

MINUTES

City Council Parks, Trails, & Recreation Committee

Wednesday, November 20, 2019, 3:30 PM
Administrative Conference Room at City Hall

Members Present: Gary Daniel, Chair, Council Member
Maureen Copelof, Vice-Chair, Council Member
Jim Fatland, City Manager
Paul Ray, Interim Planning Director
Ryan Olson, Citizen Member
Nancy DePippo, Citizen Member
Nicola Karesh, Citizen Member
Jimmy Harris, Mayor, Ex Officio

Absent: David Lutz, Public Works Director
Keenan Smith, Citizen Member
Jared Mull, County Representative, Ex Officio

Staff Present: Aaron Bland, Planning Department
Denise Hodsdon, Executive Assistant

Guests: Geraldine Dinkins, Tannery Skate Park Task Force Member
Kevin Smith, Tannery Skate Park Task Force Member
George Peterson, Tannery Skate Park Task Force Member
John Carrico, Citizen
Daryl Rock, Citizen
Janessa Glover, Citizen
Christopher Reeves, Citizen
Tom Sweeney, Citizen

Media: Matt McGregor, Transylvania Times

A. Welcome & Call to Order

Committee Chair Gary Daniel welcomed all in attendance and called the meeting to order at 3:31 PM.

B. Certification of Quorum

Quorum was certified by Executive Assistant Denise Hodsdon.

C. Approval of Agenda

Motion by Ms. DePippo, seconded by Ms. Copelof to approve the agenda as presented. Motion carried unanimously.

D. Approval of Minutes from October 16, 2019 Meeting

Motion by Ms. Copelof, seconded by Mr. Fatland to approve the minutes of the October 16, 2019 meeting as presented. Motion carried unanimously.

E. Skate Park Options

Mr. Fatland felt that there was a good healthy discussion at the last meeting about the skate park constructed by the Task Force and possibly looking at a permanent facility when the time comes. He said Planning Director Paul Ray has looked at these options and he asked him to give his report (a copy attached as Exhibit A). Mr. Ray explained that this is a continuation of staff's research on skate parks and a feasibility study on repairing and modifying the existing ramps for safety and insurability compared to building a concrete skate park. The purpose of the research was to expand on information and ideas that were discussed at the last meeting and to find a path forward.

Mr. Ray's report references the North Carolina General Statute regarding hazardous recreation parks safety and liability and noted that the City Attorney has advised that the City would likely be found negligent if it were to open the park in light of the information that we currently have. Mr. Ray reported that in order to obtain real cost estimates for repairing or modifying the existing Skatelite Pro structure, staff hired Carolina Specialties Construction. Staff had previously hired Brown Consultants to provide an engineering report. Staff also consulted with Pillar Design Studios which is a turn-key architectural firm that specializes in action sports design/build for concrete skate parks. He noted that this company was chosen because of its affiliation with the Tony Hawk Foundation and it has design-built dozens of skate parks in North Carolina and across the United States.

Mr. Ray reported that the proposal from Carolina Specialties for repairing the existing structure to address the safety and liability concerns is \$62,457, which would include changing the handrails, adding more concrete to the ends of the ramps, adding additional wood framing to support Skatelite manufacturer specifications and replacing all the Skatelite sheathing. Their proposal is included in the attached report and includes information regarding installation notes for Skatelite and reasons for a voided warranty on the existing Skatelite. Mr. Daniel noted that the installation notes includes the sentence "Please accept this information as well-intended advice, but not as specific direction" and he and Mr. Olson agreed that that statement makes this whole thing meaningless.

Ms. Copelof commented that we're saying that all of the Skatelite has to be replaced because of this list of things which voids the warranty. She asked if we were willing to use it without a warranty, would we still have to fix all these things? Mr. Ray said you would be going against the City Attorney's advice that the City would be liable for gross negligence. Ms. Copelof said if you don't have a warranty on the material and something happens, you'd have to pay for the new materials, and that's different than the liability concern so we should still be able to get liability insurance on the ramp itself. Mr. Olson asked if there was an option to reuse some of the existing material and go back and make the adjustments based on the recommendations as noted in the installation notes. Mr. Ray noted that we wouldn't have a warranty anyway because the warranty runs with the person who purchased the material.

Mr. Daniel said after our last meeting he contacted the Tony Hawk Foundation and after that conversation, he believes that the reference that is being made about metal and Skatelite materials not being appropriate for municipal use is somewhat misleading. He said the person he spoke with agreed that metal is inherently a hazardous material for skateparks but there is a different reason that Skatelite is not appropriate for municipal purposes in that it is temporary. It will decay over time, it requires a certain amount of maintenance and if it doesn't receive the maintenance, it will deteriorate faster. Therefore, it is not a good use of municipal funds for skateparks. He added that the City is not paying for this; it is already paid for but it would require us to maintain it. Mr. Daniel has discussed this with the City Attorney and he said that is different than his initial understanding. Ms. Copelof wondered if the company would be willing to put in writing that the reason it is not appropriate for municipal use is because of the short life span. She thought that would go a long way towards reducing any potential liability concerns and suggested that the City Attorney speak with them and ask for that clarification in writing. Mr. Daniel thought they should be able to say that Skatelite is safe without saying that it is an appropriate expenditure of municipal funds. Mr. Fatland added that it might just be a clarification where gross negligence on Skatelite materials only kicks in if you use that skate park for several years and did not maintain it. Mr. Daniel said he thinks there needs to be further conversation with the City Attorney.

Mr. Ray noted that when we're talking about costs, the handrails will cost \$12,150 and the fencing is \$25,000. Mr. Daniel said he did talk to the County inspection department and met them over there today. He said the handrails do not pass code and is the most obvious non-compliant aspect, but they can be fixed instead of replaced. He noted that at the last meeting, Skate Park Task Force members said they were waiting for the go ahead to make repairs. Kevin Smith said they have questions about some of the aspects, like having a fully enclosed fence, which definitely differentiates this project specification from any other park we have seen. Mr. Daniel said I don't think that we necessarily have to have a fence. Mr. Fatland suggested that we go back to the insurance company to see if they are willing to remove that and ask about the handrails. Mr. Daniel said he assumed the funding for that comes back to the Skate Park Task

Force as there is still money available from their fundraising. Kevin Smith confirmed that their request was “let us know what it would take.”

Kevin Smith said that several people have approached Task Force members about other options for insuring the skate park. Mr. Daniel said he thinks we can get insurance, but the things that need to be fixed are not only requirements of this insurance company, but for the Transylvania County Inspection Department as well. Mr. Olson said assuming that there was some funding that could go to necessary improvements and that there is a good faith effort on the part of the Task Force to get the ramp in condition to get insurance, I am asking the City to seriously consider what it would take, not asking this group to go back and raise another dollar. I want the City to move forward in a good faith effort to make right of a situation that should have been prevented and I would ask the City to put a timeline on transitioning towards a concrete park. Mr. Daniel said I think there are many skate parks in this country that use Skatelite and that has to be easily resolved, but we are at a point where the skate park, as it is, is not complete. The understanding was that we would receive a complete ready to roll skate park and there are things that have to be done that I would expect the Skate Park Task Force to provide.

