APPENDICES

Appendix A - Site Summaries

NORTHWEST RECOMMENDED SITES

SDOT Interurban Trail Project - SKATEDOT

Gray-to-Gray

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

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

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

Sandel Playground - SKATEDOT

Gray-to-Gray

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

Adjacencies
Single family in each direction.

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

Gas Works Park - SKATEDOT

Gray-to-Gray

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

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

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

Appendix A - Site Summaries

NORTHEAST RECOMMENDED SITES

Lake City Playground - SKATEDOT

On-Site Uses

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

Adjacencies

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

Comments

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

Warren G. Magnuson Park - Blgd 2 - REGIONAL

Gray-to-Gray

On-Site Uses

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

Adjacencies

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

Comments

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

Maple Leaf Reservoir - To Be Determined

On-Site Uses

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

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

Adjacencies

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

Comments

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

NORTHEAST RECOMMENDED SITES

Northgate Park & Ride Lot - To Be Determined

Gray-to-Gray

On-Site Uses

SITE ACREAGE: 3.73 acres

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

Adjacencies

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

Comments

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

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

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

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

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

Roosevelt Reservoir - TO BE DETERMINED

On-Site Uses

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

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

Adjacencies

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

Comments

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

Appendix A - Site Summaries

CENTRAL EAST RECOMMENDED SITES

Eastlake & Allison - SKATEDOT

Gray-to-Gray

On-Site Uses

Paved Seattle Department of Transportation area under I-5 freeway

Adjacencies

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

Comments

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

Garfield - Medgar Evers Pool - SKATEDOT

Gray-to-Gray

On-Site Uses

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

Adjacencies

High School south, community center and park north & east

Comments

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

Judkins Park/ Judge Charles M. Stokes Overlook - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

CENTRAL EAST RECOMMENDED SITES

Miller Playfield - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

Pratt Park - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

Appendix A - Site Summaries

CENTRAL WEST RECOMMENDED SITES

Magnolia Playfield - SKATEDOT

Gray-to-Gray

On-Site Uses

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

Adjacencies

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

Comments

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

Myrtle Edwards Park - SKATEDOT

Gray-to-Gray

Trail Characteristics

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

Adjacencies

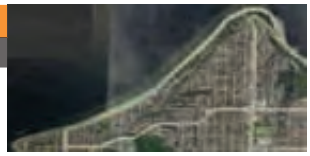
Path runs adjacent to Puget Sound on the west, through industrial areas north & east, and meets the Sculpture Park on the south

Comments

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

SOUTHWEST RECOMMENDED SITES

Alki Beach - SKATESPOT



Gray-to-Gray

Trail Characteristics

Existing pedestrian/bike pathway already skated

Adjacencies

Alki Beach, Alki Bathhouse, multifamily housing businesses

Comments

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

Hiawatha Playfield - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

Delridge Playfield - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

Roxhill Park - SKATESPOT

On-Site Uses

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

Adjacencies

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

Comments

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

Appendix A - Site Summaries

SOUTHWEST RECOMMENDED SITES

High Point Playfield - DISTRICT

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

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

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

Myrtle Reservoir - TO BE DETERMINED

On-Site Uses
SITE ACERAGE: 5.67 acres
Currently undergoing a lidding process • No current plans for site • Site allows for clear, passive observation • Close proximity to public transit

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

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

NOTE: Myrtle Reservoir and High Point Playfield are identified as potential sites for a skate facility, with the understanding that there would only be one facility sited between the two locations.

SOUTHEAST RECOMMENDED SITES

Brighton Playfield - SKATESPOT

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

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

Comments
There was little public comment on this site and it remains on the list to serve the southeast sector of the City.
A Pro Parks Levy project is scheduled in 2007/2008 to develop a science park in conjunction with the middle school. Skateboard elements could embrace physics components.

John C. Little Park - SKATESPOT

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

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

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

Genesee Playfield - DISTRICT

NOTE: Genesee Park continues to be identified as a possible location for a skate facility no larger than a district facility, subject to neighborhood input as to size, location, and whether to build one at all.

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

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

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

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

Rainier Beach Playfield - DISTRICT

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

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

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

Appendix B - Citywide Skatepark Plan Resolution

TMWN/SM
skatepark_reso_v10.doc
February 1, 2006
version #10

RESOLUTION 30843

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix B - Citywide Skatepark Plan Resolution

TMWN/SM
skatepark_reso_v10.doc
February 1, 2006
version #10

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

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

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING THAT:

Section 1. The City of Seattle recognizes skateboarding as a healthy and popular recreational activity that is currently underserved by the City's parks infrastructure. Therefore, the City shall develop a comprehensive skatepark system plan to address this growing demand.

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

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

TMWN/SM
skatepark_reso_v10.doc
February 1, 2006
version #10

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

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

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

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

a) the establishment of skatepark siting criteria (using existing data from studies such as Portland's *The Urban Grind, Skateparks: Neighborhood Perceptions and Planning Realities*);

b) identification and recommendations on a range of types and sizes of skateparks to be built;

c) an assessment of the current supply of Seattle skate facilities, including an evaluation of the functionality of existing facilities and how these facilities meet skaters' (of all skill levels) interests, and where improvements may be desired;

Appendix B - Citywide Skatepark Plan Resolution

TMWN/SM
skatepark_reso_v10.doc
February 1, 2006
version #10

d) an evaluation of the overall demand for skateparks in Seattle and in specific neighborhoods of Seattle;

e) identification of neighborhoods and other parts of the city that lack skate facilities or terrain;

f) identification of parks, other potential city property, Port of Seattle property, and/ or Seattle School District property that may be functional for the development of skateparks;

g) estimated projected costs for the development of a Seattle skatepark system, including cost estimates for development of individual terrain or facilities;

h) identification and evaluation of potential funding sources; and

i) a proposed development timeline including significant phases, milestones and a prioritization of projects suitable for funding and development.

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

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

Section 8. Adoption of this resolution and support for the establishment of a plan for a Seattle skatepark system shall not delay or halt existing efforts to plan, design and construct skateparks in Seattle. In proposing funding for the 2007-2008 Biennial Budget, the Superintendent may make recommendations to the Executive for the implementation of phases of a proposed skatepark plan. These recommendations may be implemented as part of the

CITY CLERK

TMWN/SM
skatepark_reso_v10.doc
February 1, 2006
version #10

Department of Parks and Recreation's future Capital Improvement Plan and related budget, which will be proposed by the Mayor and considered by City Council.

Adopted by the City Council the 21st day of February, 2006, and signed by me in open session in authentication of its adoption this 21st day of February, 2006.

Richard J. McCarey
President pro tem of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this 2nd day of March, 2006.

Judith Edwards
City Clerk

(Seal)

Appendix C - Parks Skatepark Policy

Department Policy & Procedure

City of Seattle

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

1.0 PREFACE

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

2.0 PURPOSE

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

3.0 ORGANIZATIONS AFFECTED

3.1 Seattle Parks and Recreation

3.2 Seattle park users including members of the skateboarding community

4.0 REFERENCES

4.1 Seattle Park and Recreation Plan 2000

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

5.0 POLICY

5.1 It is the policy of Seattle Parks and Recreation:

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

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

Appendix C - Parks Skatepark Policy

6.0 SITING CRITERIA

6.1 Skateboard park sites should consider adjacent uses and potential noise impacts. Sites should be selected where impacts to surrounding neighbors can be minimized and mitigation measures can be maximized.

6.2 Different considerations may apply for sites that serve specific skill levels. The following does not preclude consideration of site specific features that may be appropriate depending on the skill level including fencing, lighting, community-generated art, etc.

6.2.1 Skateboard park sites should:

- be developed as part of a larger park space that provides other park amenities.
- be located to provide maximum visibility in and through the skateboard park area.
- be located near public transportation (i.e. bus routes).
- have a code of conduct.

6.2.2 Ideal skateboard park locations would include:

- spectator accommodations (i.e. seating and/or viewing area).
- community generated art.
- a drinking fountain.
- a bike rack.
- restroom facilities within the park.

6.3 The department will seek to distribute facilities throughout the City, with the goal of providing at least one skateboard park in each quadrant of the City, and generally will not seek to develop skateboard parks as stand alone facilities.

7.0 SKATEBOARD PARK DESIGN AND CONSTRUCTION

7.1 Skateboard-park design will be created through a public involvement process consistent with the Department's existing Public Involvement Policy.

7.2 Skateboard-park design will be consistent with any applicable Department design standards.

7.3 The Department will use consultants/designers who have experience in the design of skateboard parks.

7.4 Skateboard parks may be designed and then constructed in phases.

7.5 Design and materials selection will consider available products which mitigate ongoing maintenance costs, aid in noise reduction and increase safety.

7.6 Design elements within the park should be spaced so participants can maneuver and recover without interfering with other users or another element. Also elements requiring different

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

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

8.0 SKATEBOARD PARK MAINTENANCE AND OPERATIONS

8.1 The Department will consider contracting with a qualified organization to operate and maintain skateboard parks.

8.2 A fee may be charged at some facilities for special events.

8.3 No amplified music will be played at the facilities unless permitted for a special event.

8.4 Use of skateboard parks will not be directly supervised by Park and Recreation staff.

8.5 Use of skateboard parks by in-line skaters will be permitted when the Department determines such uses can be safely accommodated. The Department may limit non-skateboarding use of the skateboard parks.

