



Trail, BC – Site Selection Report

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Trisha Davison  
Director of Parks and Recreation  
City of Trail, BC

March 1, 2011

Re: Trail Skatepark  
Site Selection Report

Dear Trisha Davison,

Per our previous involvements with the Trail skatepark and our review of the Skatepark Committee's site selection work, our Site Selection Report & Recommendations follow.

We look forward to assisting you further and welcome any questions with respect to this report or anything else at all.

Sincerely,

Jim Barnum  
President  
Spectrum Skatepark Creations Ltd.

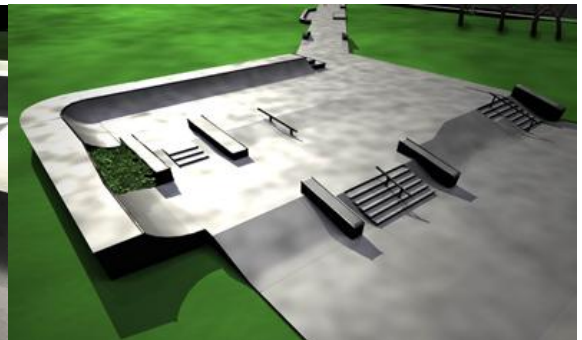
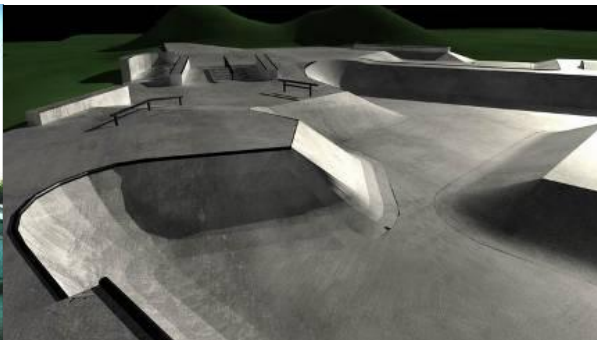
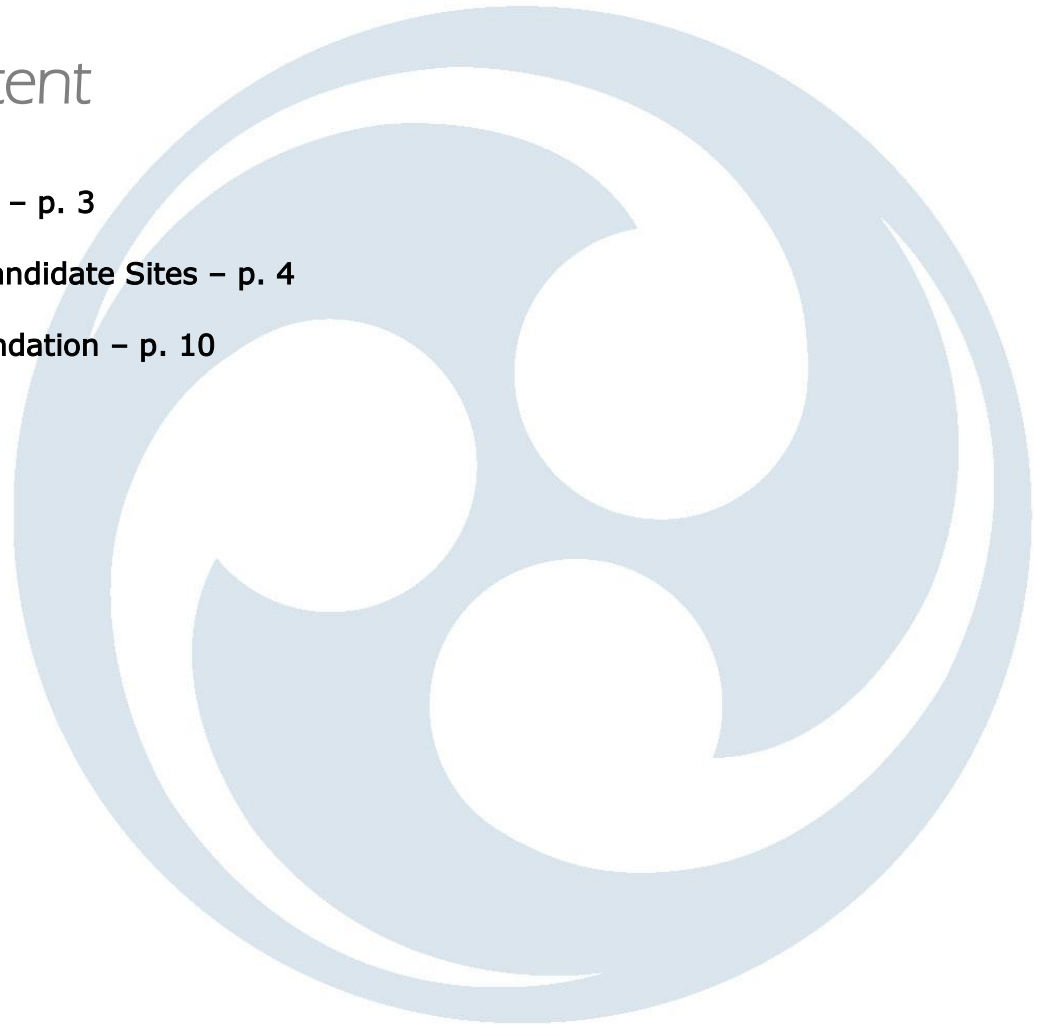