Mr. Daniel said it my understanding from this conversation, Skatelite is not inherently dangerous, but it will become if it is not maintained. The voided warranty stuff from these guys is not based on wording that would be accepted by any authoritative organization I am familiar with. They clearly said it is meant as well-intentioned advice, not as specific direction, we are not experts. Ms. Copelof said but we know the warranty is void the minute the City accepts it so that is a moot point. We know we will not have a warranty on the Skatelite material. Mr. Olson asked if there has been any effort to talk to Skatelite about the transfer of that warranty given that this has never been open for use. Mr. Fatland explained that the person who buys the material gets the warranty and added that traditionally if the City had hired a contractor to build this thing, we would have a one-year warranty. There is no warranty being provided to the City. Mr. Daniel said in his conversation with Mike Owen today, he mentioned that we don't have a warranty. Mr. Owen said it was built by a licensed contractor so you have a one-year warranty by North Carolina law. If you are a licensed contractor and you want to maintain your license, you have to provide a one-year warranty for any project.

Discussion then moved to the concrete park. Mr. Ray reviewed the concrete skatepark portion of his report. He noted that Pillar Design Studios would handle public input sessions with the skating community. They are confident that a 2500 square foot custom mix-terrain concrete skate park can be built for around \$75,000 to \$100,000 or about \$30 to \$40 per square foot. Mr. Ray said he did tell them that if we wanted to get more skate park for our money that maybe Public Works could do some of the grading and sitework to offset that cost and they said sure, we do that all the time. Ms. Dinkins said she thinks we need to go around to other municipalities that have concrete skate parks of comparable size and ask them what their parks have cost because I think it would easily double.

Mr. Ray said staff has been studying alternate locations for a concrete skate park. We have been looking at other areas because of the soil at Tannery Park, which is heavy wet soil with heavy organic matter and poor compaction. There is also floodplain and wetlands and Environmental Management Plan due to lead and arsenic contaminations. Mr. Ray said the City Sports Complex on Ecusta Road appears to be the most suitable area we have studied so far. It is already a public park with five baseball fields and one soccer field and has a parking lot and public restrooms. There are three suitable locations at the Sports Complex that would be big enough for the skate park feature. He said one concept to consider is a 3-phase progressive skate park system with pockets of skate park features connected by a skating path with street elements throughout. The cost for this concept could be spread out over time.

Mr. Olson said what he loved about the existing park is the neighborhood in which it is located. He said when this was just an early concept there was the thought of bringing connectivity between communities and the opportunity to bring it close to the City to make it more of a true City amenity. He said he views the Sports Complex property as City-owned property out in the County and he thinks that is how most would view it. John Carrico noted that Patten Park in Hendersonville brings in community members who normally would not be exposed to or go see a skate park. It brings those people who are on the walking path and opens their eyes to that. It has created more of a community sense, rather than being a lone feature by itself, and it seems to work really well over there. Mr. Olson said his thought for Tannery Park was that it was going to be that. This would not be a lone park; that it was going to be a series of things that were really drawing the community there, but maybe it's not anymore. Ms. Dinkins said it was a stated goal of the Task Force, granted a lot has changed since, but we were really happy with the proposed location in Tannery Park because we felt strongly that the Rosenwald Community deserved a facility that would bring people from other neighborhoods to the Rosenwald Community. They would have a thing that nobody else had, so this kind of shifts all that back out to the expected locations. Mr. Ray explained that the soil contamination makes it tricky to fully utilize Tannery Park for anything more than just a bike path. Mr. Daniel said, as a member of the Mary C. Jenkins Community Center Task Force, that the City has done a lot for Rosenwald and Rosenwald is doing a lot for the City. We have a very cooperative relationship and there is a lot going on in Rosenwald between that community and the City that is very positive. I think they are pretty excited and I don't think that moving the skate park is going to be taking something away from the Rosenwald Community considering what is being added. Ms. Karesh said if there was some skatable feature down the bike path, that would be awesome. If there is a concrete park somewhere else that is not going to be easy for them to get to, perhaps there could be some elements that remain within walking distance that they could enjoy. Daryl Rock said he is a skateboarder who gets out on the bike path frequently and has often thought it would be an awesome and sort of novel thing to have these features intermittently along the bike path. Things like a mini ramp, kind of a small version of what we have built over at Tannery Park, and little

multi-stage investments along the bike path that make it really interesting for skateboarders.

Mr. Ray showed some examples of skate parks in the \$75,000 range as well as a few examples of elements that could be built along a pathway system (copies of all examples are included in his report).

Ms. Dinkins presented a slideshow of images on behalf of the Task Force. She said I think the pictures tell the story, but I want to be the person who speaks for the ramps that are there right now. She said I am really appreciative of the tone around the room today because I feel like there is still a little bit of a disconnect in what will be done. I think these cost comparisons do not take into account the money we will have to return if these ramps are not opened. Some of those donors are not going to be happy with you. Right now we are keeping them at bay, but they have written big checks and they are getting nothing for it. She had photos of some City facilities and said when we talk about gross negligence, it is pretty easy to find stuff out there. When you look at it, gross negligence is something that we have to fight every day and maintenance is part of the game of being a municipality and I believe the skate park would fit right in there too. She finished with photos of the ramps and said they are beautiful; they are not finished; we did stop because we got very unclear directions as to how to move along with them. There is plenty room for improvement. She reminded everybody that 500 volunteer hours went into these ramps and added that she wants to be the person from the Task Force that leaves everybody with the images of the \$100,000+ facility that is currently languishing because of things that were not done right.

Mr. Fatland informed the Committee that when the hospital was sold to HCA, Pisgah Health Foundation retained ownership of 12 acres adjacent to the Allison Hawthorne neighborhood that they want to make into a community park. They don't have the means to maintain that so they would like to entertain a long-term lease with the City and they have asked for ideas to put on that. One of the ideas could be some of these skate ramp features. They want to raise the money through sponsorships and make this park happen very soon.

Mr. Fatland presented a motion consisting of three parts:

First, City to work with North Carolina League of Municipalities (Insurance Carrier for Brevard) to refine punch list, remove perimeter fence as a requirement, and request a re-inspection to open facility as temporary until a concrete skate park opens;

Second, City pursue a concrete skate facility to be built by a design/build contractor at the Sports Complex; and

Third, to recommend to the Pisgah Health Foundation to consider small skate ramp amenities along the multi-use path at their proposed 12-acre community park adjacent to the Transylvania Regional Hospital.

Ms. Copelof seconded the motion and the motion carried unanimously.

Mr. Daniel said he would like to have these questions answered and be prepared to have a motion to present to City Council after our next meeting.