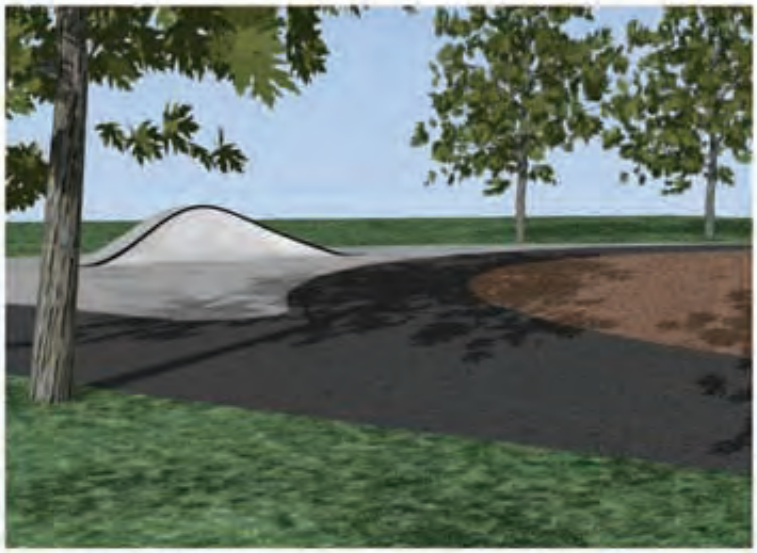
Appendix D - "Skateable City" by Matt Johnston - Drafted August 2005

Integrated Skateable Terrain in Seattle

The Vision

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

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



The Rationale

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

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

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

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

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

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

Some Next Steps

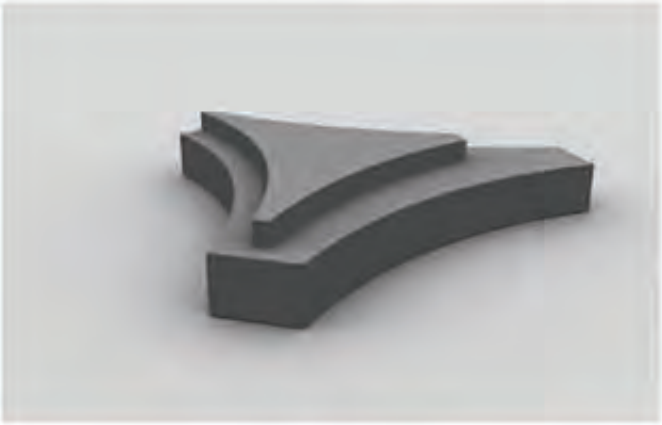
Identify some sites. Verify initial administrative details with Parks management, then add descriptions and support for proposed sites

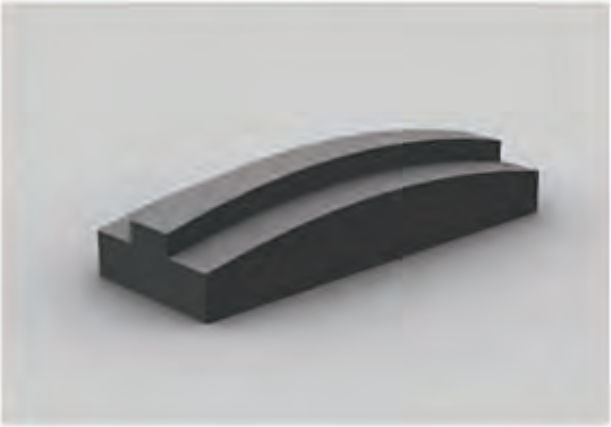
Study the sites, design them.

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

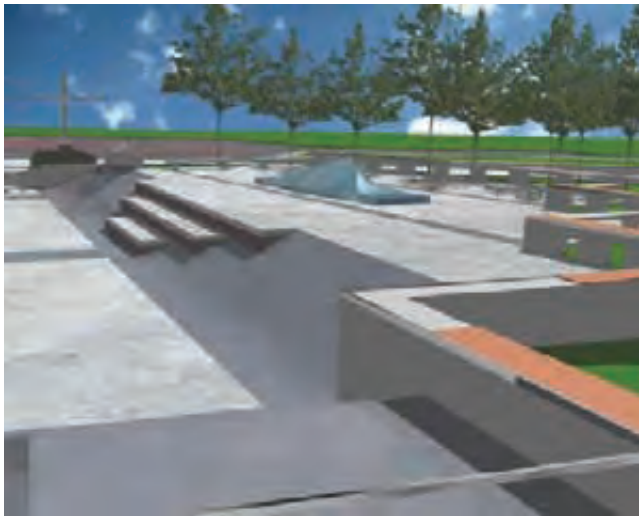
Examples

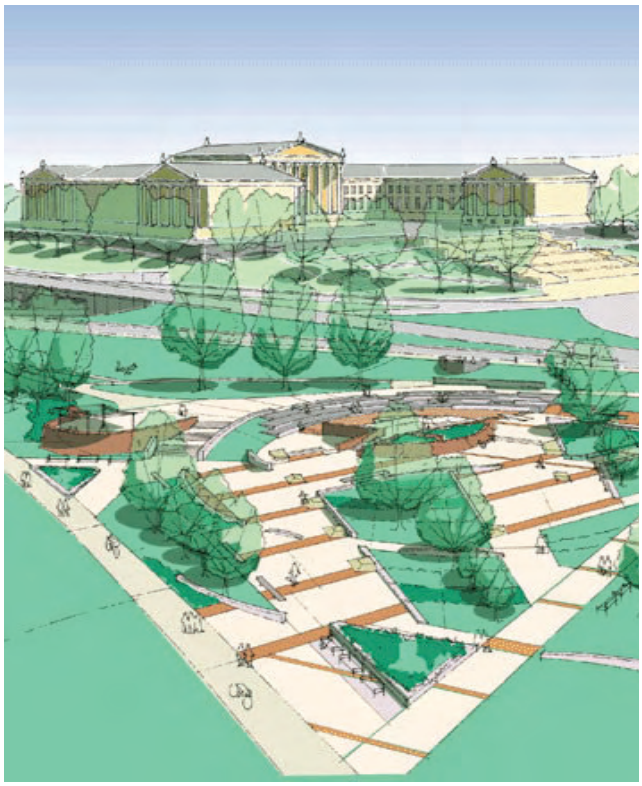
Below and on the following page are some additional examples of real and imagined skatespots, skatedots, skateplazas and skateable art features.





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





Appendix E - Community Outreach Details

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

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

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

Citywide Public Meetings

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

Rainier Community Center, June 14

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

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

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

Task force members distributed flyers to local skateboard shops.

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

Appendix E - Community Outreach Details

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

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

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

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

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

KCPQ-TV at Green Lake meeting, June 17

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

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

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

Capitol Hill Community Council
Capitol Hill Neighbors–community news

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

E-Mails and Websites
Skateboard interest groups posted information in e-mails, webpages or other outreach including:
Parents for Skateparks
River City Skatepark,
Skate Like a Girl
Boarders 4 Parks

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

Briefings
Parks staff and/or task force members have briefed the following groups:
Friends of Seattle Olmsted Parks
Seattle Parks and Open Space Advocates
Seattle City Council PELL Committee (shown on Seattle Channel)
Seattle School District
Board of Park Commissioners
Skateboard Park Advisory Committee
Parks Operation and Recreation Managers
Parks Planning and Development staff, Planning Unit, Pro Parks Unit, Acquisition Unit and Engineering Unit.

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

Appendix E - Community Outreach Details

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

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

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

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

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

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

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

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

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

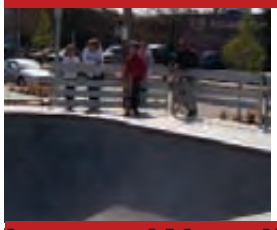
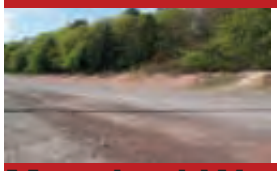
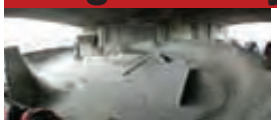
Media: As in the spring, the media provided extensive coverage, including:
Seattle Post Intelligencer, the Seattle Times, the Daily Journal of Commerce and the West Seattle Herald: several carried articles and a map of proposed locations.
Radio and television coverage included KIRO, KING, KUOW, KONG.

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

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

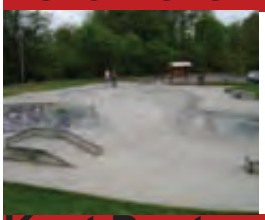
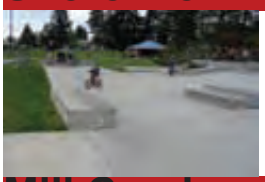
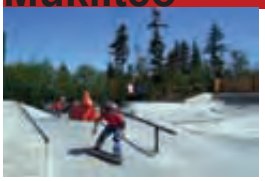
Appendix F - Task Force Skate Facility Visits

