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1.0 EXECUTIVE SUMMARY

Like much of New Orleans, City Park - one of the nation's largest and oldest urban parks - must undergo extensive redevelopment Post-Katrina. The park's new Master Plan 2018 identifies and outlines many opportunities to rebuild and redefine the existing park landscape. Looking towards the future, City Park planners have recognized the need to add fresh programs to the park that will attract a new generation of users. In order to embrace new cultures and sub-cultures, City Park has allotted a generous portion of open space to a new skating facility for use by both skateboarders and roller skaters alike. This step towards embracing new user groups and encouraging diversity and growth manifests the park's mission to "preserve and improve park spaces for recreational, educational, cultural, and beautification purposes."

To foster awareness and raise funds for this new facility, The Tulane City Center has been selected to provide imaging and ideas for the new proposal. TCC has teamed up with City Park and the New Orleans skateboarding and roller derby communities in order to create the most versatile and authentic facility. The desire for a leading skatepark in New Orleans has existed within the skating community for many years both Pre-Katrina and Post-Katrina. Now, with the addition of a roller derby track and supporting systems, this new skating facility has the potential to be one of the premiere parks in the nation, attracting multi-generational users and tourists to the city and the park, as well as facilitating City Park's participation in the growing multi-billion dollar national skateboarding industry.

The time is right for New Orleans to embrace the talents and energy of the skateboarding and roller derby communities. There is a demonstrated need for a skating facility, multiple precedents that demonstrate its economic development potential, clear public support, and an alignment with the priorities for City Park's future. The Tulane City Center is excited that the ideas outlined in this proposal will lead to the development of a skating facility of national excellence, further contributing to City Park's reputation as one of America's leading public parks.



2.0 PROJECT OVERVIEW

In the original version of City Park's Master Plan 2018, the new skatepark (which originally did not include a roller derby facility) was slated to be part of Tri-Centennial Place. However, working with The Tulane City Center, City Park agreed that this site was not the most appropriate location and decided to relocate the skate facility to an area flanked by the Maintenance Facility and the Administration Building, the 610 highway and freight rail corridor, and adjacent to the Voodoo Festival Grounds and City Park Track. This new site satisfies the needs of both City Park and the skating communities by offering great visibility within the park, yet also providing a generous buffer zone that will minimize sound impacts to the quieter areas of the park such as the museums and Botanical Gardens. Additionally, the site is easily accessible by all means of transportation and has a great potential for expansion in future years.

A three-phase proposal, the skate facility incorporates both paid and unpaid elements and will be directly adjacent to a new, separate multi-use recreational facility. This multi-use facility is expected to house basketball courts, soccer fields, and related amenities. Together, with the skating elements, the current green space will become activated both acoustically and visually. Bordered by an existing train line and accessible by skaters, bikers, and pedestrians, the new skating facility will offer the park a high energy, transportation node.

The success of the new skate facility relies heavily on the incorporation of the skating community from design through construction. Both the skateboarders and Big Easy Roller Girls of New Orleans are passionate and committed to the project. The Tulane City Center has investigated and analyzed many successful (and unsuccessful) skateparks throughout the nation. Together with local skate shop, Humidity Skateboards, the TCC has identified pivotal skateparks across the country in hopes to recreate portions of these parks. These referential elements, will pay homage to successful urban and suburban forms and allow users to skate elements that are no longer accessible, like the famous terraces of LOVE Park in Philadelphia. By addressing the local skating community's needs and desires as well as gleaning inspiration from parks nationwide, the City Park skate facility has the potential to be competitive with some of the most successful skateparks and plazas across the nation.



3.0 ECONOMIC FEASIBILITY

TEXT

Economic Feasibility



4.0 PROGRAM AND PHASING

The strategy for the new City Park Skate facility includes a three-part phasing strategy that allows the park to grow organically over time and prevents its development from being static. By proposing phased construction, the Tulane City Center envisions that the park will expand from an initial 18,000 square feet to upwards of 55,000 square feet, allowing the park to compete with the nations leading skateparks. Additionally the new skate facility will incorporate both paid and unpaid elements, and obstacles for varying skill levels.

Phase 1.0 "Skating the Landscape: The Urban Street"

Phase One of the Proposal will focus on a linear street skating element for all skill levels, 1-2 referential skatepark elements, an unenclosed official flat roller derby track, and free core services.

Phase 2.0 "Forms in the Landscape: The Suburban Loop"

Phase Two of the development will introduce paid elements for the roller derby community by enclosing the track and adding supplemental services (concessions and rentals) that may be rented out to generate income. Additionally, the free portions of the site will be expanded to include more complex skating elements with a concentration on vertical development (ramps) and suburban forms (bowls).

Phase 3.0 "Bleeding the Landscape: Extensions & Connections"