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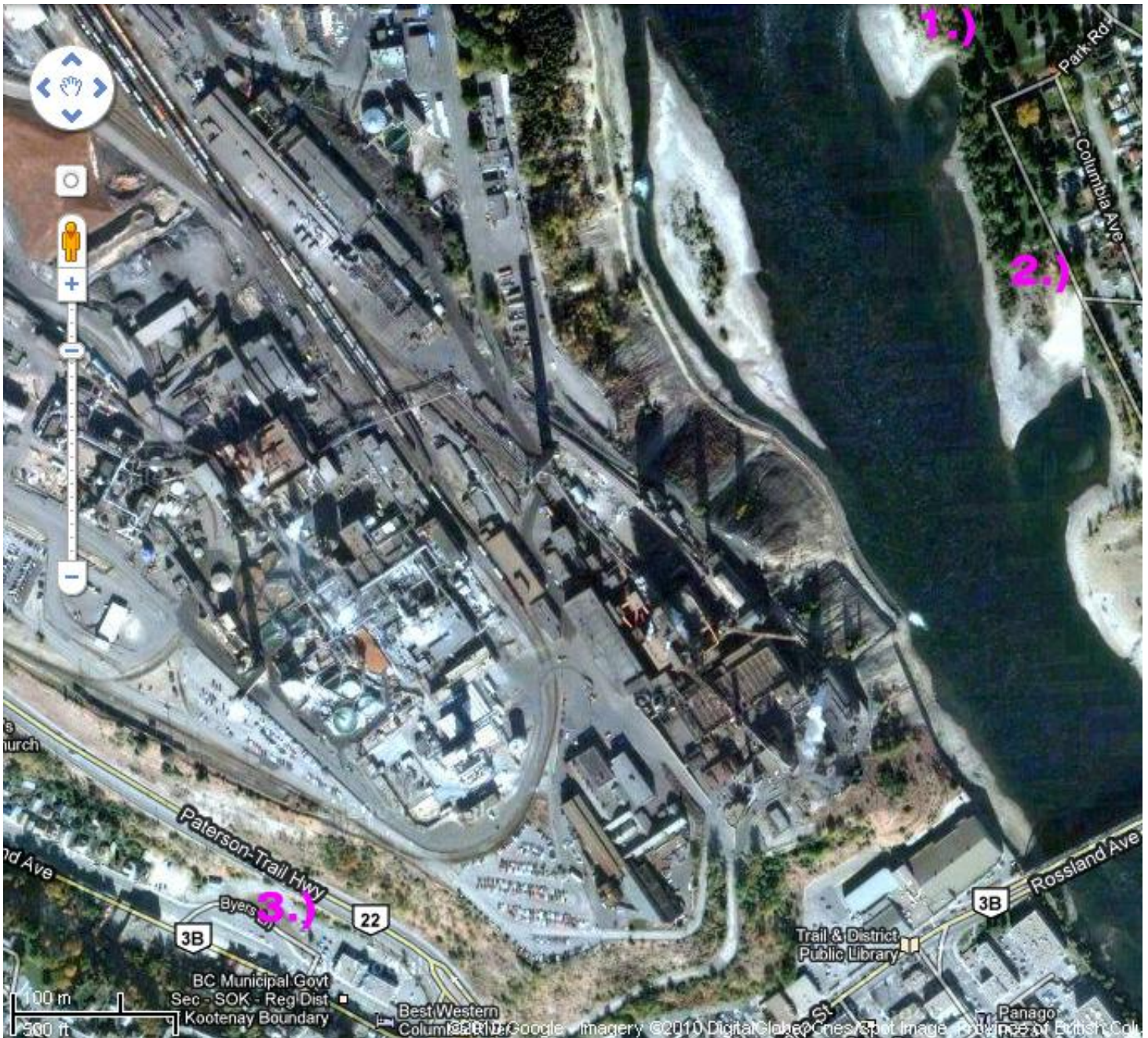