Nancy DePippo noted that the report recommends that the ramps be covered by a tarp. She said that it seems like it should have been covered all this time while we decide what we are going to do. Ms. Dinkins said that was never entertained. Mr. Fatland said the City does not own it right now, but if we get clearance from the insurance company and the City Attorney and open up that facility, I think the City would be more than happy to have a tarp system put in to protect it until the concrete facility is finished. George Peterson asked who does own the ramps. Mr. Fatland said the City has not accepted them yet, therefore the Task Force owns the facility as of right now.

F. Set Date for Next Meeting

The next regular meeting of the Parks, Trails & Recreation Committee will be on Wednesday, December 18, 2019 at 3:30 PM.

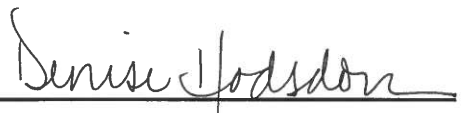
G. Adjourn

There being no further business, Mr. Olson moved, seconded by Mr. Fatland to adjourn the meeting at 4:54 pm. Motion carried unanimously.

X 

Gary Daniel,
Chair, Council Member

Minutes Approved: December 18, 2019

X 

Denise Hodsdon
Executive Assistant

STAFF REPORT

Parks & Trails Committee, November 20, 2019

Title: Brevard Skatepark
The Parks and Trails Committee will take into consideration the following information on skateparks.

Speaker: Paul C. Ray, CZO, Planning Director

From: Paul Ray, CZO, Planning Director

Prepared by: Paul Ray, CZO, Planning Director

Approved by: Jim Fatland, City Manager

Introduction

This is a continuation of Staff's research on skateparks, and a feasibility study on repairing and modifying the existing ramps for safety and insurability compared to building a concrete skatepark. The purpose of this research is to expand on information and ideas that were discussed at the Parks & Trails Committee meeting in October, and to find a path forward in providing the skating community with a safe and insurable skatepark.

Background

A wooden skatepark structure was built by volunteers on a portion of Tannery Park with the understanding that it would be dedicated to the City upon completion and opened to the public. The structure is substantially complete with approximately \$8,000 left in the account, but is not currently insurable or acceptable for public use. With regards to insurability, two major factors should be reiterated from the previous meeting.

- Skatelite material was deemed, "inappropriate for municipal use" in The Public Skatepark Development Guide, endorsed by IASC, Skaters for Public Skateparks, and the Tony Hawk Foundation in an article titled "Design Disasters." Wood and steel were also listed as inappropriate.
- North Carolina General Statute 99E-21 to 25 "*Hazardous Recreation Parks Safety and Liability*" does not limit liability for an act of gross negligence by the government entity or public employee that is the proximate cause of the injury." The Town of Swansboro, NC built their skatepark out of metal, a material listed as inappropriate for municipal use, and a child was badly injured. The correlation here is that Skatelite is also listed as inappropriate for municipal use and is showing signs of bulging, decaying, separating and other surface problems.

Research Partners

In order to obtain real cost estimates for repairing or modifying the existing Skatelite Pro structure, Staff hired Carolina Specialties Construction, which is a full-service construction firm with an unlimited and unclassified NC General Contractors License. Staff previously hired Brown Consultants, to provide an engineering report. Staff also consulted with Pillar Design Studios, LLC which is a turn-key Architecture firm that specializes in action sports design/build for concrete skateparks. This company was chosen because of its affiliation with the Tony Hawk Foundation, and it has design-built dozens of skateparks in North Carolina and dozens more across the United States.

Existing Skatepark

If the safety and liability concerns over using Skatelite Pro can be overcome, the following proposal from Carolina Specialties for repairing the structure is \$62,457. This would include changing the handrails, adding more concrete to the end of the ramps, adding additional wood framing to support Skatelite's manufacture specifications and replacing all the Skatelite sheathing. The need for replacing the Skatelite is further explained in the proposal from Carolina Specialties under, "Reasons for Voided Warrantee." (Attachment A)

Concrete Skatepark

Since the October meeting, Staff further consulted with Pillar Design Studios, LLC on building a concrete skatepark. Public input from the skating community is necessary for choosing a design and exacting a cost estimate along with site selection and final design work. However, Pillar Studios is confident that a custom, mix-terrain concrete skatepark can be built for around \$75,000 - \$100,000 or about \$30 to \$40 per square foot. At the October meeting, we studied a color-coded conceptual skatepark, with the grey area depicting a 2,500 square foot park and the red and blue areas showing future growth. (Attachment B)

Staff has been studying alternate locations for a concrete skatepark mostly due to unsuitable conditions at the Tannery Park location. Based on studies by S&ME, a Geotechnical Engineering firm, the Tannery location has wet soil with heavy organic matter and poor compaction. There is also floodplain and wetlands and an Environment Management Plan, (EMP) due to lead and arsenic contamination. The NCLM requires fencing installed at this location to help enforce limited hours of operation. The price of fencing with installation is \$25,753 (Attachment C).

The City of Brevard Sports Complex, on Ecusta Road, appears to be the most suitable area we have studied so far. It is a public park with five baseball fields and one soccer field. It has a parking lot and public restrooms. There is no known soil contamination or special flood hazard area so it stands to reason that groundwork would be less expensive. NCLM does not require additional fencing.

There are three potential locations at the Sports Complex suitable for a skatepark. **(Attachment D)** The largest area is labeled "A", is approximately 18,470 square feet and is located off the parking lot. Area "B" is about 8,960 square feet and area "C" is 13,750 square feet. There is currently a 10-foot-wide asphalt path connecting areas B and C. A concept to consider is a 3-phase progressive skatepark system with pockets of skatepark features connected by a skating path with street elements throughout. The cost could be spread out over time.

I requested more examples from Pillar Design Studios in the \$75,000 price range. The approximate size for concept one **(Attachment E)** is 2,400 square feet and concept two **(Attachment F)** is 2,600 square feet. Once again, these are merely examples and the exact size, terrain and budget would need to be determined. Pillar Design Studios provided more examples of small skateparks.

Richmond, CA – **(Attachment G)** The site selected was filled with mature vegetation as well as a pathway system. Pillar's design team used the existing path system footprint, while providing the local skaters the elements requested without disturbing the vegetation on site. You can see photos here.

Kissimmee, FL – **(Attachment H)** Pillar Design created a small skatepark 3,500 sq. ft. but connected it to the other park amenities and neighboring community by a 6,500 sq. ft. skate trail with street elements throughout. Please see Kissimmee photos.

Cost Comparison Estimation

Skatelite Pro

Repair
\$62,457

Fence
\$25,753

Sub Total
\$88,210

Funds Remaining
-8,000

\$80,210

Concrete Park

Design-build w/plans & specs
\$75,000 to \$100,000

Fence
\$0

Sub Total
\$75,000 to \$100,000

Funds Remaining
-8,000

\$67,000 to \$92,000

Options:

The Parks & Trails Committee should make a recommendation of action to City Council.