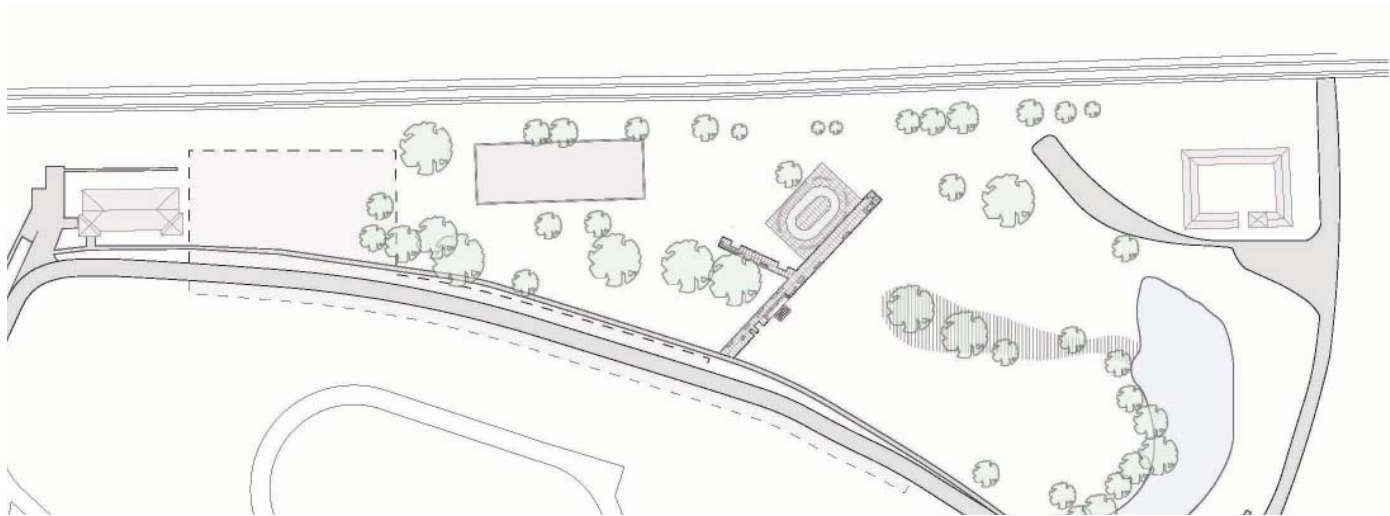
Phase Three, the most successful elements of Phases One and Two will be extended and expounded upon. This phase will focus on linking the individual elements and bringing the project to completion. Special interest will be paid to advanced skill levels in this phase.



Concept Program Phase 1.0

Project Components Phase 1	Sq. Ft.
1.1.0 Entry/ Orientation Skate	1000
1.2.0 Restroom Facilities	500
1.3.0 Urban Skate Area	10000
1.4.0 Precedent Skate -1	2500
1.5.0 Precedent Skate - 2	2500
Net Total Project Components	16,500
Add 25% for Skate Circulation	4,125
Gross Total Architectural Square Footage	20,625

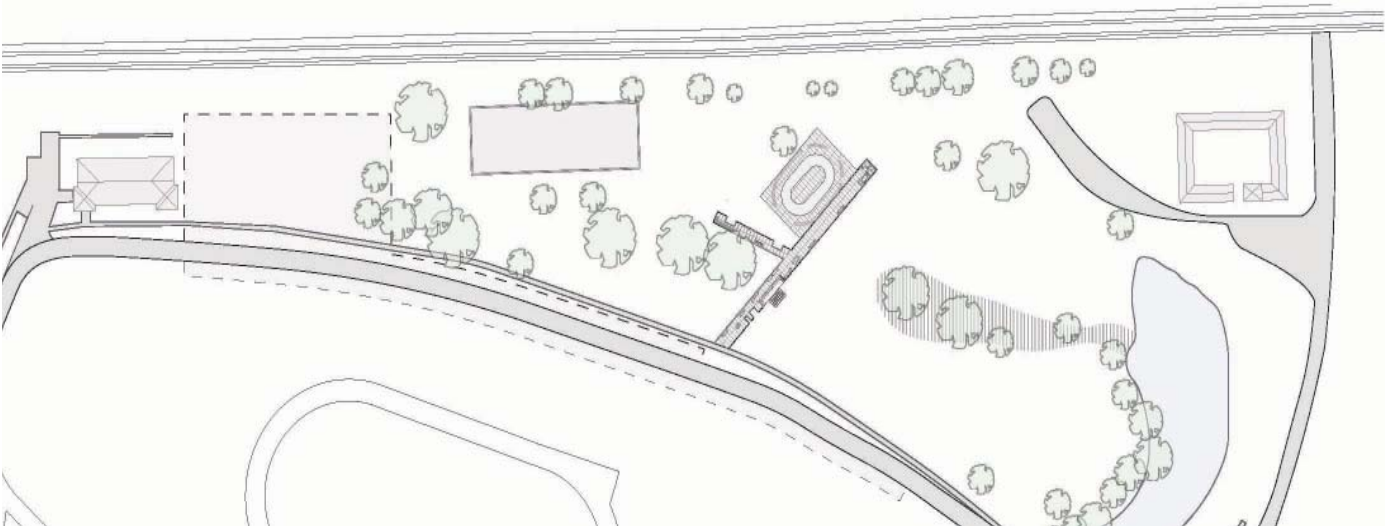
Program and Phasing



Concept Program Phase 2.0

Project Components Phase 1	Sq. Ft.
1.1.0 Entry/ Orientation Skate	1000
1.2.0 Restroom Facilities	500
1.3.0 Urban Skate Area	10000
1.4.0 Precedent Skate -1	2500
1.5.0 Precedent Skate - 2	2500
Net Total Project Components	16,500
Add 25% for Skate Circulation	4,125
Gross Total Architectural Square Footage	20,625