Task Force Skate Facility Visits

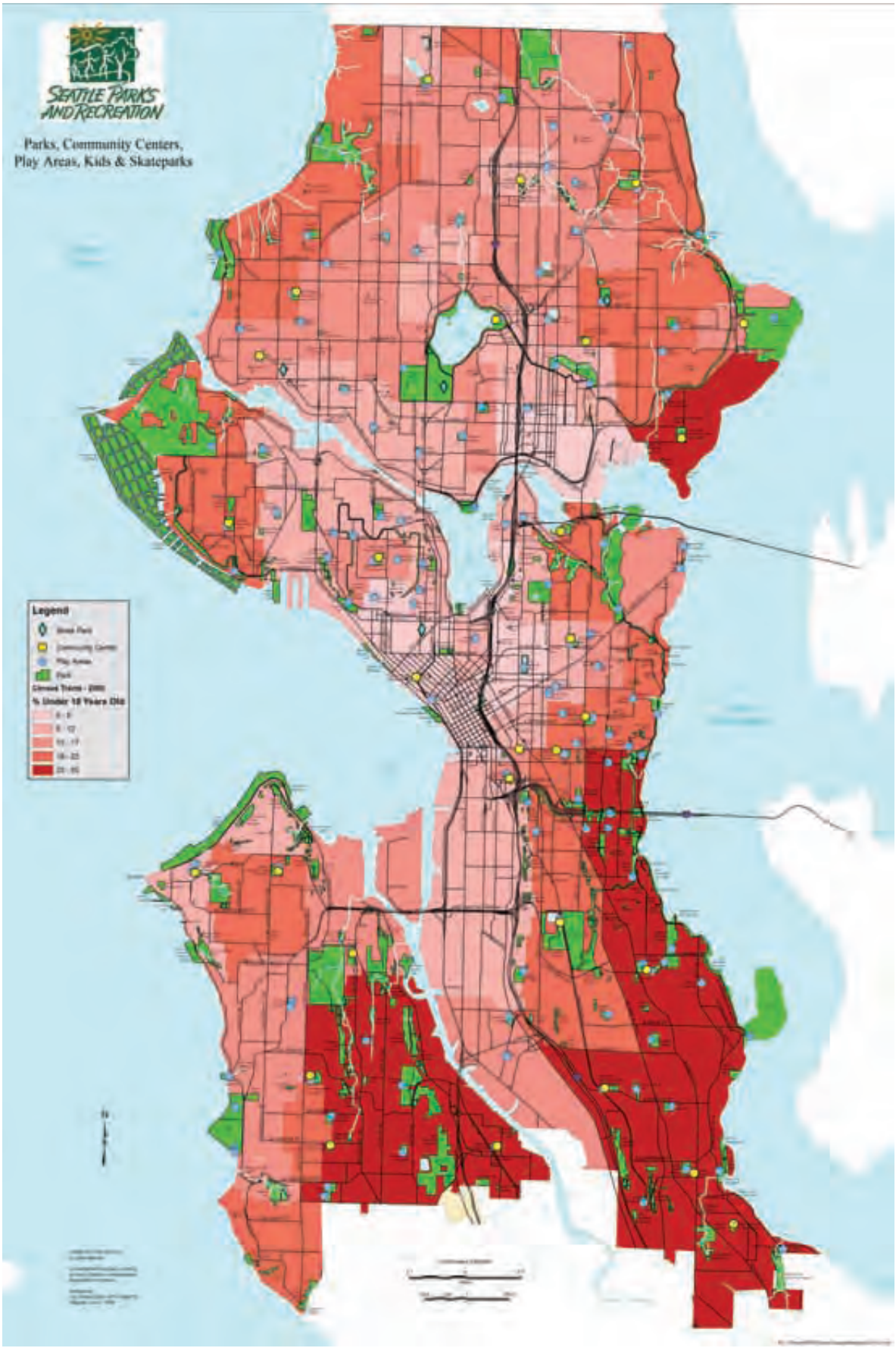
	Pros	Cons
Ballard 	• Highly visible, centralized park setting. • Really like the siting - Right across the street from business, the library and neighborhood service center. • Soooo much more attractive as an integrated piece of a grassy spot for the entire neighborhood. The previous bowl was rather imposing with its high fences and lack of passive observation areas. • Smell of QFC's dumpsters is unfortunate.	• Too small a footprint to serve more than a single function – one user at a time – transition based park. • No room for street skating. • Insufficient beginner elements.
Lower Woodland 	• Super integration with other active uses, fair accessibility and parking. • Lots of promise. • Good siting. Wish it was going to be bigger!	
Marginal Way 	• The best case scenario for an adult based, do-it-yourself effort reclaiming otherwise abandoned industrial space.	• The worst-case scenario for a publicly created and administered facility intended to foster use by a broad demographic of users. • Inaccessible, out of sight, noisy, no amenities of any type. • A prime example of the exact types of sites that skaters are forced to develop when there is no enlightened municipal planning process in place for siting. • The initiative is obviously there, but really terrible site conditions, with the exception that it's covered. If I had kids, I'd be scared to death to have them in that environment.
Burien	• Very well integrated neighborhood park fronting on residential property, parkland, and a neighborhood center. • Lots of great foot traffic and complimentary active uses. • A vital gathering place for kids • Really great siting. One of my favorites of the tours. • Right next to the community center, basketball courts, picnic area, park access and pathway go right up to, and through the skatepark. • Plenty of space and flow for multiple users. • Single family homes across the street!	
Des Moines	• One of the most beautiful and positive locations for a skatepark. • Integrated into an active use park, across from a police station, surrounded by green and enjoying a majestic view of the Puget Sound. • Good siting	• Incidentally happens to be one of the most poorly designed and constructed skateparks in captivity. • Poor construction. • Testimony to the need for a qualified skate builder.
Renton	• Really nice location – tucked near lots of active use and a library, central and accessible. A little close to the freeway and a railway line, but not so close as to be objectionable. • Absolutely fabulous!!! My favorite site. Loved watching the parents sitting on benches watching their kids do these amazing tricks • Seemed to provide elements for every skill level.	