## Site Selection Overview

Based on our review, the only sites that have real potential, the Candidate Site, are:

- 1.) Gyro Park – Rocky Outcrop area
- 2.) Gyro Park – Boat Launch area
- 3.) Rossland Avenue / Highway 3B Chain-Up area



Rating Criteria, on a scale of 1 (low) to 5 (high) are presented for each site within the attached "Trail Skatepark Site Selection" spreadsheet. Below, rationale for the ratings are provided.

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## Ratings Rationale for Candidate Sites

### 1.) Gyro Park – Rocky Outcrop area

**Initial Comments:** This is a good site. What keeps it from being ideal, however are the following key factors: CPTED issues of lack of visibility at night & lack of drive-up viewing access, the cost to build on the site due to flood plain issues, & the fact that building a skatepark here would disturb an area that is in its natural state.

#### Site Character / Setting / CPTED

-Central Location - Physical, Social: **4**

This site appears to be roughly halfway across the community in an east / west direction. It is also socially central being located at Trail's main public park.

-Accessible to Youth - prox. to public transit, pedestrian/bike routes: **4**

The park area has already been designed to maximize accessibility, and youth can access the area on foot, bikes or boards on safe, low traffic streets.

-Accessible to Emergency Services: **3.5**

The lack of a drive-up opportunity hurts this site; but it is not too far from Park Road with paved trail access.

-Visibility - high pedestrian traffic / passive surveillance: **3.5**

On summer days, passive surveillance will be fantastic. However, in shoulder seasons and at night, it could be more problematic.

-Visibility - drive up for RCMP: **3**

There is no available drive-up opportunity for RCMP; but it's not too much of a walk for them from Park Road.

-Socially Appropriate - adjacent site uses/'message' sent to youth & community: **5**

A public park site obviously makes perfect sense as a location for a skatepark. Being located right next to what is possibly the most 'active' area of the park, the swimming area, is a very good fit socially. The message that Trail cares about its youth rings through crystal clear by choosing to include them in Trail's main public park.

-Socially Appropriate - low impact on residential: **4**

Homes are very reasonably removed from this site, in distance and elevation.

-Socially Appropriate - low impact on business: **5**

No businesses will be remotely impacted.

-Tourism / Socializing - attractive to users from other communities: **5**

This site & setting are clearly unbeatable in terms of attraction, allowing an entire family to attend the park with some swimming, some walking & some using the skatepark. The skatepark, if properly designed with an aesthetic appeal and viewing areas, would only add to the attraction to the park as a whole.

-Active Programming Opportunities - community events/comps/camps/lessons: **5**

The park setting and ample staging areas are ideal for events.

### Amenities

- Access to Parking (# of spots) / Motor Vehicle Drop-off Area: **4**  
Another advantage of locating the skatepark in an existing park: there is plenty of existing parking and multiple drop-off points.
- Access to Washrooms: **5**  
Another advantage of locating the skatepark in an existing park: utilize existing washrooms.
- Access to Telephone: **2.5**  
A phone is available when the concession building is open.
- Access to Shade / Trees: **5**  
Again, the park setting is ideal.
- Access to Concessions / Food: **3**  
Concession building is nearby, but it does have limited operating hours.

### Planning / Biophysical

- Size (for appropriate sk8park, + social / parkland space, + expansion): **4**  
It appears that more than enough space is available for the size of park targeted, but the river, pathway etc. do constrain potential development.
- Cost to Build - underground svcs., add'l amenities, flood, geotech, constr. access): **2**  
While the soil conditions are excellent, the proximity and elevation in relation to the river make this site very costly to build on due to flood protection requirements. Tree removal is also a factor, along with a costly construction access road issue.
- Drainage Opportunities - available natural options = bonus: **5**  
It will be very easy to drain to the river.
- Topography: **4.5**  
Site is reasonably flat.
- Impact on Riparian Areas / Natural Areas: **1**  
The site is currently in a natural state, undisturbed; and it is very close to the river which is an issue during construction and beyond.
- Availability of Electricity: **5**  
Electricity is available very close by, on the park pathway.