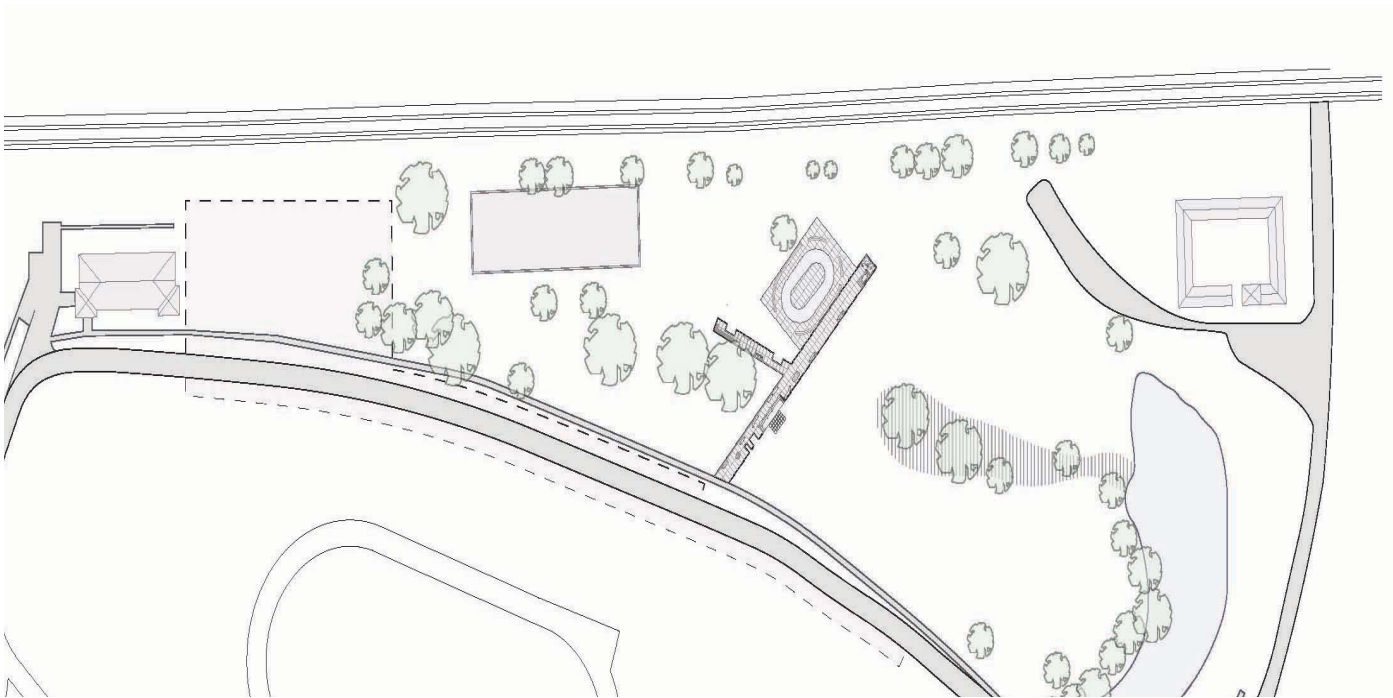
Program and Phasing



Concept Program Phase 3.0

Project Components Phase 1	Sq. Ft.
1.1.0 Entry/ Orientation Skate	1000
1.2.0 Restroom Facilities	1000
1.3.0 Urban Skate Area	10000
1.4.0 Precedent Skate -1	2500
1.5.0 Precedent Skate - 2	2500
Total Project Components	17,000

Program and Phasing



5.0 DESIGN CONCEPT

The design concept for the new City Park Skatepark evolves around a mix of urban and suburban skate elements for both skateboarding and roller derby. The initial phase of the project incorporates designs for both sports with an emphasis on street skating and free amenities. A long linear “urban street” segments the site and provides a spine for activity and access. This high energy access strip becomes a “finger” that directs one through the site, from which all future expansions extend like additional fingers.

In subsequent phases, suburban forms are added to the site, offering a desired mix of street elements, transitions, and bowls. The plethora of options and variety in obstacles satisfies the needs of all skating types. Additionally, amenities are added and portions of the site are enclosed to offer rental areas for income generation.

Throughout each of the phases referential elements are added to the park. These referential elements are derived from iconic skateparks throughout the country. Although not recreated in their entirety, the most successful components of the parks are included or reinterpreted in the new City Park Skatepark. Working closely with the skateboarding community the most appropriate and exciting referential elements will be identified and incorporated, providing a great marketing strategy for City Park and the skateboarding communities. A skate-able stage area is another important feature of the new park which will provide an obstacle for the skateboarders as well as a venue for future “Skate Jams”.

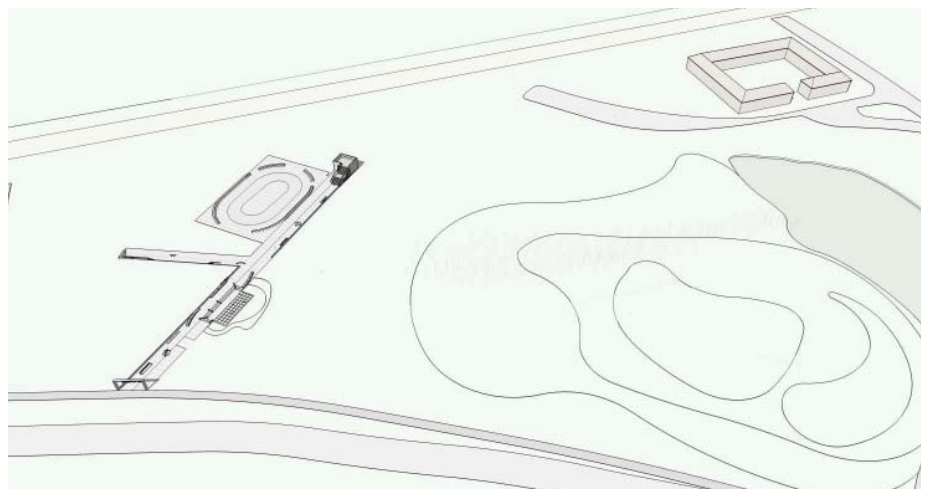
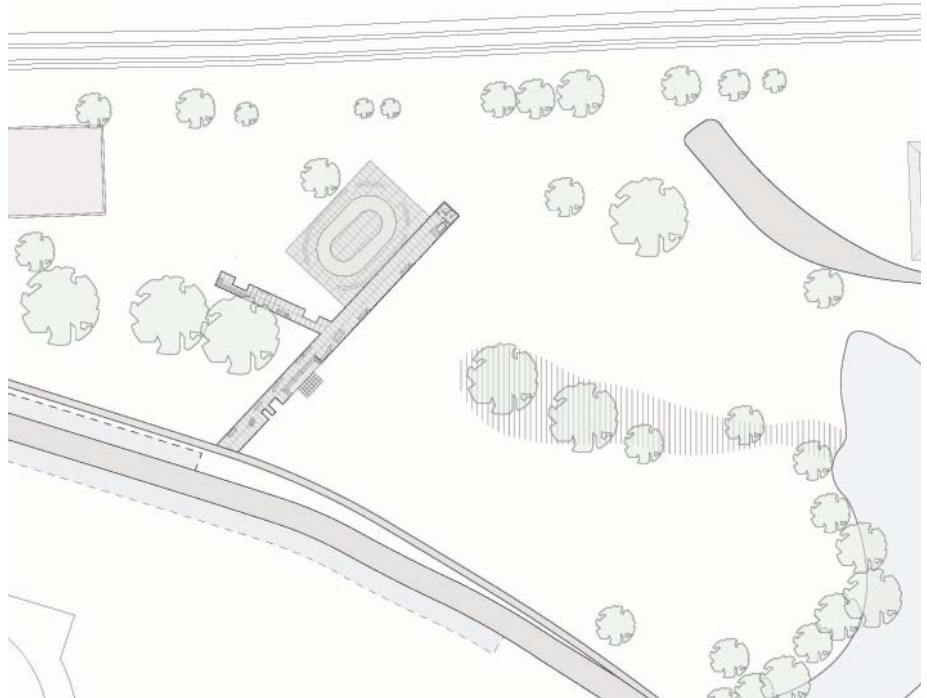
Overall the skatepark design concept offers variety and flexibility for urban (and suburban) recreation. The three phase scheme embraces the landscape, elongating and extending the elements across the site. This allows opportunities for future adjacencies and extensions. In addition to free style skating and roller derby practice, this design offers the opportunities for skate and roller derby camps, Big Easy Roller Girl Bouts, Skateboarding competitions and other activities and events.