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Date: Nov. 15, 2019

City of Brevard

Paul C. Ray, CZO

Planning Director

95 W. Main Street

Brevard, NC 28712

Ref: City of Brevard – Skatepark Repair

Paul,

I have prepared the following budget cost and scope of work for the repair of the City of Brevard Skatepark. I have attached with this report: Skate-lite Installation guide, Skate-lite FAQ, & Skate-lite Grid Pattern.

Upon initial site visit, review of reports, & research regarding the skate-lite material; The park was installed in a manner that voids the manufacturers (5 year) warranty. Existing conditions are shown on attached reports, provided by the City of Brevard.

There are several options for different material to install at the skate park: Skate-lite, Skate-lite PRO, Gator Skin and Ramp Armor. Gunite was not a viable option for repair at this park. The existing wood framing will not support the weight or requirements for a dry shotcrete (Gunite) to be utilized correctly.

REASONS FOR VOIDED WARRANTY.

1. Skate-lite requires 69EA screws per sheet.
 - a. Existing averages 50-75% of required.
2. Horizontal bracing at every 8" on center.
 - a. Existing is roughly 12" on center.
3. Vertical bracing at every 11-5/8" on center.
 - a. Existing varies between 11-5/8" to 12-1/2".
4. All screws need to be pre-drilled & countersunk.
 - a. Existing is missing several screws. Per site visit, many seemed to be drilled without pre-drilling or countersinking.
5. Sheets are to be installed with a 1.95MM expansion joint.
 - a. Existing sheets are installed with no gaps between.
6. 3/8" Drain holes can be drilled out on flat boards to remove standing water.
 - a. Existing has no drain holes for standing water.

ATTACHMENT A

Scope of Work for Repair- Based upon site visits, park inspections, & park's and trail report.

1. Supervision.
2. Project Management.
3. Superintendent & project manager vehicles & fuel.
4. Temporary construction toilets.
5. Mobilization & demobilization.
6. Equipment & fuel.
7. Safety Work items.
8. Expendable tools.
9. Remove existing skate-lite material on both half-pipes.
10. Remove existing handrails on both half-pipes.
11. Grind down existing metal siding edges, to remove sharp corners.
12. Furnish & install new 4,000PSI concrete landings at both ends of half-pipes. Approximately 10' wide by 40' long (2EA).
13. Furnish & install four (4EA) 4,000PSI Concrete ramps for ADA compliancy.
14. Furnish & install new handrails at tops of both half-pipes, to meet NC building code.
 - a. *Breakout Price of (\$12,150.00)*
15. Furnish & install additional wood framing support, to be able to support ramp per manufactures specifications.
16. Furnish & install half-pipe surface materials. (see break out of different material costs on next page)
17. New skate material to be installed with gaps for drainage & flex of new material.
18. Furnish & install new metal coping around half-pipes.
19. Furnish & install all required screws/nails/fasteners for all new work to be done.
20. An *alternate* price was listed for skate paint. Skate paint is used to preserve ramp material. Half-pipes should still be covered with a tarp while not in use.
21. Final cleanup of work areas.

GENERAL NOTES

1. NOTE: No re-pouring of existing slab underneath half-pipes was included.
2. No civil & architectural design fees are included.
3. No engineering fees are included.
4. No soil & concrete testing fees are included.
5. No final site grading, storm-drainage & Retaining Walls are included.
6. Note that temporary utilities are provided by owner.
7. Note that no design fees are included in this proposal.
8. Note that no building permit fees, or builders' risk are included in this proposal.
9. Note that no bonds are included in this proposal.

Please see next page for budget pricing.

The budget cost for the above scope of work is:

1. Replace existing with Skate-light: \$60,256.00
2. Replace existing with Skate-lite PRO: \$62,457.00
3. Replace existing with Gator Skin: \$53,253.00
4. Replace existing with Ramp Armor: \$56,695.00
5. ADD PRICE TO OPTIONS #1-4 For Skate Paint: \$6,448.00
 - a. Skate paint specifications are attached with this report. This product was specifically designed for wooden skate parks to help aid in protection of weather abuse.
6. Replace with dry shotcrete (Gunite): NOT APPLICABLE. Existing wood framing will not support the weight nor the requirements for dry-shotcrete application.

If you have any questions, please feel free to give me a call.