## 2.) Gyro Park – Boat Launch area

**Initial Comments:** This is a very good site. It shares most of the positive attributes of the Rocky Outcrop area that are associated with being in a park (this site is directly adjacent to the park) while not sharing the 3 key factors that negatively impact the Rocky Outcrop area: CPTED issues of lack of visibility at night & lack of drive-up viewing access, the cost to build on the site due to flood plain issues, & the fact that building a skatepark there would disturb an area that is in its natural state. This park is street-side so it has great visibility at all times and has drive up access, it requires less flood mitigation and there are no large trees or significant vegetation that would be disturbed.

### Site Character / Setting / CPTED

**-Central Location - Physical, Social: 4**

This site appears to be roughly halfway across the community in an east / west direction. It is also socially central being located next to Trail's main public park.

**-Accessible to Youth - prox. to public transit, pedestrian/bike routes: 4**

Youth can access the area on foot, bikes or boards on safe, low traffic streets.

**-Accessible to Emergency Services: 5**

Direct road access will be available right up to the skatepark.

**-Visibility - high pedestrian traffic / passive surveillance: 5**

On summer days, passive surveillance will be fantastic. In shoulder seasons and at night, there will still be vehicular and neighbourhood traffic.

**-Visibility - drive up for RCMP: 5**

Direct road access will be available right up to the skatepark.

**-Socially Appropriate - adjacent site uses/'message' sent to youth & community: 4**

While the site is not directly inside the community's public park, it is right next to it, on the river. Still a very nice site.

**-Socially Appropriate - low impact on residential: 2.5**

Homes are fairly close to this site, but the size of the site allows us to move the park as far from the road as possible, and a buffer of trees will assist in reducing the impact on some properties.

**-Socially Appropriate - low impact on business: 5**

No businesses will be remotely impacted.

**-Tourism / Socializing - attractive to users from other communities: 4.5**

As with the Rocky Outcrop area, this site & setting are great in terms of attraction, allowing an entire family to attend the park with some swimming, some walking & some using the skatepark. The skatepark, if properly designed with an aesthetic appeal and viewing areas, would only add to the attraction to the park as a whole. However, the location is just outside the main park area.

**-Active Programming Opportunities - community events/comps/camps/lessons: 5**

The park setting and huge opportunities for staging areas are ideal for events.

### Amenities

- Access to Parking (# of spots) / Motor Vehicle Drop-off Area: **4**  
There is some existing parking, street parking, and potential to build more parking spaces.
- Access to Washrooms: **5**  
Another advantage of locating the skatepark next to an existing park: utilize existing washrooms.
- Access to Telephone: **2.5**  
A phone is available when the concession building is open.
- Access to Shade / Trees: **5**  
Again, the park setting is ideal.
- Access to Concessions / Food: **3**  
Concession building is nearby, but it does have limited operating hours.

### Planning / Biophysical

- Size (for appropriate sk8park, + social / parkland space, + expansion): **4.5**  
It appears that more than enough space is available for the size of park targeted. The requirements of the boat launch only somewhat constrain potential development.
- Cost to Build - underground svcs., add'l amenities, flood, geotech, constr. access): **2**  
The soil conditions are excellent. The proximity and elevation in relation to the river make this site costly to build on due to flood protection requirements, but significantly less so than the Rocky Outcrop area. Construction access will be very easy and thus low cost.
- Drainage Opportunities - available natural options = bonus: **5**  
It will be very easy to drain to the river.
- Topography: **5**  
Site is very flat with less rock and elevation issues than the Rocky Outcrop area.
- Impact on Riparian Areas / Natural Areas: **1**  
The site appears to have already been impacted. It is in a somewhat natural state, but without the significant trees of the Rocky Outcrop area.
- Availability of Electricity: **4.5**  
Electricity is maybe just 100' farther than the other sites.

### 3.) Rossland Avenue / Highway 3B Chain-Up area

**Initial Comments:** This is a very poor site for a recreation / park development. The area is not suited to this type of development, homes and businesses are very close to the site, the space will not accommodate the required size, there are probably underground services which will further constrain the design, and significant additional costs probably in the range of cost for the skatepark itself are required to develop parking, washrooms and a small park-like area.