Note: The designs found in this document are NOT final and represent conceptual diagrams and schemes only.



PHASE I.0

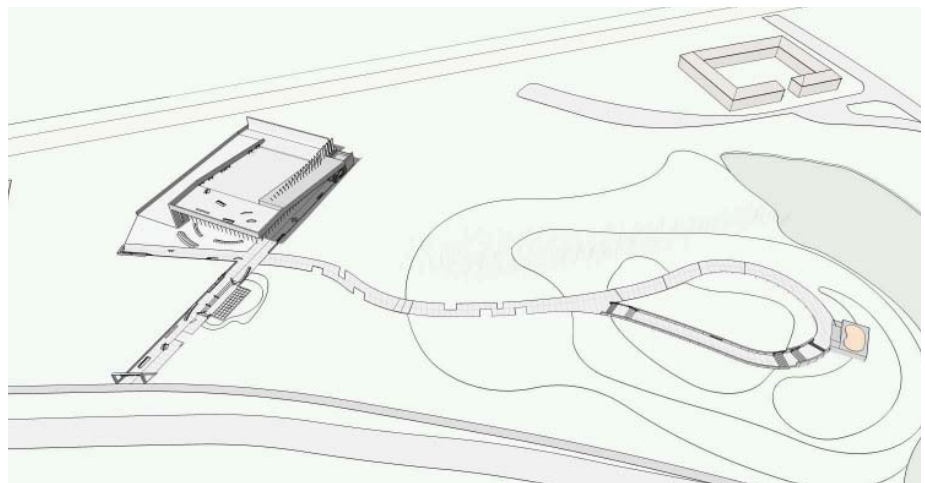
Skating the Landscape: The Urban Street



Design Concept

PHASE 2.0

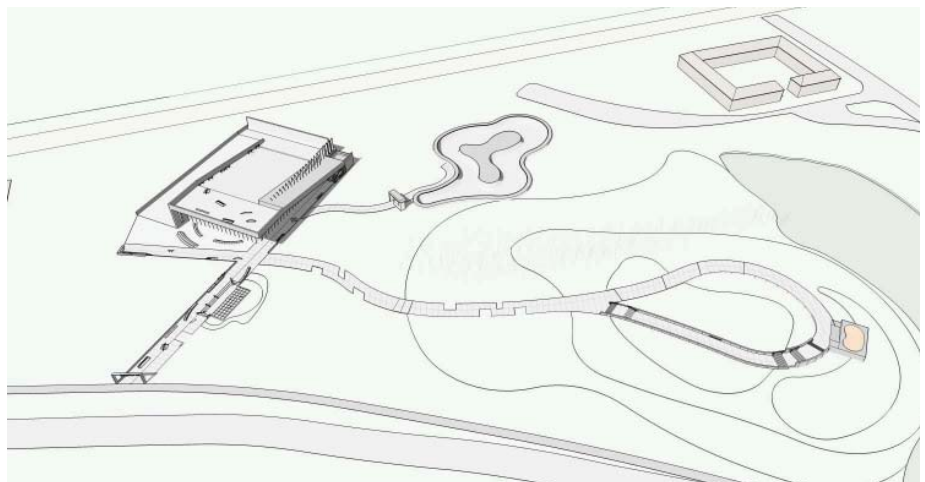
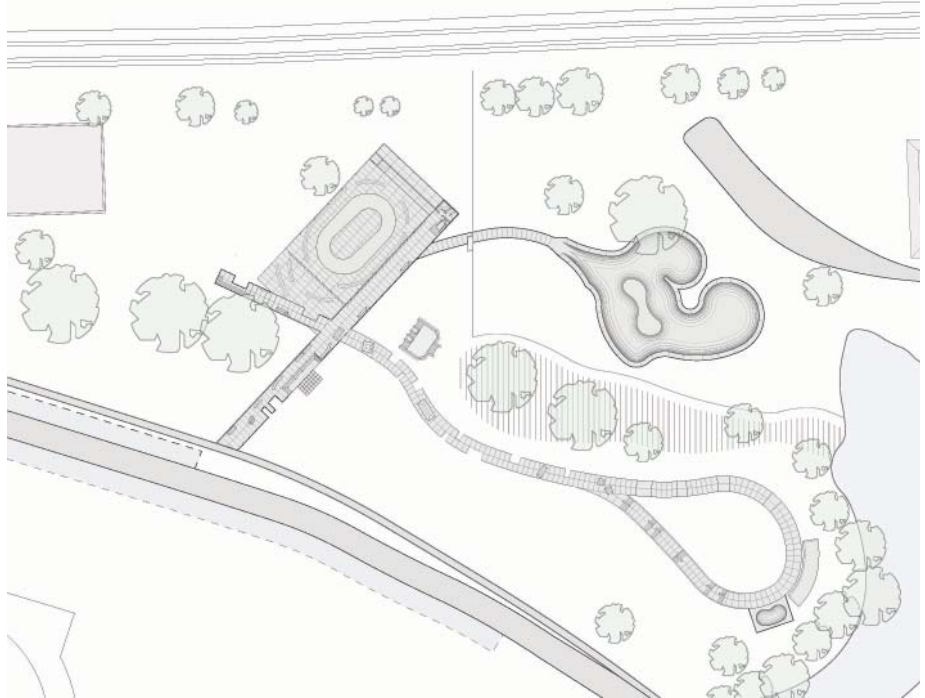
Forms in the Landscape: The Suburban Loop