Appendix F - Task Force Skate Facility Visits

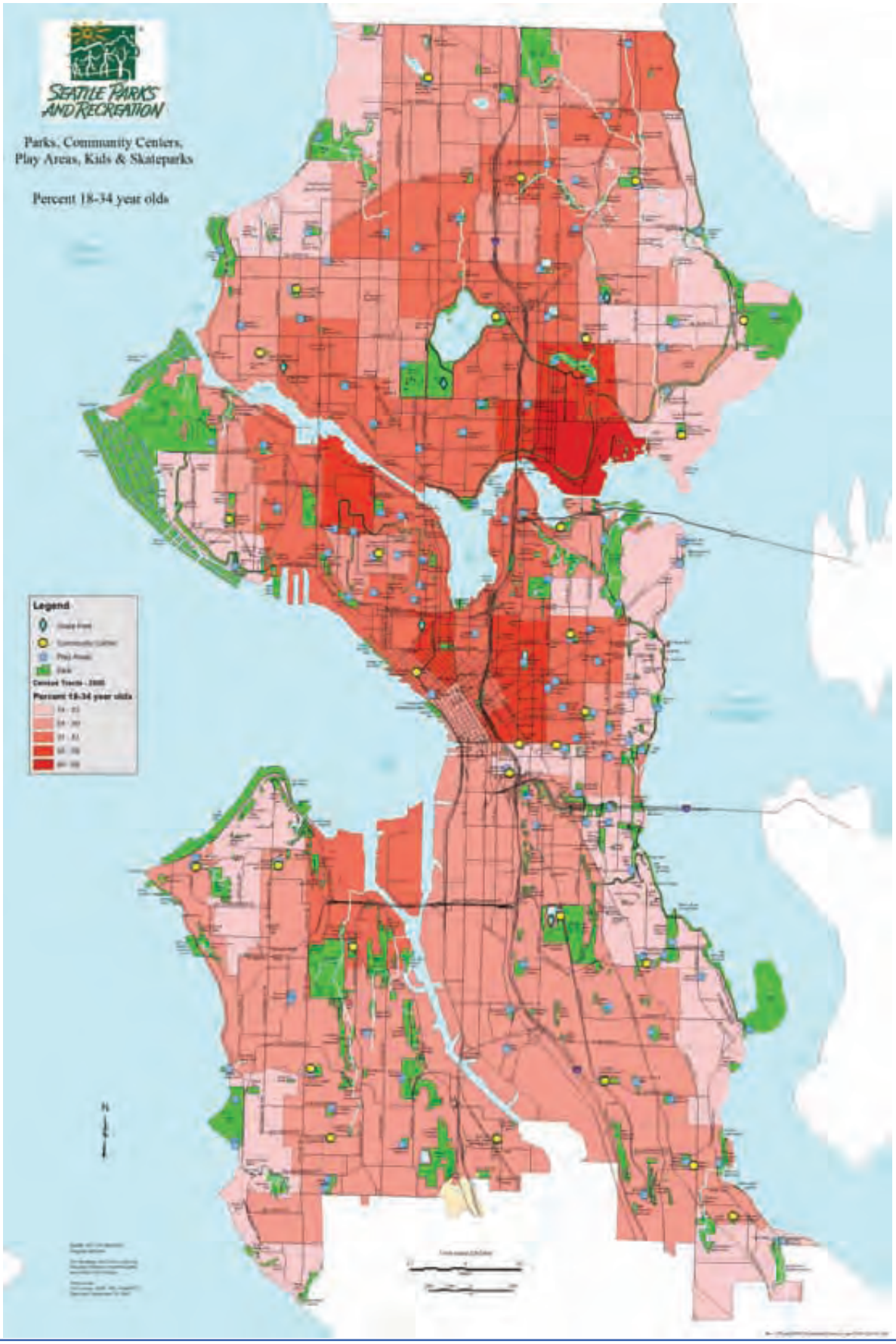
Task Force Skate Facility Visits

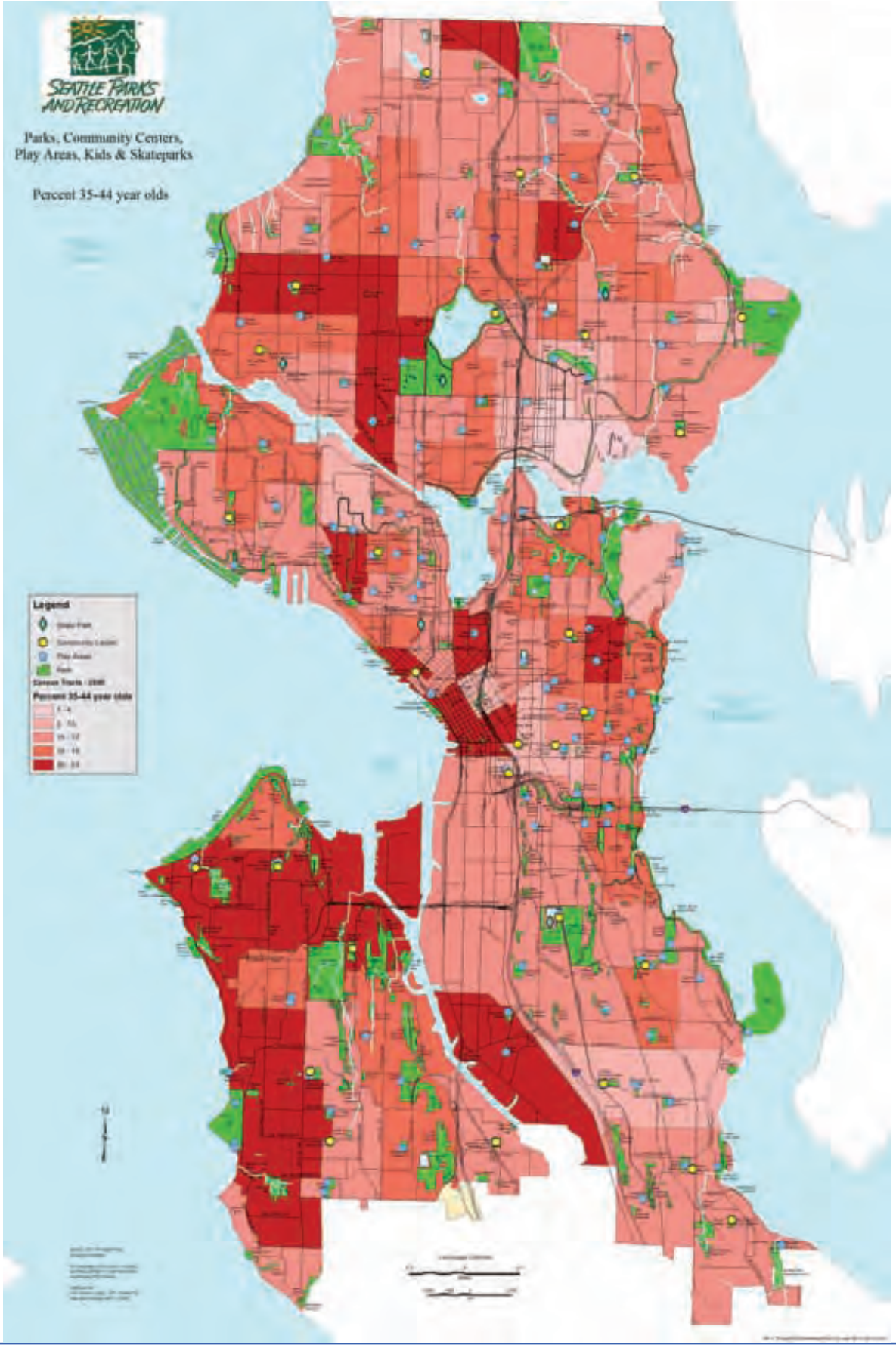
	Pros	Cons
Kent Clover 	• The metal artwork is great	• What could be a positive, green, and pleasant location is undercut by a lack of accessibility and visibility. • Separated from an active use park by a busy 4 lane arterial without any safe pedestrian access. Otherwise a nice space for a modest skatespot. • Siting is terrible from an access and visibility perspective.
Kent Dent	• Lots of expansion space and good frontage on a running path and greenbelt. • Original artwork is very cool	• Adjacency to prison and overall industrial and out-of-the way feel makes site less than humane. Lots of efforts to incorporate community art are offset by a very poorly designed park. • Being right next to the prison was disconcerting. • Terrible layout - not enough flow space between elements and an overall lack of any challenging elements (except for the in-line skaters present)
Shoreline 	• Super example of a neighborhood based skatepark that is well integrated with both active uses and passive observation area. • Close to, but well separated to adjacent homes by effective use of grading. • Nice siting, good kids spot.	• I did hear some comments from skaters who said it wasn't designed that well, maybe too much flat space, not enough thought to transition.
Mill Creek	• Great access to amenities. • Nice siting, right across the street from single family residential, next to an amazing baseball field, stands, picnic tables and concession stand w/ bathrooms.	• Could be a super integration with surrounding active and passive uses, but for an aggressive separation between the skatepark and other users with chain link fence. • Insufficient parking. • Too small a footprint for the features planned, impairing usefulness of site. • Didn't need the chain-link fencing. • Only about half of the park was being used, due to inappropriate layout and flow problems.
Woodinville	• Great integration with climbing wall, amenities, graffiti wall, etc. • Close to a school in a pleasant wooded environment. • The most active site we visited. • Mix of boarders, bmx and in-line skating • Liked having the play area, graffiti wall and concession stand/ bathrooms right there. • Definitely could be expanded.	• A little too close to the freeway to be optimal. • High usage despite design problems. • Space seemed very tight and we witnessed several crashes between different users, but folks didn't seem to mind.
Mukilteo 	• Amazing layout, awesome kids skating! • Overall siting problems (tucked between two parking lots and the backs of two concrete buildings) offset by private management by adjoining YMCA, permanent supervision, world-class skatepark, and aggressive programming designed to maximize accessibility to a broad demographic. • I liked the fact that the Mulkiteo site had hours for specific age groups - I think this would be important for the management of the larger skate parks.	• Siting should have been in the front of the YMCA instead of shoved to the back.