#### Site Character / Setting / CPTED

-Central Location - Physical, Social: **3.5**

This site is a bit farther west of Trail's geographic centre. It is not overly socially central.

-Accessible to Youth - prox. to public transit, pedestrian/bike routes: **3.5**

Youth can access the area on foot, bikes or boards but they must use very busy, high traffic streets / highways.

-Accessible to Emergency Services: **5**

Direct road access will be available right up to the skatepark.

-Visibility - high pedestrian traffic / passive surveillance: **3.5**

Passive surveillance requires slow moving traffic ie.) pedestrian. The highway traffic does not offer ideal passive surveillance.

-Visibility - drive up for RCMP: **5**

Direct road access will be available right up to the skatepark.

-Socially Appropriate - adjacent site uses/'message' sent to youth & community: **1**

The site is socially unsuitable and will send a very poor message to youth by pushing them to an undesirable area rather than in a proper park setting.

-Socially Appropriate - low impact on residential: **2**

Homes are very close to this site, but the area is already a noisy one so the impact will be somewhat less.

-Socially Appropriate - low impact on business: **2**

Neighbouring businesses have expressed concern.

-Tourism / Socializing - attractive to users from other communities: **1**

The area is noisy, unattractive and faces vehicle exhaust fumes.

-Active Programming Opportunities - community events/comps/camps/lessons: **1**

The poor setting and minimal opportunities for staging areas are poor for events. The adjacent busy road presents dangers to participants in camps and lessons, and thus challenges to those leading any such programs or events.



### Amenities

- Access to Parking (# of spots) / Motor Vehicle Drop-off Area: **3.5**  
Some public parking currently exists, but more would have to be built as the current parking is in very high demand.
- Access to Washrooms: **4**  
While no washrooms exist, they could be built.
- Access to Telephone: **2.5**  
Phones are available in the general area.
- Access to Shade / Trees: **0**  
No shade or trees are available and the area is an urban heat sink.
- Access to Concessions / Food: **3**  
Grocery and other stores are reasonably nearby, requiring travel across busy routes which may be unsuitable for younger park users.

### Planning / Biophysical

- Size (for appropriate sk8park, + social / parkland space, + expansion): **1**  
There is not enough space for a skatepark of the required size. The construction of parking (including entrance / exit), a washroom and some kind of park / green space severely hampers the site further.
- Cost to Build - underground svcs., add'l amenities, flood, geotech, constr. access): **1**  
The soil conditions are unknown, but may be good due to the site's previous development. Construction access costs will be very low. However, the costs of building a washroom, parking lot and a park-like green space are very significant.
- Drainage Opportunities - available natural options = bonus: **4**  
We assume that storm sewers will be readily available.
- Topography: **3.5**  
Site is sloped which generally results in increased earthworks costs, and decreased available space due to berm requirements.
- Impact on Riparian Areas / Natural Areas: **5**  
The site has already been heavily impacted.
- Availability of Electricity: **5**  
We assume that electricity will be very readily available.

## Analysis and Recommendation

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### a.) Points Tally (un-weighted)

Criteria in the “Trail Skatepark Site Selection” spreadsheet are weighted. Weighting addresses the fact that not all criteria are of the same importance or “weight”. For example, impact on residential areas trumps just about all other criteria, such as available amenities, which are less important.

Thus, the below figures are not the final analysis. Rather, they are step toward the final analysis.

Site #1: Gyro Park – Rocky Outcrop area: **83**

**Site #2: Gyro Park – Boat Launch area: 90**

Site #3: Rossland Avenue / Highway 3B Chain-Up area: **60**

### b.) Weighted Analysis of Points

The un-weighted points tally begins to give us some direction in showing Sites #2 as the best. Beyond the simple points tally, by applying weight to each criteria, Site #2 again comes out on top.

Site #1: Gyro Park – Rocky Outcrop area: **281.5**

**Site #2: Gyro Park – Boat Launch area: 305**

Site #3: Rossland Avenue / Highway 3B Chain-Up area: **196**

### c.) Site Summaries

The “Initial Comments” as previously presented at the beginning of the above Ratings Rationale for each Candidate Site will be repeated below to summarize the key points of each site.

**Site #1:** This is a good site. What keeps it from being ideal, however are the following key factors: CPTED issues of lack of visibility at night & lack of drive-up viewing access, the cost to build on the site due to flood plain issues, & the fact that building a skatepark here would disturb an area that is in its natural state.