Elijah T. Ferguson

Elijah Ferguson
Estimator

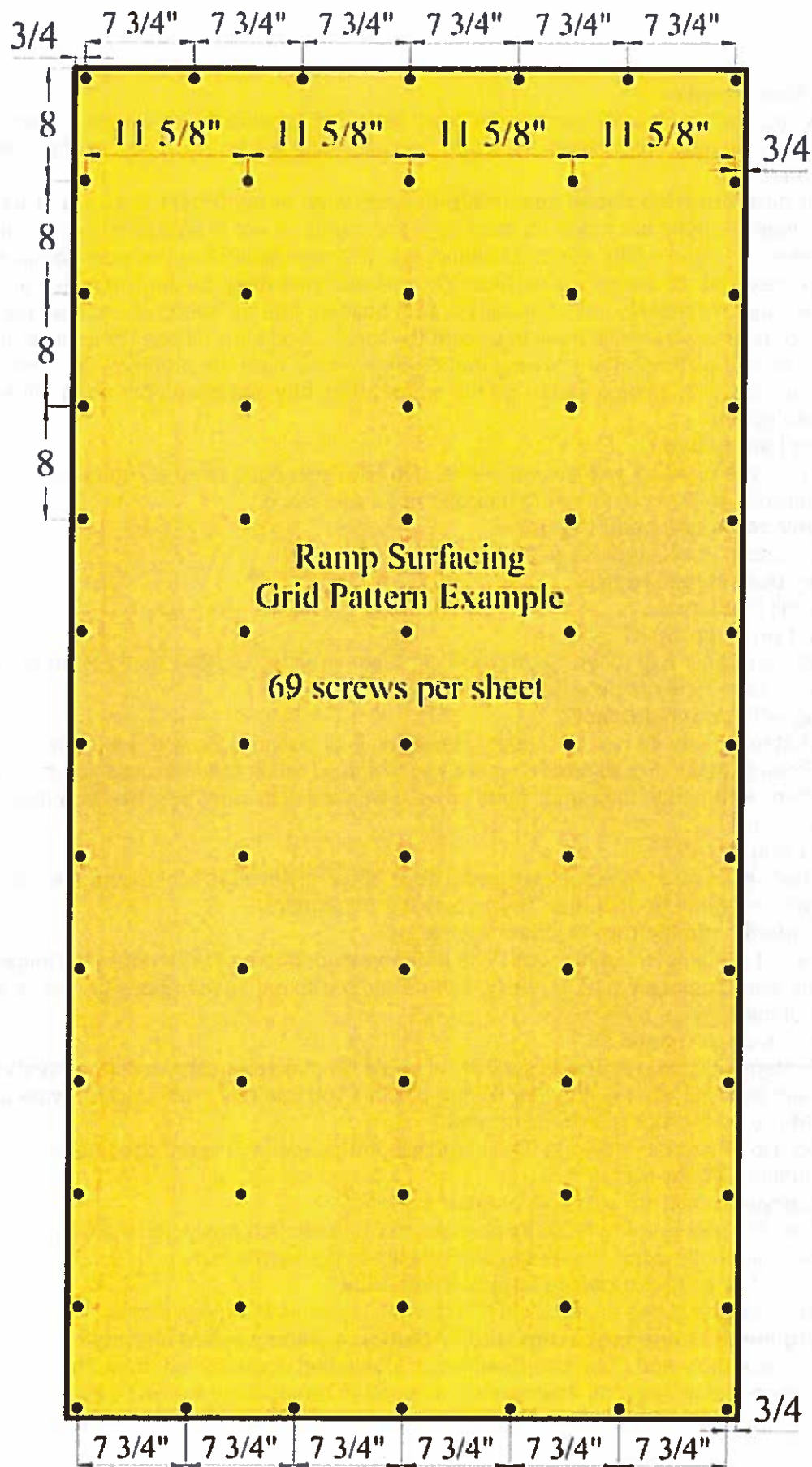


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ATTACHMENT A



ATTACHMENT A

What is Skatepaint?

A polyurethane epoxy component paint designed specifically for wooden skate ramps. Skatepaint protects the skate ramp from the water, snow and skateboard abuse.

How is it different from cheap sealants/polyurethanes at my local hardware store?

Cheap sealants are made for outdoor wood patios — not skateboard ramps. They create a "slip-n'-slide" effect. Meaning, the urethane skateboard wheels do not stick to the wood- its too slick a surface. You will ruin your ramp by applying such a sealant. We receive call after call of ramp builders that try and go the cheap route and by an inexpensive sealant to coat the ramp...bad idea. These ramp builders end up calling us thereafter knowing that Skatepaint will cure the problem. Don't waste your time with cheap paints—go the smart route; buy and paint your ramp once with Skatepaint!

What can I apply it to?

ANY type of wood, ie Plywood, 2x4's. Do NOT use on Masonite/Tempered Hardboard—it's a cheap cardboard and not a real wood

How many coats do I need to apply?

One solid, thick, even coat is enough.

How long does it take to dry?

A full 24 hours.

Do I roll it on or spray it?

Use a regular nap roller. Sponge is best recommended. It does not need to be an expensive type of roller- just something basic.

How long will Skatepaint last?

Skatepaint can last up to 3 years. However, it all depends on your personal circumstances. For example, where you live, how much rain/moisture you get, how often skaters ride the ramp, if you cover it with a plastic tarp, how well you take care of it, etc.

How do I reapply it?

There is no need to completely sand down the original coat. Make sure the ramp is free and clean from debris. Then apply the Skatepaint.

Do I still need a plastic tarp to cover my ramp?

Yes. It is highly recommended. The better you take care of your ramp, the longer it will last! Simple as that! In reality, even a ramp with expensive [Skatelite](#) needs to be protected with a tarp.

What colors do you have?

Skatepaint is only available in clear. If you'd like, you can apply a colored (flat) latex paint over the Skatepaint after its cured. This you can buy from any hardware store.

Can I add my own color mix-in or thinner?

No. Do not add anything to the chemicals of Skatepaint. It is not designed for additives of any kind.

Can I Skatepaint over an existing painted surface?

Yes. But please note; Skatepaint sticks to whatever you apply it to therefore its best recommend to apply the Skatepaint directly to the bare wood.

Should I seal or primer it before I apply Skatepaint?

No! Skatepaint has an epoxy in it, acting as a primer. It's a two in one.

What happens if I ruined my ramp with Thompon's water sealant already?

Replace the wood, then use Skatepaint. No cutting corners next time! There is a reason cheap sealants do not work on wooden ramps—they weren't designed to do

ATTACHMENT A

so. Skatepaint is the only protectant paint that will prolong the life of your skateboard ramp.

What is the shelf life? Can I save the extra paint I don't use?

Once you open the can or bucket, you have 24 hours to paint your skate ramp—there is no saving any paint. The shelf life to an un-opened can is 6-9 months.

Will this work on Masonite? Will it still be slippery?

Skatepaint works on ALL types of wood- Masonite is not a real wood, so no. We also do not recommend using Masonite for any outdoor ramp. Use an exterior smooth sanded plywood instead. Masonite is a glorified cardboard—most of the composite materials are not wooden.

I see spots that didn't absorb the Skatepaint on my ramp, what happened?

The Skatepaint application needs to be done evenly. Skatepaint should be applied and rolled over the same spot more than once. After you paint a section, return and roll over it again and again. There should be a glossy look to the ramp after its cured.

What is the delivery time for Skatepaint?

Once you place the order, we'll ship it out within 1-3 days. After it leaves our warehouse, you should receive it within 3-6 days.

How much do I need to paint my ramp?

Determine the square footage of your ramp. One quart covers 50 sq ft. One gallon covers 150-200 sq ft. One bucket covers 1000 sq ft. A regular 4x8 plywood sheet is 32 sq ft. Count your plywood sheets to better determine your square footage. Most mini ramp [halfpipes](#) can use 1-2 gallons. [Quarter pipes](#) often use a quart. The bucket of Skatepaint is often used for larger skate ramps or for multiple ramps.

ATTACHMENT A

Installation Notes

In talking with ramp builders and operators all around the country, we have picked up a few tips on ramp building and surface installation that we'd like to pass along. Please accept this information as well-intended advice, but not as specific direction. We are not experts, but we think that in sharing as much information as possible, the best techniques will become self-evident.

- It's of critical importance that the skating surface be in close contact with the substrate. Make sure that they are tight to one another and that the surface material is not bridging the curve of the substrate.
- Screws need to be going into the joists below the substrate. It is not adequate to screw through the skate surface into the substrate. Your screws should be long enough to reach a minimum of 1 1/2" - 2" into the joists.
- Screw spacing should be a maximum of 12" on the joists. Most ramp builders place joists 5" - 9" apart on center. This means that there would be a maximum screw pattern of 9" x 12".
- If your ramp is outside, it will be subject to rain, snow, cold, heat, etc. Water will promote dry rot in the substrate and other problems. Drilling 3/8" holes in the substrate before installing the Skatelite™ or Skatelite Pro™ skate surface will allow drainage and breathing, promoting drying and helping to prevent dry rot. (Dry rot is a misnomer. Rot is really caused by moisture.) I suggest one hole in the center of each 9" x 12" screw pattern, or in other words, put the holes between the joists, and out of line with where your screws will go.
- If an outdoor ramp, leave a gap (some people leave the thickness of a nickel) between panels. This allows for expansion and movement of panels with changes in humidity.
- Many people ask about the substrate. While I have heard of ramps being built with only one layer of 1/2" plywood, I believe that a good ramp should have at least 3/4" of substrate (2 layers of 3/8") for good performance. This is especially true of a half-pipe or vert ramp or any place where there will be hard landings. Ramps often have 2 layers of 1/2" substrate, and I believe that this is best. I am also prone to recommend pressure treated plywood for the substrate material on outdoor ramps. Any disadvantages are offset by the likelihood that you won't have to remove rotten parts sometime in the future.
- One of the neat things about Skatelite™ and Skatelite Pro™ surfaces is that when they get wet, all you have to do is squeegee them off and start skating. But if you have a low spot that collects puddles, try this trick. Drill a hole the size of a plastic straw at the lowest point in the puddle. Cut a plastic straw in half at a 45° angle. Put a little silicon around the square end of the straw, and insert the straw through the hole until the square end is flush with the surface. The silicon will hold it in place, and the angled bottom end will allow the water to drain.
- A note about moisture. Pressure treated plywood often comes to the job dripping wet. After installing, allow a few days time for it to dry out before applying your skate surface. After it's covered with your skate surface, it will take a long time to dry and may cause problems.