Appendix G - Seattle Neighborhood Demographic Maps

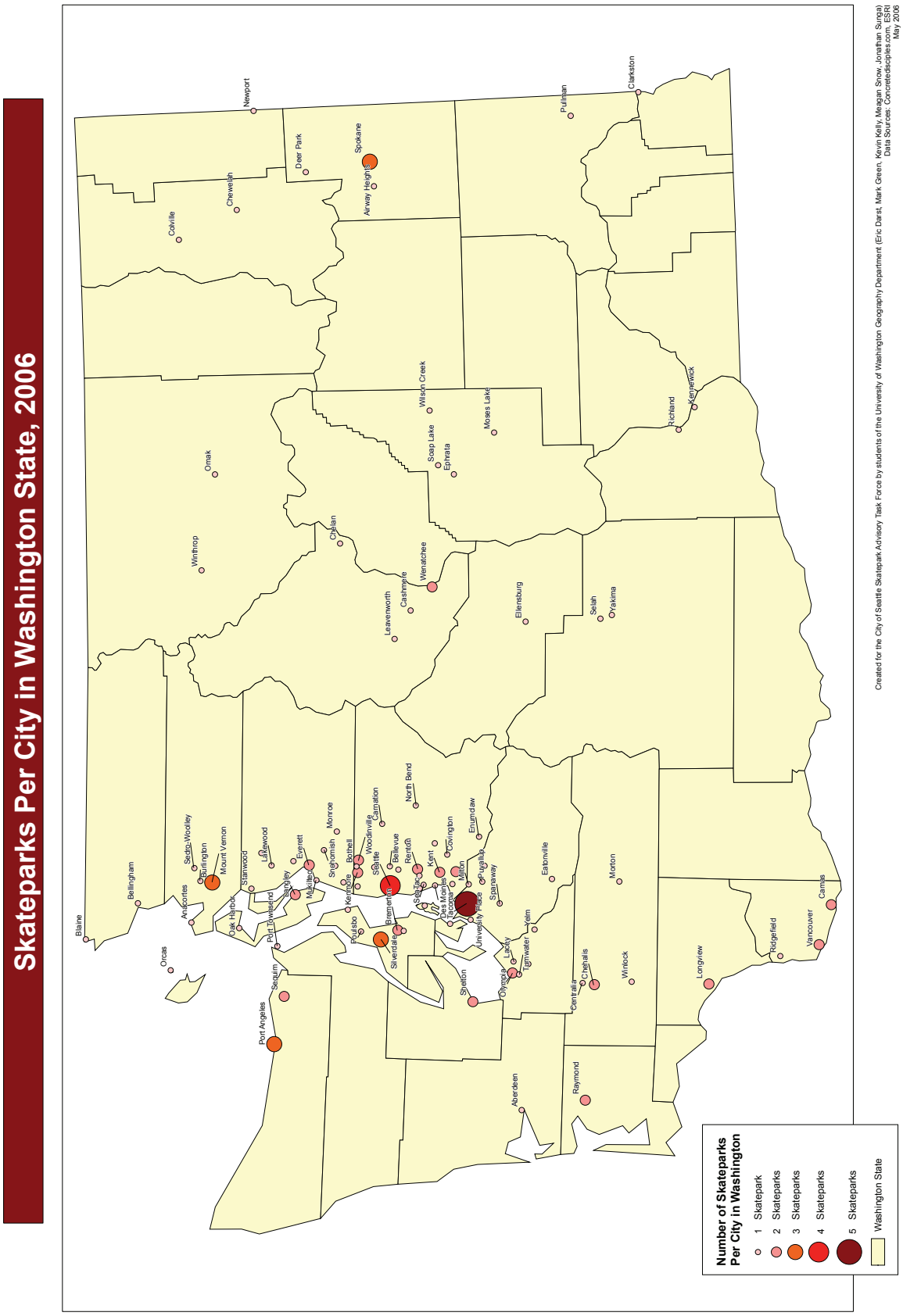


Appendix G - Seattle Neighborhood Demographic Maps

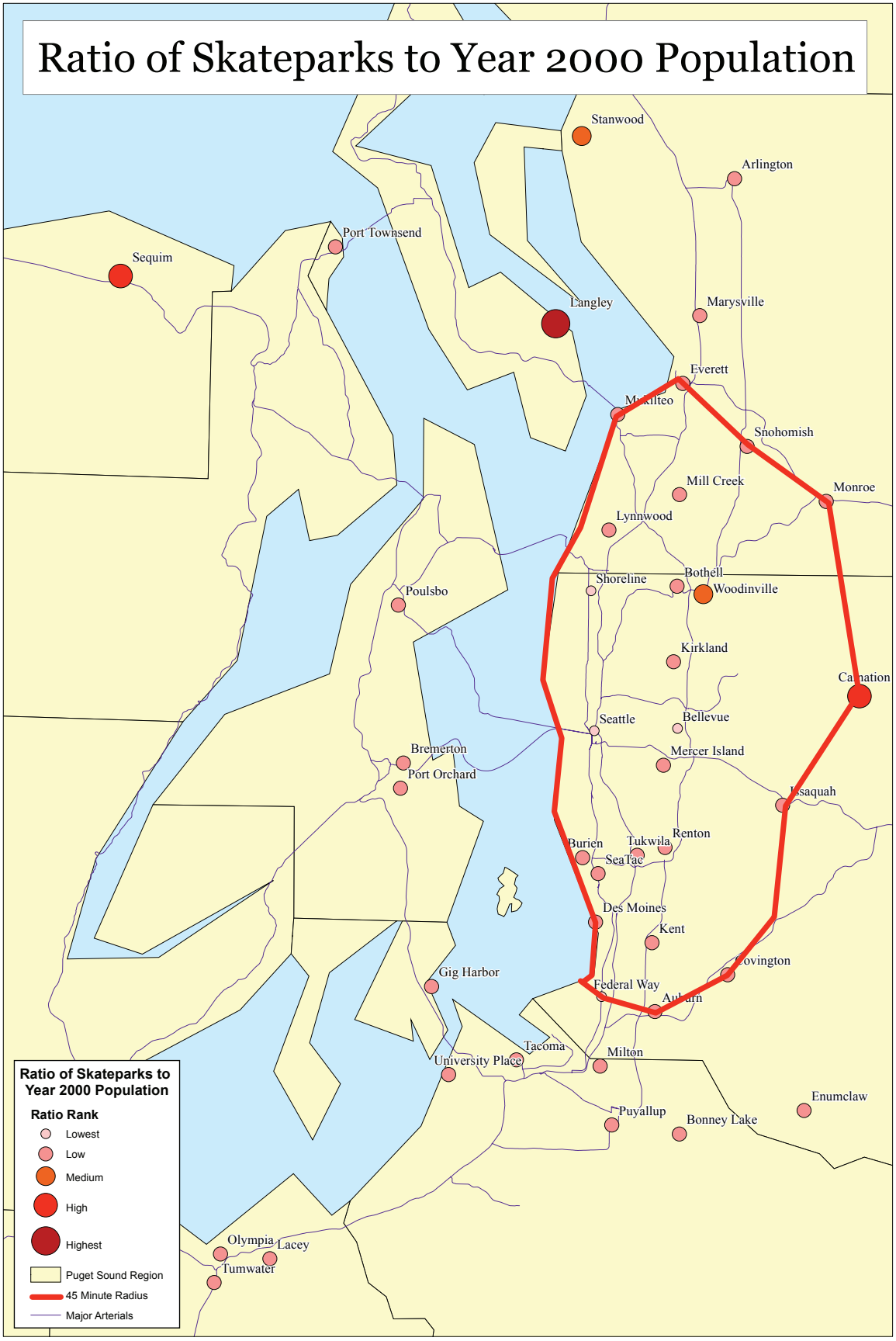



SEATTLE PARKS AND RECREATION
Parks, Community Centers, Play Areas, Kids & Skateparks
Percent 35-44 year olds
Legend

Appendix H - Washington Skatepark Map



Appendix H - Skatepark Ratio Map



Appendix I - Noise Information

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

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

Average Noise levels for Basketball and Skateboarding
- Noise Study – Skate Park & Basketball Court, West Linn Parks Department, OR.

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

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

Figure 1

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

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

Figure 2
Comparative Noise Level Readings

Seattle Center Skatepark [2 pm Feb 22, 2006]

[skatepark 10' from skaters, at the furthest point in the park from Broad Street and at the main stop/start point on the course]

activity	dB meter reading
boarders rolling by	62-63
landing on their boards	66-68
very hard board landing	70
no skating	55-58

Seattle Center Skatepark [2 pm Feb 22, 2006]

[Sidewalk between Broad St and skatepark, with meter aimed at the street]

activity	dB meter reading
car traffic	65-70
buses	75
speeding taxi	67
no traffic	55-58

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

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

Appendix J - Site Nominations

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
NORTHWEST	15th Ave Bridge - 2 sites	Full (Two sites evaluated on one sheet)		
	Under the Ballard Bridge (currently used as storage for the City)	Accounted for above		
	Ballard (consider expansion of Ballard Bowl)	FAS		Plan recently implemented
	Bitter Lake Community Center/ SDOT Interurban Trail	FAS/Full		Insufficient Space - Replaced with Inteterurban Trail Project
	Carkeek Park	Full	Spot	
	Defunct Monorail Sites	FAS		Private Property
	Gilman Playfield	FAS		Insufficient Space
	Golden Gardens	Full	Spot	
	Greenwood Park	FAS		Pro Parks Levy plan just constructed
	Loyal Heights Community Center and Playfield	Full	Spot	
	North Seattle Park (now called Mineral Springs)	FAS		Only dedicated disc golf course in system
	Sandel Park	Full	Dot	
	Soundview Playfield	FAS		Insufficient Space
	Underneath transition Lines	FAS		No specific location suggested
	School Sites			
	Crown Hill			Not included in the evaluation process - a skatespot is currently included in the Pro Parks Levy plan, pending SSD approval.
	Viewlands			Future planning for School Closure sites have not been determined at this time."
	Port Property			
	SDOT Property			
	12098 Stone Ave N.	Full	Spot	
	107 & Fremont (City Light)	Full	Spot	
	Total Sites Nominated in NW	**20**		
	Total Sites Receving Full Evaluation	**9**		

Appendix J - Site Nominations

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
NORTHEAST	65th & Roosevelt	FAS	Spot	Skatespot already in planning stages
	Cowen Park	Full	Spot	Looked at Southwest corner
	Defunct Monorail Sites	FAS		Private Property
	Froula Playground (close to Roosevelt Reservoir)	Full	Spot	
	Gas Works Park	Full	Dot	Analyzed defunct playarea only
	Lake City Playground	Full	Spot	
	Maple leaf Reservoir….	Full	District	
	Meadowbrook Play Field	FAS		Insufficient Space
	Northgate North Park-n-Ride Lot	Full	District	
	Ravenna-Eckstein Community Center & Park	FAS		Insufficient Space
	Red Square	FAS		Private property
	Roosevelt Reservoir	Full	District	
	Thornton Creek Park	FAS		Designated Natural Area
	Under I-5 at University Bridge	See I-5 Open Space Park		
	University District	FAS		Private property
	Wall of Death'	FAS	Dot/Spot	Does not meet criteria standards.
	Warren G. Magnusson Park	Full	Regional	
	School Sites -			
	John Marshall			Future planning for School Closure sites have not been determined at this time.
	Blaine Elementary School			Future planning for School Closure sites have not been determined at this time.
	Port Property			
	SDOT Property			
	3841 4th Ave NE	Full	Spot	
	Total Sites Nominated in NE	**20**		
	Total Sites Receving Full Evaluation	**9**		

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
Central West	Bayview Playfield	FAS	Spot	Insufficient Space
	Belltown	FAS		Need specific location suggestion
	City Hall Park	FAS		Pro Parks Levy plan in planning phases
	David Rogers Park	FAS		Insufficient Space
	Denny Park	FAS		NMF project in planning phase
	Denny Playfield	FAS		Private Property
	Downtown Locations, empty lots, un-used park space	FAS		Need specific location suggestion, no park space available
	East Queen Anne Playfield	FAS		Insufficient Space - replacement with the East Queen Anne PF wading pool renovations… etc.
	InterBay T-Ball site	FAS		Fully Programmed
	Magnolia Playfield and Mounger Pool	Full	Spot/Dot	
	Mrytle Edwards	Full	Dot	
	Queen Anne Bowl Playfield	FAS		Insufficient Space
	South Lake Union Park	FAS		Pro Parks Levy plan awaiting construction
	Port Property			
	Below Magnolia Greenbelt	FAS		Designated Greenbelt
	Cloverleaf at Pier 91	FAS		Does not meet criteria standards
	Fisherman's Terminal - continuation of bike/ped trail	FAS		Does not meet criteria standards
	Pier 91	FAS		Does not meet criteria standards
	Smith Cove	FAS		Future recommendations pending development etc…
	Total Sites Nominated in CW	**18**		
	Total Sites Receving Full Evaluation	**2**		

Appendix J - Site Nominations

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
Central East	Beacon Hill Playfield	FAS		Insufficient Space
	Eastlake & Allison	Full	Dot	
	Garfield Community Center	Full	Dot	
	Judkins Park (Stokes Overlook)	Full	Spot	
	Madrona Playfield	FAS		Insufficient Space
	Madrona Park	FAS		Passive in Nature
	Miller Community Center and Playfield	Full	Spot	
	Pratt Park	Full	Spot	
	Sam Smith Park	FAS	See Above	Looked at along with Judkins, which has better space for facility
	Somewhere in Central District	FAS		Analyzed Garfield Community Center, Judkins Park
	South Passage Point Park	FAS		Does not meet criteria standards
	The 'dungeon"	FAS		Future recommendations pending Waterfront Plan development
	Volunteer Park	FAS		Park passive in nature
	Waterfront Plan	FAS		Future recommendations pending Waterfront Plan development
	Yesler Community Center	FAS		Insufficient Space
	Somewhere in Capitol Hill	FAS		Need specific location suggestion
	I-5 Colonade Park	FAS		Site fully programmed with bike and off-leash areas. Evaluated replacement site of Under I-5 at Eastlake and Allison
	School Sites			
	MLK			Future planning for School Closure sites have not been determined at this time.
	Madrona Schoolyards			Future planning for School Closure sites have not been determined at this time.
	Port Property			
	SDOT Property			
	615 Dexter Ave.	Full	Spot	
	Total Sites Nominated in CE	**20**		
	Total Sites Receving Full Evaluation	**6**		