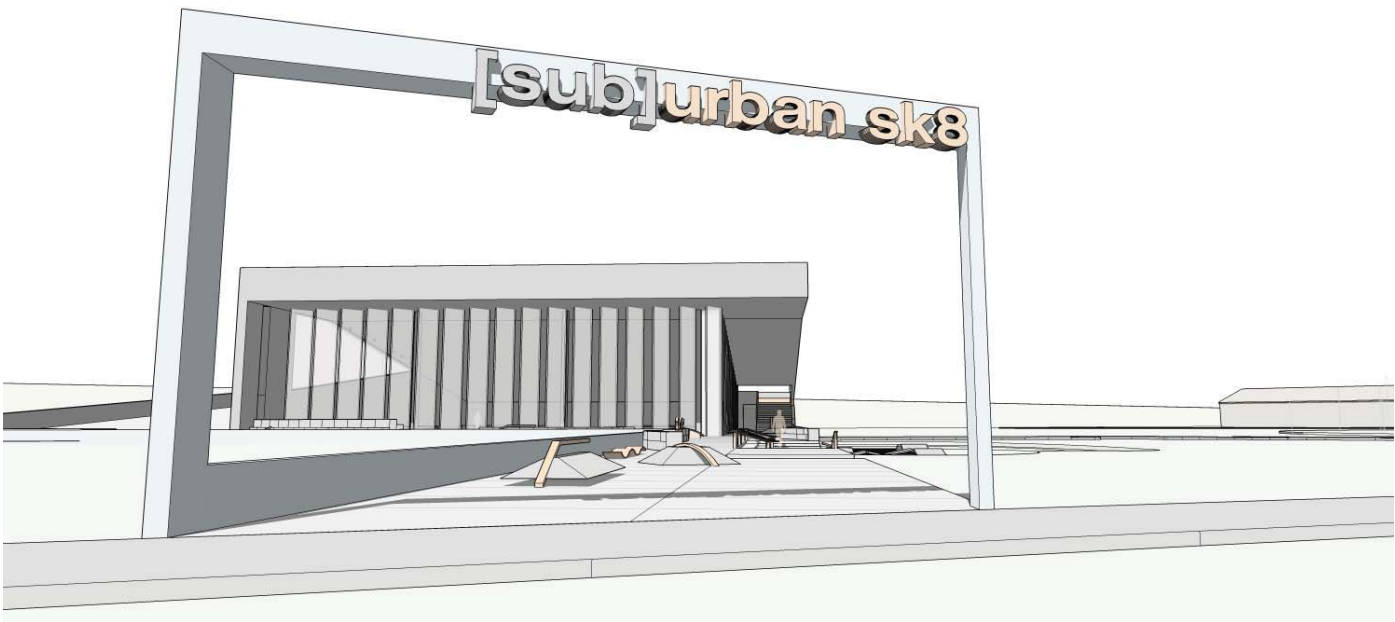
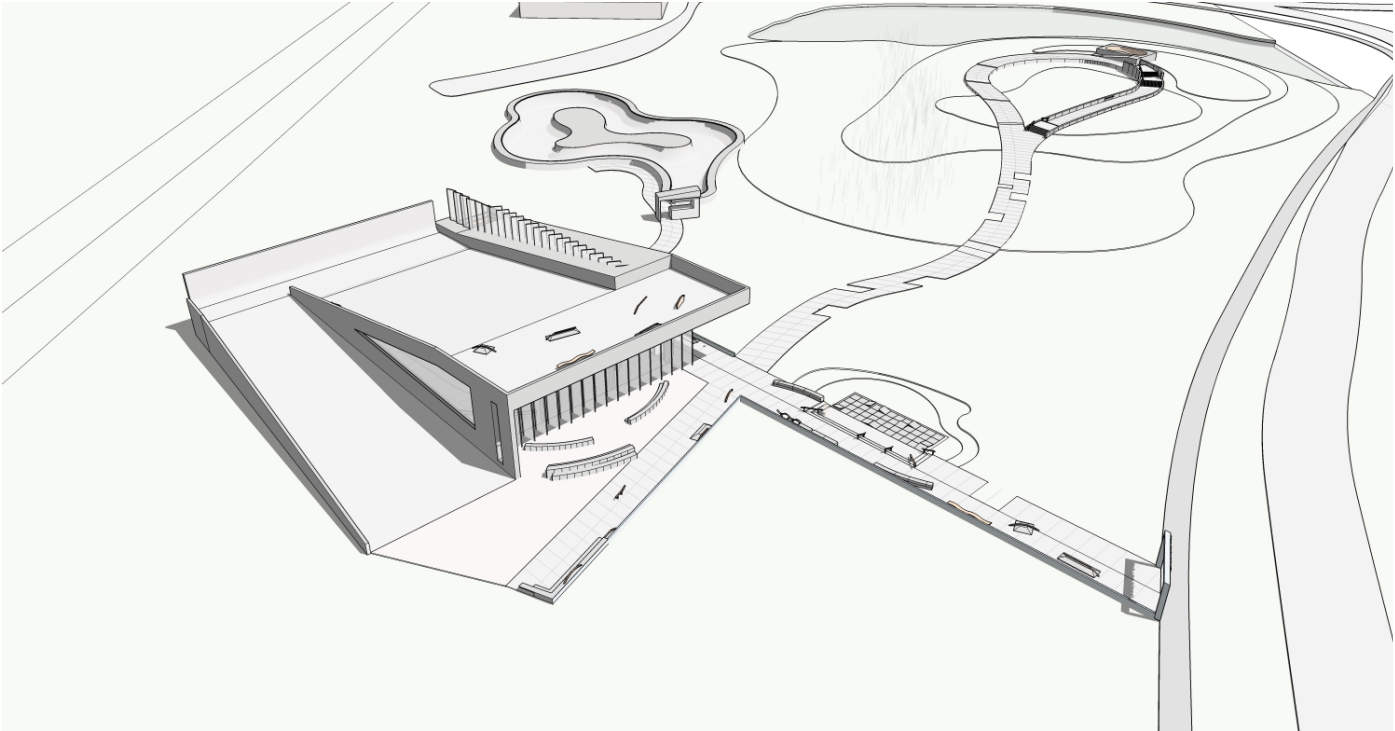
Design Concept

