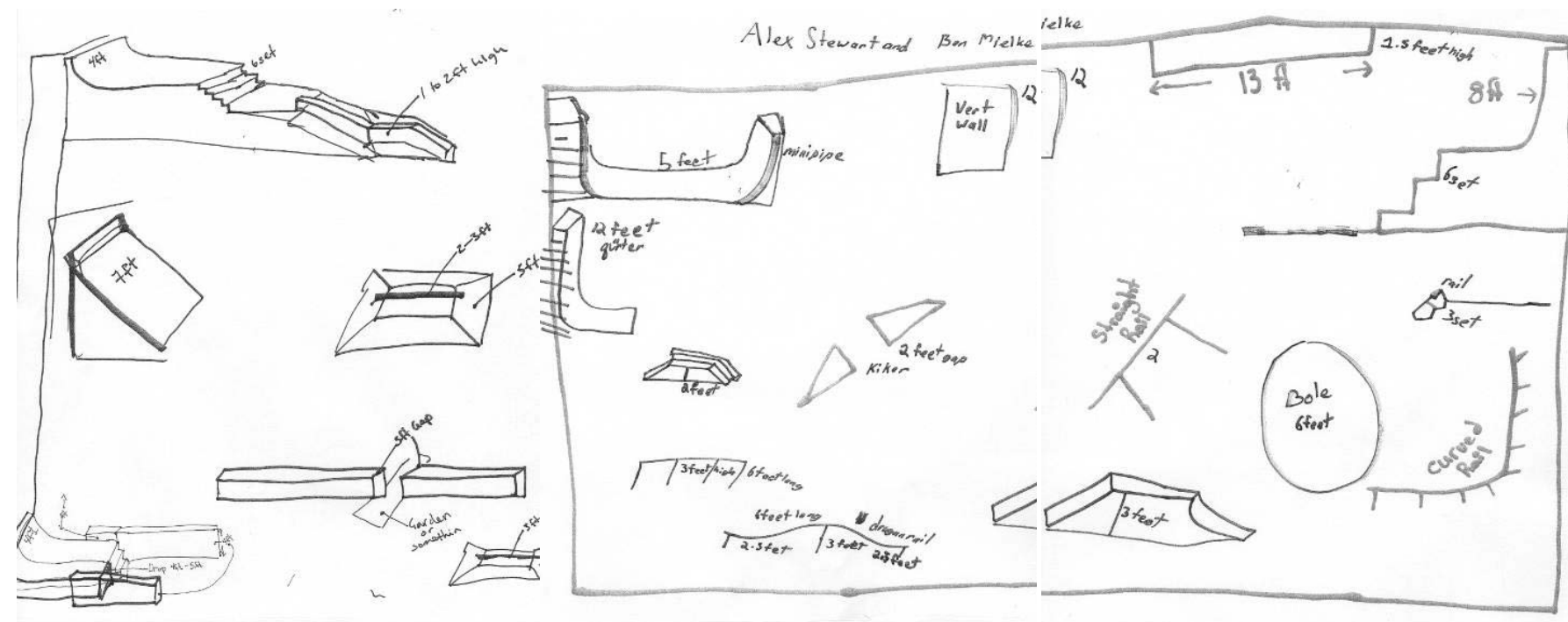
STICKERS: COLOUR CODE – SKATEPARK LOCATIONS

- DOT SKATEPARK: 200sq ft to 1000sq ft – 0.5 km service radius
- NEIGHBORHOOD/SPOT SKATEPARK : 1000sq ft to 5000sq ft - 1 km service radius
- COMMUNITY SKATEPARK : 5000sq ft to 12000sq ft - 2 km service radius
- CITY SKATEPARK : 12000sq ft to 25000sq ft - 5 km service radius
- BMX SKATEPARK



DESIGN CHARETTE AND PUBLIC INFORMATION SESSION – CITY OF HAMILTON

11. PRESENTATION OF IDEAS



12. NEXT STEPS AND INFORMATION OF THE PROCESS

The project team is going to compile all of the information from the three charettes conducted this week and will :

- 1. Document all of the preferences indicated for the skate element types for various sizes of skateparks so that these can form the basis of skate elements required for future skatepark projects. The project team will review and amend with any gaps determined.**
- 2. Compile all of the requested skatepark locations and further analyze the requests and other opportunities found through planning studies and overlay this information with City demographics to determine optimal site location recommendations for the Cities consideration and review.**

12. NEXT STEPS AND INFORMATION OF THE PROCESS

CONTACT INFORMATION:

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IF YOU HAVEN'T DONE IT YET, TAKE OUR ONLINE SURVEY:

<https://www.surveymonkey.com/r/cityofhamilton-skateboardparkstudy>

FOR MORE INFORMATION ABOUT THE CITY OF HAMILTON SKATEBOARD PARK STUDY:

<https://www.hamilton.ca/skateboardparkstudy>