I'm sure that you have other ideas, tricks, tips, and solutions to ramp problems. Please e-mail your suggestions to us at www.richlite@richlite.com. We'll update this note page periodically, and maybe you'll see your ideas on our web site.

ATTACHMENT A

Skatelite FAQ's

How long will it last?

We don't know. Skatelite that has been in place at some parks for over three years and is still in good shape. It has weathered severe winters in a several locations without any ill-effects. If properly installed with sufficient substrate, five to ten years seems reasonable. Of course, we can't control how it is installed, used, or abused, so it's difficult to predict a life.

It seems pretty rigid. Will it bend?

Yes. It's pretty easy to install. The Missoula YMCA used kids to do the work under the direction and supervision of local contractors. The same has been done at the Puyallup YMCA. They found that 1/4" thick Skatelite™ just kind of fell into the shape of the ramp, and could be easily fastened into place. We've been told that 5' or 6' transitions are not too difficult.

Is it very smooth?

The feedback we're getting is that it's just right for wheel grip. It's not slick, and doesn't require a break-in period. But it's smooth enough that you will not plant your face when you fall on your knee pads. Also, we're told that this surface reduces floor burns when you slide on it. Don't make the mistake of waxing it.

How is it fastened down?

We recommend countersunk screws 9" - 12" apart in on all joists and around the rim of panels..

How thick should we get it?

1/4" material provides enough "meat" for the countersunk screw to hold it. Thicker than 1/4" will not bend as well, and it is probably not necessary to go that thick.

Can we use 1/8" material and glue it down?

Our experience is that it doesn't work, and we don't supply 1/8" Skatelite™.

Will this material get hot in the sun?

Not hot like metal, but probably warmer than wood.

What about freezing weather?

Snow, ice, and rain won't hurt it. It may become marginally more brittle in extreme cold, but if it is properly supported by a substrate, it won't make any difference to performance.

Is it waterproof?

Water won't hurt it. If you get rain, squeegee or mop it off and start skating. Under certain conditions it may absorb some water and expand until it dries again. This can cause buckling or a wavy surface. We recommend Skatelite Pro™ for wet environments to substantially reduce or eliminate this kind of problem.

Will it develop dust?

No. Because of its durability, it will not disintegrate as you use it. No more damp-mopping, etc. One indoor park that is planning a restaurant installation indicates that they need Skatelite™ ramp surface for a cleaner environment.

Why is this so expensive?

While it is costly to make and to buy, it is also cost-effective. It's much easier to install than metal, and will last longer than wood or hardboard. Once you've installed it you can forget about it. It's to any operator's advantage to have a low maintenance surface that will hold up to the heavy use that this surface will generate.

Do we need a metal plate at the bottom of our ramps?

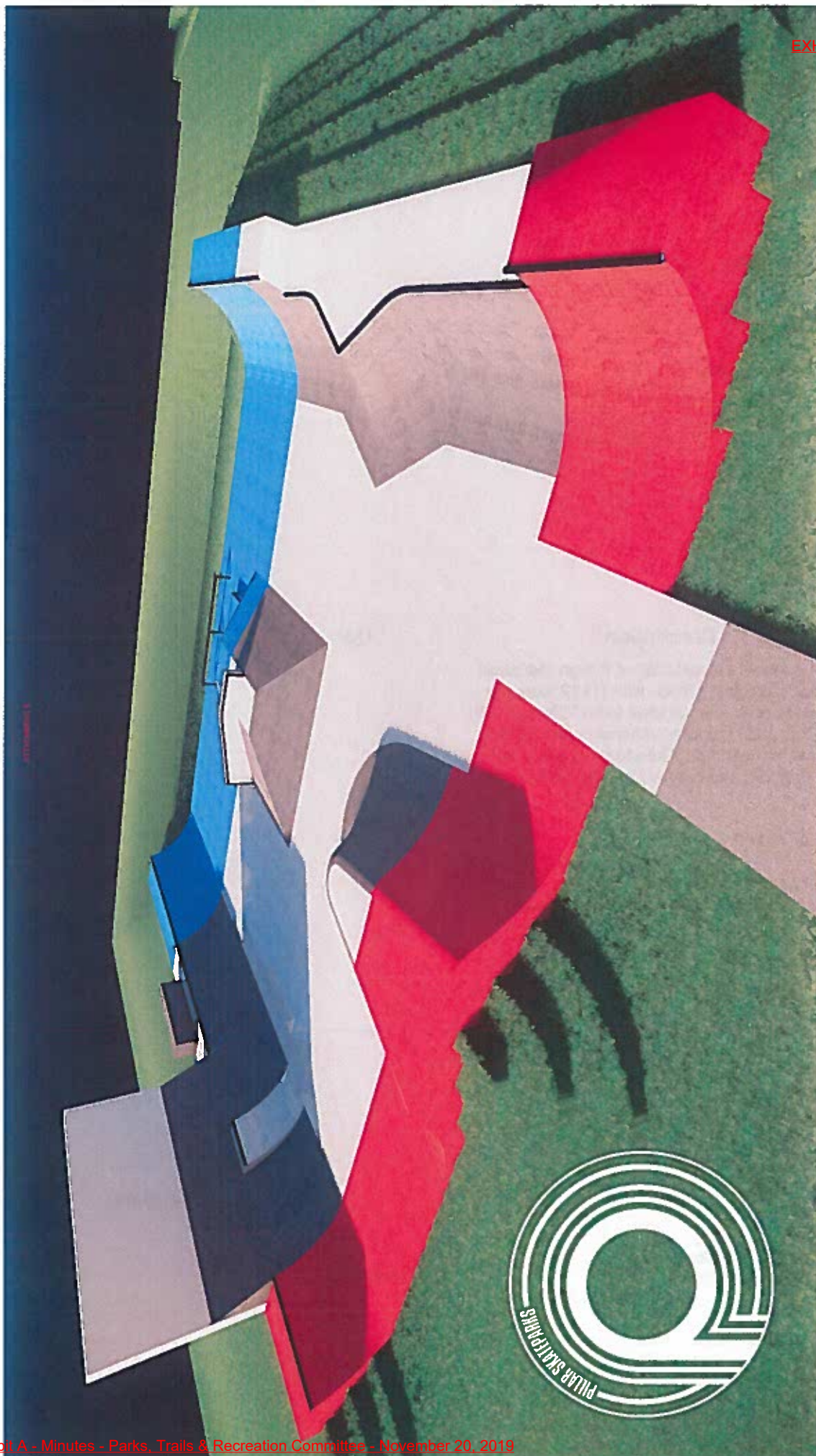
We recommend a metal plate. That transition between the ground and the ramp takes a lot of abuse, and it's almost impossible to get good support of any ramp surface right there at the wedge. ¼" steel flat bar is ideal for that area.