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
Southwest	Ercolini Property	Full	Spot	
	Alki Beach Park	Full	Dot	
	Bar-s Playfield	Full	Spot	
	Dakota and 21st Ave SW	FAS		Unable to locate property
	Dakota Park (California Substation)	FAS		Pro Parks Levy and NMF plans awaiting construction
	Delridge Community Center and Playfield	Full	Spot	
	Don Armeni Boat Ramp	Full		Parks site fully utilized in summer months
	Duwamish Greenbelt	FAS		Designated Natural Area
	E.C. Hughes	Full	Spot	
	Fairmount Playfield	Full	Spot	
	Greg Davis	FAS		Pro Parks Levy plan just implemented/in planning phases
	Harbor Avenue across from Salty's (1936 Harbor Ave SW)	FAS		Designated Natural Area
	Playfield	Full	Spot	
	Highpoint Community Center and Playfield	Full	District	
	Junction Plaza – 42nd and Alaska.	FAS		Pro Parks Levy plan in planning phases
	Key Bank Steps @ Alaska Junction	FAS		Private property
	Lincoln Park	Full	Spot	
	Mini-Brandon	FAS		Pro Parks Levy plan under construction
	Morgan Junction Substation	FAS		California Substation now called Dakota Place Park -Pro Parks Levy project
	Myrtle Reservoir	Full	District	
	Property South of Salty's	FAS		Private property
	RiverviewPlayfield	FAS		Existing playfield has insufficient space and additional park space being acquired is "Preserve Space"
	Roxhill Park	Full	Spot	
	Schmitz Preserve Park	FAS		Designated Natural Area
	Seacrest Park	FAS		Insufficient Space
	SW Community Center & Surrounding School Property	Full	Spot	
	West Seattle Stadium/Athletic Complex	Full	District	
	Westcrest Park	Full	District	
	School Sites			
	Boren			Future planning for School Closure sites have not been determined at this time.
	Pathfind AE4 @Genesee Hill			
	Gatewood			
	Port Property			
	Jack Block	Full	Spot	
	SDOT Property			
	6398 Swift Ave	FAS		Did not meet Site Criteria
	SW Carroll St. & 58th Pl SW (street end)	FAS		See above.
	1198 SW Holly St	FAS		Part of Natural Area Acquisition
	6599 10th Pl SW	FAS		Part of Natural Area Acquisition
	6598 10 th Pl SW	FAS		Part of Natural Area Acquisition
	SPU			
	California Ave SW & SW Charlestown St	FAS		Seattle Public Utilities Property
	Total Sites Nominated in SW	**38**		
	Total Sites Receving Full Evaluation	**16**		

Appendix J - Site Nominations

Nominated Sites

	Location	Level of Evaluation Full = Full Evaluation FAS= Eliminated after applying Framework of Assumptions	Type	Notes
Southeast	Genesee Park & Playfield/ Rainier Playfield	Full	District	looked at in junction with Rainier CC
	Brighton Playfield	Full	Spot	
	John C. Little, Sr. Park	Full	Spot	
	Maplewood Playfield	Full	Spot	
	Georgetown Playfield	FAS		Insufficient Space
	Rainier Beach Playground	Full	District	
	Chief Selth Trail	Full	Dot	
	Seward Park	FAS		Park passive in nature
	Beacon Hill Playground	FAS		Insufficient Space
	Beacon Ave South (along Blvd.)	FAS		Need specific location suggestion
	Port Property			
	Duwamish Waterway Park	FAS		Did not meet Site Criteria
	Duwamish Bike Trail	FAS		Did not meet Site Criteria
	SDOT Property			
	Total Sites Nominated in SE	**12**		
	Total Sites Receving Full Evaluation	**6**		

Appendix K Site Evaluation Sheets- ARMINI BOAT RAMP SW

Skatespots Skatepark Siting Criteria Ranking **Armini Boat Ramp SW**

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

Additional Comments:	scaled down to skatespot -- originally rated as a district skatepark

7/31/2006

Appendix K - BALLARD BRIDGE NW

Skatespots Skatepark Siting Criteria Ranking **Under Ballard Bridge NW**

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

UPDATED 7/24/06

Appendix K - BAR S SW

Skatespots Skatepark Siting Criteria Ranking **Bar S SW**

Bar S SW	Ranking:													
Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)				1							4.00	4.4	17.8	Existing - 2 ball fields. Adjacent - single family
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)								1			8.00	3.9	31.2	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1						5.00	3.8	19.0	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)				1							4.00	3.4	13.6	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)				1							4.00	3.4	13.6	If the hedges are removed it would be visi
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)					1						5.00	3.4	17.0	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)								1			8.00	2.9	23.2	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)							1				7.00	2.9	20.2	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)				1							4.00	1.8	7.2	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)			1								3.00	1.7	5.0	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
	Overall Context Score: **328** Possible Points											total score	173.8	Total Score/Possible Points % 52.99%
Additional Comments:	Anaylzed as a small skatespot in a neighborhood park. Area is grassy spot on the north side													

UPDATED 7/24/06

Appendix K - BRIGHTON PLAYFIELD SE

Skatespots Skatepark Siting Criteria Ranking **Brighton Playfield SE**

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

UPDATED 7/24/06

Appendix K - CARKEEK NW

Skatespots Skatepark Siting Criteria Ranking **Carkeek NW**

	Carkeek NW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.4	35.6	
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)						1					6.00	3.9	23.4	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)		1									2.00	3.8	7.6	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	10.00	3.4	34.0	
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)				1							4.00	3.4	13.6	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)				1							4.00	3.4	13.6	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	2.9	28.9	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)							1				7.00	1.2	8.4	
		Overall Context Score: **328** Possible Points											total score	228.7	Total Score/Possible Points % 69.73%
	Additional Comments:	Analyzed area near play area.													

UPDATED 7/24/06

Appendix K - COWEN PARK NE

Skatespots Skatepark Siting Criteria Ranking **Cowen Park NE**

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

UPDATED 7/24/06

Appendix K - DELRIDGE PLAYFIELD SW

Skatespots Skatepark Siting Criteria Ranking **Delridge Playfield SW**

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

UPDATED 7/24/06

Appendix K - EC HUGHES SW

Skatespots Skatepark Siting Criteria Ranking **EC Hughes SW**

	EC Hughes SW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1					6.00	4.4	26.7	
2.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	Single family housing adjacent on all four side, but heavily buffered w/ the exception of the front of the park.
3.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)							1				7.00	3.4	23.8	
4.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1						5.00	3.8	19.0	
5.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)						1					6.00	1.8	10.8	
6.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.9	35.1	
7.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)						1					6.00	3.4	20.4	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	2.9	28.9	
9.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)							1				7.00	1.2	8.4	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1		9.00	1.7	15.0	
11.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
		Overall Context Score: **328** Possible Points											total score	244.3	Total Score/Possible Points % 74.47%
	Additional Comments:	There is not a lot of room available for skatespot. Site would need to be reconfigured. Only analyzed as a small skatespot next to play area													

UPDATED 7/24/06

Appendix K - ERCOLINI SW

Skatespots Skatepark Siting Criteria Ranking **Ercolini SW**

	Ercolini SW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)						1					6.00	4.4	26.7	Exisiting - new park being developed. Adjacent - single family hous
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)							1				7.00	3.9	27.3	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)							1				7.00	3.8	26.6	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)						1					6.00	3.4	20.4	
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)						1					6.00	3.4	20.4	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)							1				7.00	2.9	20.3	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)									1		9.00	2.9	26.0	Site only size appropriate for beginner element compatible with chil
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)							1				7.00	1.7	11.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
		Overall Context Score: **328** Possible Points											total score	237.3	Total Score/Possible Points % 72.36%
	Additional Comments:														

UPDATED 7/24/06

Appendix K - FAIRMOUNT PLAYFIELD SW

Skatespots Skatepark Siting Criteria Ranking **Fairmount Playfield SW**

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

UPDATED 7/24/06

Appendix K - FROULA PLAYFIELD NE

Skatespots Skatepark Siting Criteria Ranking **Froula Playfield NE**

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

UPDATED 7/31/06

Appendix K - GENESEE PLAYFIELD SE

District Skatepark Siting Criteria Rating **Genesee Playfield (SE)**

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

UPDATED 7/24/06

Appendix K - GOLDEN GARDENS NW

Skatespots Skatepark Siting Criteria Ranking **Golden Gardens NW**

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

UPDATED 7/24/06

Appendix K - HIAWATHA PLAYFIELD SW

Skatespots Skatepark Siting Criteria Ranking **Hiawatha SW**

	Hiawatha SW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)										1	10.00	4.4	44.4	
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.9	35.1	Some leaf litter would effect maintenance.
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		9.00	3.8	34.2	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	Single family to the east and north of area analyzed, but the park is
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)									1		9.00	3.4	30.6	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	10.00	3.4	34.0	Very active community center
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	2.9	28.9	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)								1			8.00	1.8	14.4	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1		9.00	1.7	15.0	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
		Overall Context Score: 328 Possible Points											total score	298.8	Total Score/Possible Points % 90.83%

Additional Comments: This site is heavily programmed with only a small grassy area available on the north side of the Community Center, south of the wading pool. Might need to remov Olmstead Park (top tier).