PHASE 3.0

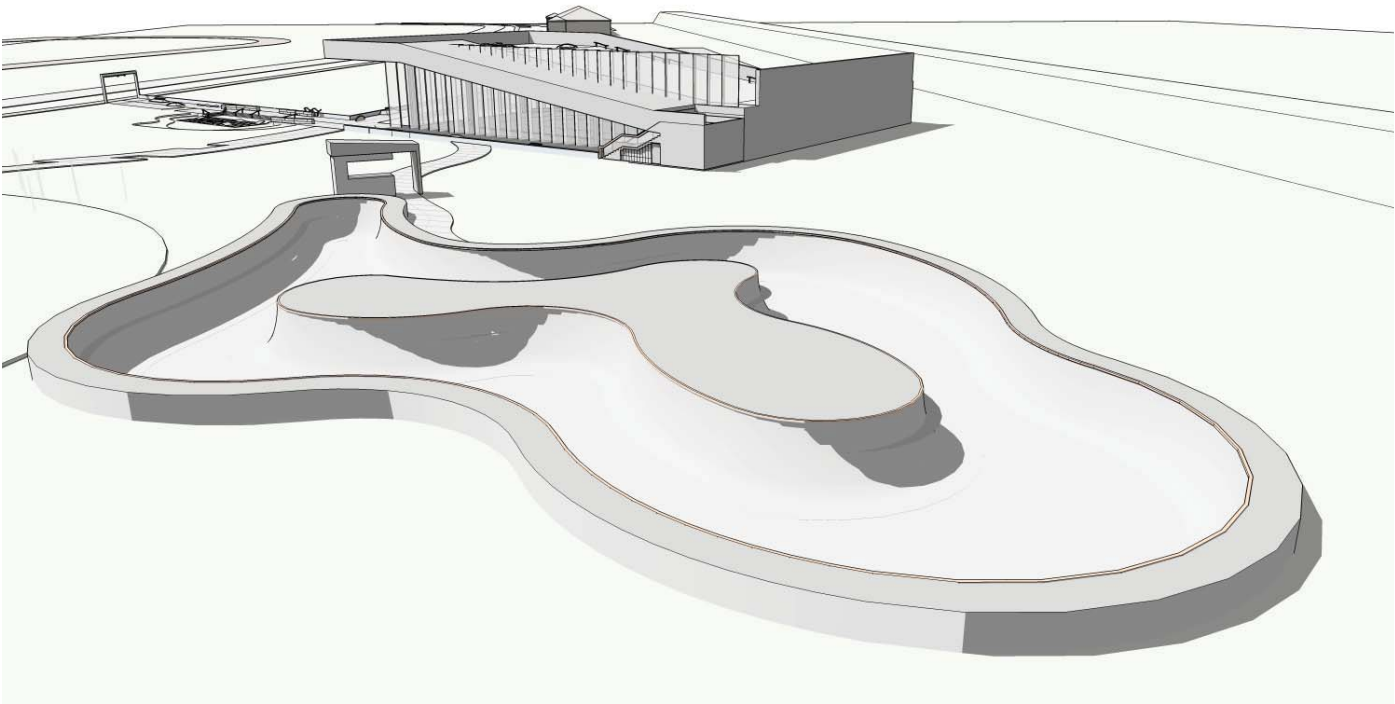
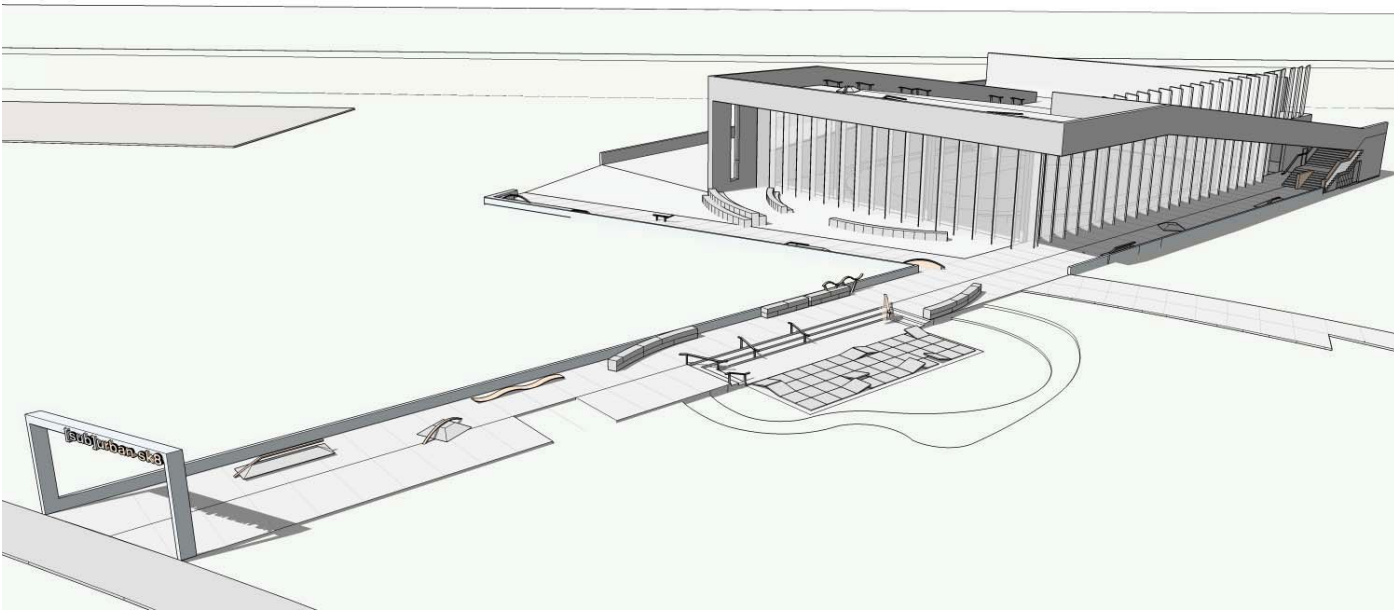
Bleeding the Landscape: Extensions and Connections