**Site #2:** This is a very good site. While it is fairly close to residences, the site is large enough to allow sensitive locating of the park and sound mitigation. It shares most of the positive attributes of the Rocky Outcrop area that are associated with being in a park (this site is directly adjacent to the park) while not sharing the 3 key factors that negatively impact the Rocky Outcrop area: CPTED issues of lack of visibility at night & lack of drive-up viewing access, the cost to build on the site due to flood plain issues, & the fact that building a skatepark there would disturb an area that is in its natural state. This park is street-side so it has great visibility at all times and has drive up access, it requires less flood mitigation and there are no mature trees or significant vegetation that would be disturbed.

**Site #3:** This is a very poor site for a recreation / park development. The area is not suited to this type of development, homes and businesses are very close to the site, the space will not accommodate the required size, there are possibly underground services which will further constrain the design, and significant additional costs probably in the range of cost for the skatepark itself are required to develop parking, washrooms and a small park-like area.

### d.) Final Recommendation

Site #2 comes out on top of the raw Points Tally, the Weighted Analysis of Points, and in overall gut feeling. Our recommendation for the site for the Trail Skatepark appears to be clear and unmistakable. Based on our analysis, we recommend Site #2, the Boat Launch area by Gyro Park.

<b>Trail Skatepark Site Selection</b>		<b>Potential Sites</b>					
<b>Selection Criteria</b>	<b>Criteria Weight (1-5)</b>	<b>Gyro Park - Rocky Outcrop</b>	<b>Comments</b>	<b>Gyro Park - Boat Launch</b>	<b>Comments</b>	<b>Chain Up Area</b>	<b>Comments</b>
Central Location - Physical, Social	4	4	1/2 way east-west	4	1/2 way east-west	3.5	westerly
Accessible to Youth - prox. to public transit, pedestrian/bike routes	5	4	park has easy access, low traffic streets	4	park has easy access, low traffic streets	3.5	requires use of very busy roads
Accessible to Emergency Services	2	3.5	approx 250' - 300' from road	5	drive up	5	drive up
Visibility - high pedestrian traffic / passive surveillance	5	3.5	busy park area but quiet at night	5	busy park area + residential	3.5	Mostly fast car traffic, not much ped
Visibility - drive up for RCMP	4	3	approx 250' - 300' from road	5	drive up	5	drive up
Socially Appropriate - adjacent site uses/'message' sent to youth & community	5	5	excellent park area	4	next to park, not in park	1	
Socially Appropriate - low impact on residential	5	4	quite well removed from homes	2.5	homes across street	2	homes v. close...but loud area
Socially Appropriate - low impact on business	3	5		5		2	concern from local businesses
Tourism / Socializing - attractive to users from other communities	1	5		4.5		1	
Active Programming Opportunities - community events/comps/camps/lessons	2	5	park atmosphere + staging space	5	plenty of space	1	minimal park feel & add'l staging space
Access to Parking (# of spots) / Motor Vehicle Drop-off Area	4	4	use existing park parking	3.5	some exists, more might be built	3.5	some exists, more must be built
Access to Washrooms	3	5	use existing park washrooms	5	use existing park washrooms	4	space allows for new construction
Access to Telephone	2	2.5	limited availability at concession	2.5	limited availability at concession	2.5	
Access to Shade / Trees	3	5		5		0	
Access to Concessions / Food	1	3		3		3	grocery etc. reasonably close
Size (for appropriate skatepark, + social / parkland space, + expansion)	5	4	limited by natural features	4.5	restricted by other site uses	1	not enough space, no expansion
Cost to Build - underground svcs., add'l amenities, flood, geotech, constr. access)	5	2	Geo A+; build-up costs, tree removal	4	Geo poss. A+; already protected	1	Geo unknown; build WC, parking etc.
Drainage Opportunities - available natural options = bonus	5	5	daylight to river	5	daylight to river	4	assume nearby Storm Sewer
Topography	4	4.5	reasonably flat	5	very flat	3.5	significant grade change
Impact on Riparian Areas / Natural Areas	2	1	currently natural / undeveloped	4	previously levelled, no lg. trees	5	extremely developed
Availability of Electricity	1	5	nearby	4.5	just 100' farther than other sites	5	nearby
<b>TOTALS</b>		<b>281.5</b>		<b>305</b>		<b>196</b>	