Do we need to lay this material down diagonally?

No.

Will Skatelite™ ramp surface break at the edges of the ramps?

Probably not if it is supported by an adequate substrate. Don't let the surface material overhang the substrate. Grinding on the edge is probably not a good idea. The best ramps we've seen have a metal angle iron at the edges of the ramps. This protects the edge of the surface and provides a good grinding surface.



ATTACHMENT C

MillWright Fence Company
PO Box 243
Old Fort, NC 28762

Date 7/11/2019
Estimate # 1374

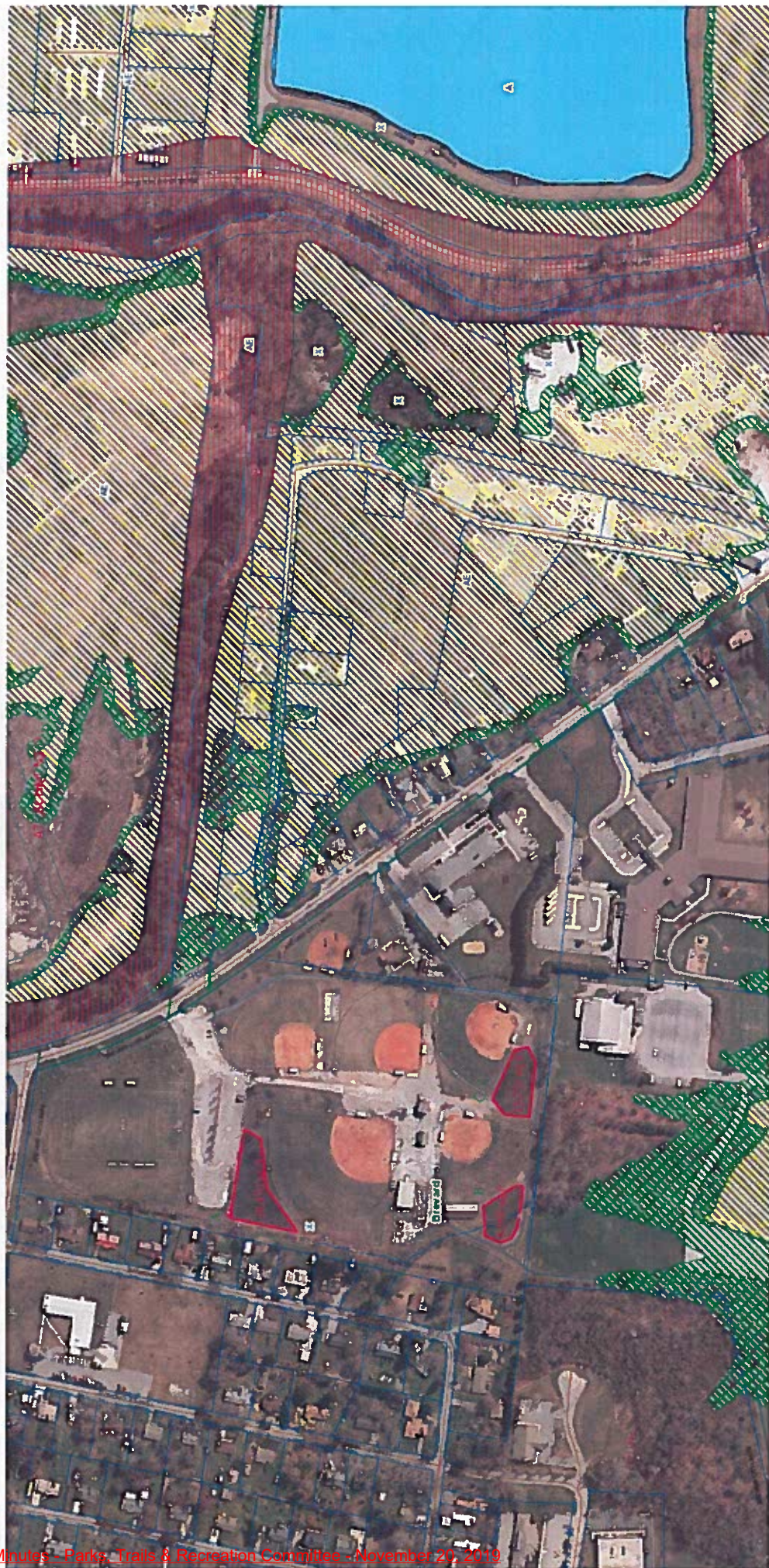
Name / Address

City Of Brevard
95 West Main Street
Brevard, NC 28712
Paul Ray
Phone - 828-885-5630

Description	Qty	Rate	Total
Material & labor to install 290' of 8' high Industrial grade black aluminum fence with (1) 12' opening double drive gate. Fence style to be "Classic" with smooth top, and customer's choice of pickets thru bottom rail, or flush rail. Gate to have self closing hinges, drop rod and gravity latch. All posts set in cement.			
Total \$25,753.00			
Price good for 30 days 1/2 down required on special order aluminum products			
Subtotal			\$0.00
Sales Tax (0.0%)			\$0.00
Total			\$0.00