Design Concept



Design Concept



Design Concept

6.0 COST ESTIMATE
PHASE 1.0

	QUANTITY	COST	EXTENTION
<i>Horizontal Construction</i>	15000	35.00	225000.00
<i>Vertical Construction</i>	2000	125.00	250000.00
<i>subtotal</i>			475000.00
<i>design contingency</i>		15%	71250.00
<i>total hard construction</i>			546250.00
<i>Soft Costs</i>			
<i>Skate Park Consultant</i>	1	8%	43700.00
<i>Architectural Consultant</i>	1	8%	43700.00
<i>subtotal</i>			87400.00
<i>contingency</i>		15%	13110.00
<i>total soft costs</i>			100510.00
<i>total Phase 1.0</i>			646760.00

Cost Estimate



6.0 COST ESTIMATE
PHASE 2.0

	QUANTITY	COST	EXTENTION
<i>Horizontal Construction</i>	15000	35.00	225000.00
<i>Vertical Construction</i>	2000	125.00	250000.00
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Cost Estimate



6.0 COST ESTIMATE
PHASE 3.0

	QUANTITY	COST	EXTENTION
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<i>total soft costs</i>			100510.00
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Cost Estimate



7.0 IMPLEMENTATION SCHEDULE

The success of the new City Park Skatepark directly relies on the Implementation Schedule outlined in this proposal. Since the 90s, this country has seen several skateparks fail due to lack of community involvement, inefficient funds, uninformed design, or poor construction. One such park here in Louisiana, Shreveport Skate Plaza, fell short of expectations and potential. However, the Tulane City Center is committed to consulting with the designers through completion to ensure that the same thing does not happen at City Park.

The first step in the TCC's Implementation Schedule is providing this document to City Park, the Skateboarding Community, the Roller Derby Community and any other constituents for the project. These user groups may in turn distribute the booklets to potential donors, providing them with documentation and imagery for the proposal. Raising awareness of the project will help to foster fundraising opportunities and set the project in motion.

Another key component for this project is the incorporation of professional and experienced Skatepark designers and construction teams working in conjunction with the hired local architect. Together, the architect and skatepark design team should submit intermittent and final proposals to City Park and the skating community for critique and analysis. The TCC also suggests interviewing all user groups in order to establish and identify requirements, needs, and desires. The skating communities and interested parties should play an active roll in the project throughout the design and construction processes.



<i>Phase</i>	<i>Schedule</i>
<i>Masterplanning</i>	<i>Completed</i>
<i>Project Definition</i>	<i>Completed</i>
<i>Schematic Design</i>	<i>5 Months</i>
<i>Design Development</i>	<i>5 Months</i>
<i>Contract Documents</i>	<i>6 Months</i>
<i>Bidding</i>	<i>2 Months</i>
<i>Construction Administration</i>	<i>17 Months</i>
	<i>35 Months Total</i>
<i>Post Occupancy Adjustments</i>	<i>8 Months</i>

Parts of a Skateboard:

Tail - Rear end of a skateboard deck

Trucks – Aluminum T-shaped “axle” on which the wheels are bolted. Located at the underside of the skateboard deck and contains a hanger, baseplate, bushings, and kingpin

Wheels - Hard urethane composite wheels. Available in a variety of sizes and densities

General Terms:

Carving- Skating in a smooth arc, similar to surfing.