UPDATED 7/24/06

Appendix K - HIGH POINT PLAYFIELD SW

District Skatepark Siting Criteria Rating **Highpoint Reservoir SW**

	Highpoint Reservoir SW	Rating:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.3	35	Existing - Community Center, play area, play field. Adjacent - Currently site has empty SHA housing on two sides, which we believe will be redeveloped as part of the Highpoint Hope VI community. Two other sides have lined with single family housing. Elementary school nearby on same block.
2	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)								1			8.00	4.0	32	
2	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		9.00	4.0	36	Community Center on site
6	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	4.0	40	
2	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.9	39	
7	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.9	31.2	Sports fields have lighting
5	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	3.8	38	
8	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38	
9	Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10	Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
9.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)							1				7.00	2.3	16.1	
5.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)								1			8.00	2.2	17.6	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)							1				7.00	2.0	14	
15.	Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	10.00	2.0	20	Sports fields have lighting
14.	Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)	1										1.00	1.9	1.9	Baseball and soccer fields, but probably not room for BMX or climbing.
16.	Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)					1						5.00	1.9	9.5	
17.	Have access to adequate parking. (1=No Parking, 10=Best Access)			1								3.00	1.9	5.7	Parking at Community Center, but not Park designated. Parking would occur on-street.
		Overall Context Score: **510.3** Possible Points											total score	424.7	Possible Pts/Total Score % 83.22%
	Additional Comments:														

UPDATED 7/24/06

Appendix K - JACK BLOCK SW

Skatespots Skatepark Siting Criteria Ranking **Jack Block SW**

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

UPDATED 7/24/006

Appendix K - JOHN C. LITTLE PARK SE

Skatespots Skatepark Siting Criteria Ranking **John C. Little (SE)**

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

UPDATED 7/24/06

Appendix K - JUDKINS PARK / JUDGE CHARLES M STOKES OVERLOOK CE

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

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

UPDATED 7/24/06

Appendix K - LAKE CITY PLAYGROUND NE

Skatespots Skatepark Siting Criteria Ranking **Lake City NE**

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

UPDATED 7/24/06

Appendix K - LINCOLN PARK SW

Skatespots Skatepark Siting Criteria Ranking **Lincoln Park SW**

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

UPDATED 7/24/06

Appendix K - LOYAL HEIGHTS NW

Skatespots Skatepark Siting Criteria Ranking **Loyal Heights NE**

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

Additional Comments:	Analyzed area in northeast corners as proposed by community member (no other space is available on site).

UPDATED 7/24/06

Appendix K - MAGNOLIA PLAYFIELD CW

Skatespots Skatepark Siting Criteria Ranking **Magnolia Playfield CW**

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

Additional Comments:	The Magnolia Advisory Council is in full support of developing a skatepark and as working on siting prior to the City beginning the process. The one concern is that park itself so only a small skatespot should be considered. The MAC would like a urban plaza type park that can be used for other purposes such as concerts. Alth lot behind the school that appears to be under utilized. There is a new playarea in the middle of the parking lot.

UPDATED 7/24/06

Appendix K - MAPLEWOOD PLAYFIELD SW

Skatespots Skatepark Siting Criteria Ranking **Maple Wood Playfield (SE)**

	Maple Wood Playfield (SE)	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)					1						5.00	4.4	22.2	Exisiting - 2 ball fields, and scattered play areas. Adjacent - Single elementary school to south, freeway west.
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1						5.00	3.8	19.0	5/6 blocks from public transit
4.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)							1				7.00	3.8	26.6	
5.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)						1					6.00	3.4	20.4	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)						1					6.00	3.4	20.4	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1		9.00	2.9	26.1	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)				1							4.00	2.9	11.6	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)							1				7.00	1.8	12.6	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)									1		9.00	1.7	15.0	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
		Overall Context Score: **328** Possible Points											total score	218.9	Total Score/Possible Points % 66.73%
	Additional Comments:														

UPDATED 7/24/06

Appendix K - MILLER PLAYFIELD CE

Skatespots Skatepark Siting Criteria Ranking **Miller Playfield CE**

	Miller Playfield CE	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.4	35.6	Existing - Community Center, school, tennis courst, ballfields, water featrue, play a annex. Adjacent - Community Center, school, parking lots, a few single homes an arterial down a slope buffered by trees.
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.9	35.1	Area analyzed is tucked away on back side of CC, but 9 months out of the year sc in session therefore they will be eyses on the park at that time.
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		9.00	3.8	34.2	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)							1				7.00	3.4	23.8	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)							1				7.00	3.4	23.8	lot super high pedestrian traffic except when school is in session - will be a little hi
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1		9.00	2.9	26.1	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	2.9	28.9	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1		9.00	1.8	16.2	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
		Overall Context Score: **328** Possible Points											total score	273.5	Total Score/Possible Points % 83.39%
	Additional Comments:														

UPDATED 7/24/06

Appendix K - MYRTLE RESERVOIR SW

District Skatepark Siting Criteria Rating **Myrtle Reservoir SW**

	Myrtle Reservoir SW	Rating:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.3	35	Single family on 3 sides, 35th busy strteet, Highpoint Park and Community Center to blocks west
2	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	4.0	40	
2	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)								1			8.00	4.0	32	
6	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	4.0	40	
2	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)									1		9.00	3.9	35.1	
7	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.9	31.2	Currenly overlook reserviour (some time full, some times empty) surrounded by chain link fence
5	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	3.8	38	
8	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38	
9	Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10	Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
9.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	2.3	11.5	
5.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.2	22	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20	
15.	Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)						1					6.00	2.0	12	
14.	Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	10.00	1.9	19	
16.	Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)										1	10.00	1.9	19	
17.	Have access to adequate parking. (1=No Parking, 10=Best Access)										1	10.00	1.9	19	
		Overall Context Score: **510.3** Possible Points											total score	462.5	Possible Pts/Total Score % 90.63%
	Additional Comments:	Reseervior being lidded (2007) .													

UPDATED 7/24/06

Appendix K - NORTHGATE PARK & RIDE LOT NE

District Skatepark Siting Criteria Rating **Northgate Park & Ride Lot NE**

	Northgate Park & Ride Lot NE	Rating:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)								1			8.00	4.3	35	
2	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	4.0	40	
2	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)										1	10.00	4.0	40	New multi-purpose park will be developed. There is also a new community center, library and p-patch approx. 5 blocks south. Norhtgate Mall is two blocks south.
6	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)									1		9.00	4.0	36	
2	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.9	39	Ligth rail being developed
7	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)									1		9.00	3.9	35.1	
5	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	3.8	38	
8	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.8	34.2	
9	Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10	Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	Potential to incorporate
9.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	2.3	11.5	
5.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	2.2	22	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20	
15.	Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	10.00	2.0	20	Site alread lit.
14.	Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)					1						5.00	1.9	9.5	
16.	Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)					1						5.00	1.9	9.5	Assumed build out to full capacity
17.	Have access to adequate parking. (1=No Parking, 10=Best Access)					1						5.00	1.9	9.5	
		Overall Context Score: **510.3** Possible Points											total score	450.0	Possible Pts/Total Score % 88.18%

Additional Comments:	Parks is slated to acquire property from King Co. With the intent to develop a park including passive open space and play area. Park was suggested as a Regional, however with the other park amenities that the community desires there isn't enough room for a Regional, so it was considered as a District.

UPDATED 7/24/06

Appendix K - PRATT PARK CE

Skatespots Skatepark Siting Criteria Ranking **Pratt Park CE**

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

UPDATED 7/24/06

Appendix K - RAINIER BEACH PLAYFIELD SE

District Skatepark Siting Criteria Rating **Rainier Beach Playfield SE**

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

UPDATED 7/24/06

Appendix K - ROOSEVELT RESERVOIR NE

District Skatepark Siting Criteria Rating **Roosevelt Reservoir NE**

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

UPDATED 7/24/06

Appendix K - ROXHILL PARK SW

Skatespots Skatepark Siting Criteria Ranking - **Roxhill**

	Site Name	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)									1		9.00	4.4	40.0	On a bike/ped trail that will eventually connect almost to the West Seattle Bridge
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)										1	10.00	3.8	38.0	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)									1		9.00	3.4	30.6	High pedestrian traffic across the street at the strip mall
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)									1		9.00	2.9	26.0	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)										1	10.00	1.8	18.0	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	1.2	6.0	
		Overall Context Score: **328** Possible Points											total score	304.47	92.83%
	Additional Comments:														

UPDATED 7/24/06

Appendix K - SANDEL PLAYGROUND NW

Skatespots Skatepark Siting Criteria Ranking **Sandel NW**

Sandel NW	Ranking:													
Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1. Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)							1				7.00	4.4	31.1	Existing - play area, open field. Adjacent - single family on all side
2. Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.9	39.0	
3. Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)							1				7.00	3.8	26.6	
4. Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)							1				7.00	3.4	23.8	
5. Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6. Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)							1				7.00	3.4	23.8	
7. Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8. Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	2.9	28.9	
9. Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)								1			8.00	1.8	14.4	
10. Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11. Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)							1				7.00	1.2	8.4	
	Overall Context Score: **328** Possible Points											total score	275.7	Total Score/Possible Points % 84.04%
Additional Comments:	Could consider skate dots on path through winds around the perimeter or include as extension of play area.													

UPDATED 7/24/06

Appendix K - VIEWLANDS ELEMENTARY NW

Skatespots Skatepark Siting Criteria Ranking - **Viewlands Elementary NW**

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

UPDATED 7/24/06

Appendix K - WARREN G MAGNUSON PARK BUILDING 2 NE

Regional Skatepark Siting Criteria Rating **Warren G. Magnuson**

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

Appendix K - WEST SEATTLE STADIUM SW

District Skatepark Siting Criteria Rating **West Seattle Stadium SW**

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

UPDATED 7/24/06

Appendix K - WESTCREST RESERVOIR SW

District Skatepark Siting Criteria Rating **Westcrest Reservoir SW**

	Westcrest Reservoir SW	Rating:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)							1				7.00	4.3	30	Area analyzed is near north of playfield. South of reservoir, southwest of off-leash dog are
2	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)		1									2.00	4.0	8	The site is fairly isolated
2	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)					1						5.00	4.0	20	
6	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	4.0	40	
2	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)			1								3.00	3.9	11.7	Pubic transit is on the main arterial several blocks away. Easiest to access by car.
7	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	10.00	3.9	39	
5	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)										1	10.00	3.8	38	
8	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)										1	10.00	3.8	38	
9	Offer adequate separation from other facilities/program at site. (1=No Separation, 10=Best Separation)										1	10.00	2.7	27	
10	Are in close proximity to water fountain, trashcans, restroom. (1=No Facilities, 10=Optimal Proximity to Facilities)										1	10.00	2.4	24	
9.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)					1						5.00	2.3	11.5	
5.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)									1		9.00	2.2	19.8	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	2.0	20	
15.	Include the possibility of lighting, or integration with existing lighting. (1=No Lighting, 10=Optimal Lighting)										1	10.00	2.0	20	
14.	Offer potential space for nearby action-oriented sports activities and events, such as BMX or climbing. (1=No Space, 10=Optimal Potential Space)										1	10.00	1.9	19	
16.	Have expansion potential. (1=No Expansion Potential, 10=Best Expansion Potential)										1	10.00	1.9	19	
17.	Have access to adequate parking. (1=No Parking, 10=Best Access)										1	10.00	1.9	19	
		Overall Context Score: **510.3** Possible Points											total score	404.3	Possible Pts/Total Score % 79.23%
	Additional Comments:	Westcrest has a reservoir just north of the playfield that will be covered. The site was analyzed with the understanding that the reservoir area will be developed as park space, but that not plan currently exists. The site could be considered for a spot, district or regional													

UPDATED 7/24/06

Appendix K - 107th & Fremont - City Light NE

Skatespots Skatepark Siting Criteria Ranking **107 + Fremont - City Light NE**

	107 + Fremont - City Light NE	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)				1							4.00	4.4	17.8	Single family on three sides. Currently an undeveloped City Light f
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)									1		9.00	3.9	35.1	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)				1							4.00	3.8	15.2	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)		1									2.00	3.4	6.8	
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)								1			8.00	3.4	27.2	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)	1										1.00	3.4	3.4	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)										1	10.00	2.9	29.0	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Integrated, 10=Easiest to Integrate)					1						5.00	2.9	14.4	Not currently a park, but could be developed as a small play area a
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)							1				7.00	1.8	12.6	Site would need to be acquired from Seattle City Light.
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)										1	10.00	1.7	16.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)							1				7.00	1.2	8.4	
		Overall Context Score: **328** Possible Points											total score	186.6	Total Score/Possible Points % 56.89%
	Additional Comments:	Only suitable for a small, neighborhood spot.													

UPDATED 7/24/06

Appendix K - 615 Dexter - SDOT CE

Skatespots Skatepark Siting Criteria Ranking **615 Dexter –- SDOT CE**

	615 Dexter --- SDOT CE	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)		1									2.00	4.4	8.9	Existing - parking lot. Adjacent - commerical parking lot
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)			1								3.00	3.9	11.7	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)					1				1		7.00	3.8	26.6	
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)										1	10.00	3.4	34.0	No residential
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)										1	10.00	3.4	34.0	
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)		1									2.00	3.4	6.8	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)		1									2.00	2.9	5.8	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)	1										1.00	2.9	2.9	
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)					1						5.00	1.8	9.0	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)					1						5.00	1.7	8.3	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)			1								3.00	1.2	3.6	
		Overall Context Score: **328** Possible Points											total score	151.6	Total Score/Possible Points % 46.22%
	Additional Comments:	Assuming site suggested is the lower existing parking lot.													

UPDATED 7/24/06

Appendix K - 107th & Fremont - City Light NE

Skatespots Skatepark Siting Criteria Ranking **3831 4th SDOT NW**

	3831 4th SDOT NW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)					1						5.00	4.4	22.2	Exisiting - Not in a park. Swath of land used by towing company. A to north (Burke Gilman Trail at top). Ctiy Ligth station to the east. V
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)							1				7.00	3.9	27.3	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)							1				7.00	3.8	26.6	On BG, and bus line.
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	Multi-family at top of hill across BG.
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)					1						5.00	3.4	17.0	Only partially visible if completely cleared of brambles.
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)					1						5.00	3.4	17.0	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)		1									2.00	2.9	5.8	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)	1										1.00	2.9	2.9	Stand alone park.
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)							1				7.00	1.8	12.6	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)							1				7.00	1.7	11.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)				1							4.00	1.2	4.8	
		Overall Context Score: **328** Possible Points											total score	175.1	Total Score/Possible Points % 53.38%
	Additional Comments:	Site currently leased to towing company storing what appear to be abandoned cars.													

UPDATED 7/24/06

Appendix K - 3831 4th - SDOT NW

Skatespots Skatepark Siting Criteria Ranking **3831 4th SDOT NW**

	3831 4th SDOT NW	Ranking:													
	Context Criteria:	1	2	3	4	5	6	7	8	9	10	**Score**	**Weight Factor**	**Weighted Score**	**Comments:**
1.	Are compatible with existing uses (ex. Near an active area of the park rather than contemplative space), consider adjacent uses, and adjacent landscaping/surfaces are compatible with safe skate surfaces. (1=Least Compatible, 10=Most Compatible)					1						5.00	4.4	22.2	Exisiting - Not in a park. Swath of land used by towing company. A to north (Burke Gilman Trail at top). Ctiy Ligth station to the east. V
2.	Allow for the creation of a safe and secure environment; providing for separation from vehicular traffic, vehicular and pedestrian access, and ease of routine maintenance. (1=Worst, 10=Best)							1				7.00	3.9	27.3	
3.	Are in close proximity to public transit, and have good foot, bike and vehicular access. (1=Worst, 10=Best)							1				7.00	3.8	26.6	On BG, and bus line.
4.	Limit off-site impacts to residential communities as consistent with city code, i.e. noise and lighting. (1=High Impact, 10=Low Impact)								1			8.00	3.4	27.2	Multi-family at top of hill across BG.
5.	Allow for clear, passive observation by parents, emergency services, police and the public. (1=Worst, 10=Best)					1						5.00	3.4	17.0	Only partially visible if completely cleared of brambles.
6.	Are located in a highly visible area with moderate to high pedestrian traffic, in an existing or new multi-purpose park, or in close proximity to other public facilities. (1=Worst Location, 10=Best Location)					1						5.00	3.4	17.0	
7.	Consider the environment for the well-being of skateboarders, including noise and air quality. (1=Worst, 10=Best)		1									2.00	2.9	5.8	
8.	Can be integrated into a larger park space that provides other park amenities. (1=Cannot be Intergrated, 10=Easiest to Intergrate)	1										1.00	2.9	2.9	Stand alone park.
9.	Are easily developable and have minimal construction impediments. (1=Most Difficult, 10=Least Difficult)							1				7.00	1.8	12.6	
10.	Include a space for size appropriate community viewing (1=No Space, 10=Most Ideal Space)							1				7.00	1.7	11.7	
11.	Consider sun and shade and protection from rain and wind. (1=Worst, 10=Best)				1							4.00	1.2	4.8	
		Overall Context Score: **328** Possible Points											total score	175.1	Total Score/Possible Points % 53.38%

Additional Comments:	Site currently leased to towing company storing what appear to be abandoned cars.

UPDATED 7/24/06

Appendix L - References

WEBSITES
http://www.allgirlskatejam.com/frame_main.html
http://seattlepi.nwsource.com/local/125690_tl209.html
http://www.50-50.com/absorb/articles/2002/better_than_nothing.shtml
http://www.northwestskater.com/
http://www.ci.bothell.wa.us/dept/Parks/parks/skatepark.html
http://rentonwa.gov/living/default.aspx?id=58
http://www.skatepark.org/cgi/sk8.cgi/item_view_comments?item_id=201
http://www.skateoregon.com/Donald/Donald2.html
http://www.ci.redmond.wa.us/insidecityhall/parksrec/parks/edgeskate.asp
http://grindline.com/cgi-local/view.pl
http://skatespots.com/
http://www.louisvilleextremepark.org/
http://www.marginalwayskatepark.org/
http://www.mrsc.org/subjects/planning/sktboard.aspx
http://www.parents4sk8parks.org/
http://www.portlandonline.com/parks/
http://www.rivercityskatepark.com/news.asp
http://nalu.geog.washington.edu/geog463/seattleskateboardparks/
http://www.ci.seatac.wa.us/park/skatepar.htm
http://www.skateboardparks.com/washington/index.html
http://www.soloramps.com/
http://www.pdxskaters.org/
http://www.skatersforpublicskateparks.org/
http://www.spausa.org/introduction.html
http://www.ci.tukwila.wa.us/recreation/recskate.htm
http://www.vdz.ca/planning.asp
http://www.ci.kent.wa.us/parksmaintenance/westhill_parks.asp
http://www.iac.wa.gov/search.htm?q=skateboarding

American Sports Data , Inc. *The Superstudy® of Sports Participation: Geographic Supplement (2002-2004).* pgs. 229-230 and 415.

Aperio Consulting, (June 2005) *The Urban Grind, Skateparks: Neighborhood Perceptions and Planning Realities.*
http://www.portlandonline.com/shared/cfm/image.cfm?id=106307

Parks & Police Departments spoken to regarding existing skateparks:
Washington - Burien, Des Moines, Gig Harbor, Kent, Mill Creek, Milton, Renton, Shoreline, Woodinville, Puyallup, Yakima
Oregon - Aumsville, Brookings, Gresham, Eugene, Molalla, Newport, Portland, West Linn, Donald

Seattle Parks and Recreation
Planning and Development Division
800 Maynard Ave. S., 3rd Floor
Seattle, WA 98134
www.seattle.gov/parks