Coping – Metal tubing (min. 2” dia.) placed at the lip of some ramps for grinding

Curb – Street element (typically stone) that formerly occupied only the city street periphery, now appear in skateparks at ground level or at the top of vert walls as obstacles for grinding

Edges – Hard, grind-able edge of a wall, bank, or obstacle

Flatbottom- Horizontal area between the transitions and the side walls of a ramp. Helps skater to attain proper speed for an obstacle

Funbox: Elevated platform or rectangular object, typically with metal edges used for grinding

Gap – Obstacle characterized with a large distance (either horizontally, vertically, or both) between take off and landing points

Grind – To utilize the trucks of the skateboard, in any number of ways, against the edge of a surface or handrail in order to “grind “ the surface and perform a trick

Handrail / Rail / Rail Slide – Architectural element commonly found in public parks and urban settings that has been adapted to be a grind-friendly surface

General Terms:

Landscape – Natural or artificial surfaces which pedestrians and skaters occupy

Ledge – Any number of cornered surfaces, typically stone, suitable for grinding

Lips - The top edge portion of the halfpipe wall

Ollie - Trick where the skateboarder pops the skateboard into the air. The effect is the skateboarder jumping with the skateboard stuck to his or her feet

Ramp – Any type of curved surface, made of wood or concrete, designed and built for skateboarding. Concrete ramps preferred for outdoor use

Road Rash- Cuts and grazes from falling over

Shred – To skate, grind, or transition in a particularly smooth manner

Skater – See Skateboarder

Skateboarder – One who skates using a skateboard, also known as a "skater"

Skate Plaza – Skateparks that have been specifically designed to suit the desires of a skateboarding community. Usually modeled after urban public parks

Slope – Pitch of a certain angled element. Steepness

Snakerun - Downhill path with banked sides that typically ends in a quarter-bowl; ideal for carving.

Stair – Pedestrian staircases that can be utilized as "gaps" to do tricks down.

Step – Individual element to grind. Can exist in combination with other steps to create stairs, which can be jumped across

General Terms:

Street – Popular skateboarding terrain that has often lead to the banning of skateboarding in certain areas (ex. One Shell Square, New Orleans)

Street Elements – Obstacles that are found in urban environments such as ledges, stairs, and, rails.

Street Park – Employs elements found in everyday urban life. Street courses typically range from 10,000 to 20,000 sq.ft. Speeds range from slow to very fast. See Street Elements.

Transition – Curved portion of the ramp that connects the horizontal flat bottom to the steeper side walls.

Urban Park– Skateboard park designed to mimic an urban streetscape

Vert - Skateboard style in which skateboarders do tricks in a big halfpipe

Vert walls - Also known as sidewalls, the steepest portion of a vert ramp after the transition that is vertical in pitch and crowned with coping.

Types of Skateboarding:

Street Skating - Skateboarding on streets, curbs, benches, handrails and other elements of urban and suburban landscapes

Transition Skating - Skateboarding on ramps and other vertical structures specifically designed for skating

Types of Ramps:

Half Pipe - Widened U-shaped ramps flat on bottom with a flat deck at the top. They can range from 5ft. in height(mini-ramp) to 9ft or higher (vert ramp)

Hip Transfer - Ramp structure with at least two angled sides meeting at perpendicular angles that share a horizontal top

Quarter Pipe - One-half of a half pipe, with a flat portion that gradually transitions up to a (sometimes) vertical wall

Spine Transfer - Two Quarter Pipes placed backed to back.

Bank - Flat plane angled upward from the ground; an embankment

Pool – Skatepark type that was made popular in the southern California regions when renegade skaters drained pools with sloped sides to skate in. The kidney-shaped pool is the most common skate-pool type

Parts of a Skateboard:

Deck – Wooden board usually made from 7 plys of (maple) wood on which you stand. Available in a variety of sizes and styles

Grip tape - sandpaper like surface, typically black, that is placed on the top of the deck to allow cohesion between the skateboard and one's feet

Nose - Front end of the skateboard, sometimes larger than the tail portion

Riser Pads - urethane spacers placed between the truck and the deck, used to create a large clearance between the wheels and the under surface of

Players:

Blocker – Eight players, 4 from each team, who simultaneously play defense and offense, blocking the opposing team's Jammer while assisting their own Jammer through the pack for points

Jammer - Offensive player who scores points by making legal passes through the pack of skaters. Jammers wear starred helmet covers

Lead Jammer - Jammer that is the first skater to make it through the pack legally. This skater has the option of calling off the jam

Pivot – A blocker who provides guidance to rest of team on the track. Often determines speed and strategy of team. Pivots wear striped helmet covers

Helmet Covers:

Pivot – Helmet Cover must have a (2" min thick) stripe that runs from front to back for easy identification

Jammer – Helmet Cover must have a star (4" min width) on each side of the helmet for easy identification

General Terms:

Block – Move that impedes a opponent. This does not always require contact, but often does includes hitting legally (from shoulder to front thigh area)

Bout – 60 minute game between two roller derby teams

Captain / Co-Captain – Each team has a captain. Captains are the only players allowed to speak to the referees, unless otherwise arranged

Contact Zone – Area of the body (from shoulder to thigh) that can legally be used in blocking procedures

Fall Small – Preferred method of controlled falling, with arms and legs tucked into body for optimal safety

General Terms:

Grand Slam – In this scenario, a Jammer scores additional points for lapping an opposing Jammer in addition to the opposing blockers

Initial Pass – First pass a Jammer successfully makes through the pack. No points are awarded in this initial pass, but it does establish the Lead Jammer

Jam – Two minute race between two teams in which points are awarded. A bout is made up of multiple jams (as many as possible in the two 30-minute periods)

Pack – Contains pivots and blockers from both teams

Pass - A Jammer has technically passed a blocker once her hip are in front of another skater.

Passing the Star - Jammers can pass their position to their team's pivot as a strategic move by handing off her starred helmet cover to the Pivot. The Pivot then becomes the point-scoring skater for the remainder of the jam

Re-engage – Skaters can re-engage a Jammer who has already passed her. Though the point has already been scored, she can continue to try to impede the Jammer's progress.

Scoring – Only achievable by a skater w/ the Jammer (star) Helmet

Scoring Pass – Jammers begin to score points upon their second pass through the pack. Each subsequent pass is a scoring pass

Shorted Skater – Skater serving a penalty

Skater – One who skates

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Skateboarding Community

Steven NAME - Humidity Skateboards

Tod NAME - ?

Roller Derby Community

Katherine "BERG Name" Hobgood – Big Easy Rollergirls

Chloe "Ticks" Wicks– Big Easy Rollergirls

Missing girl – Big Easy Rollergirls