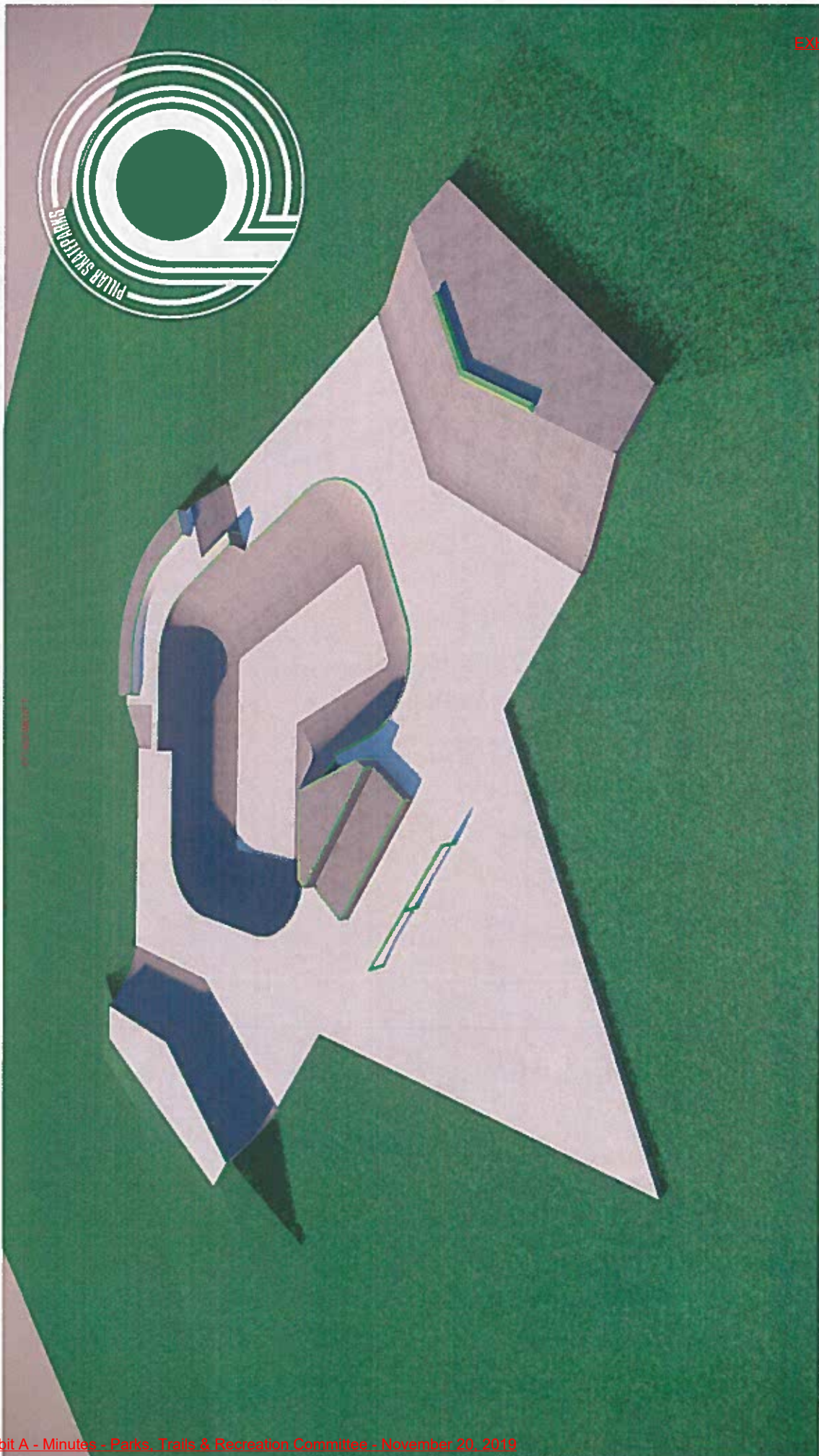
MillWright Fence Company
dnmills136@hotmail.com

828-460-8157

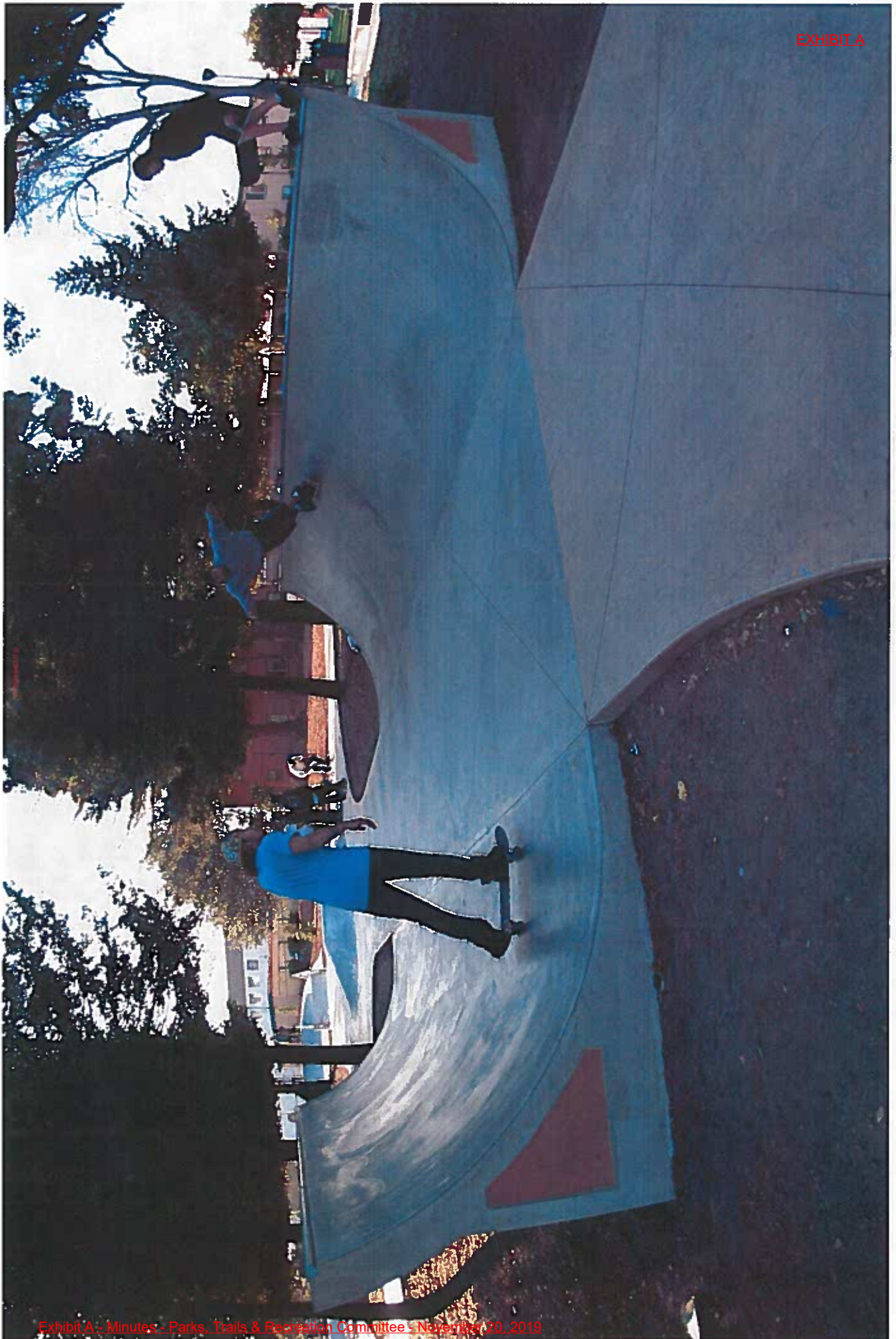


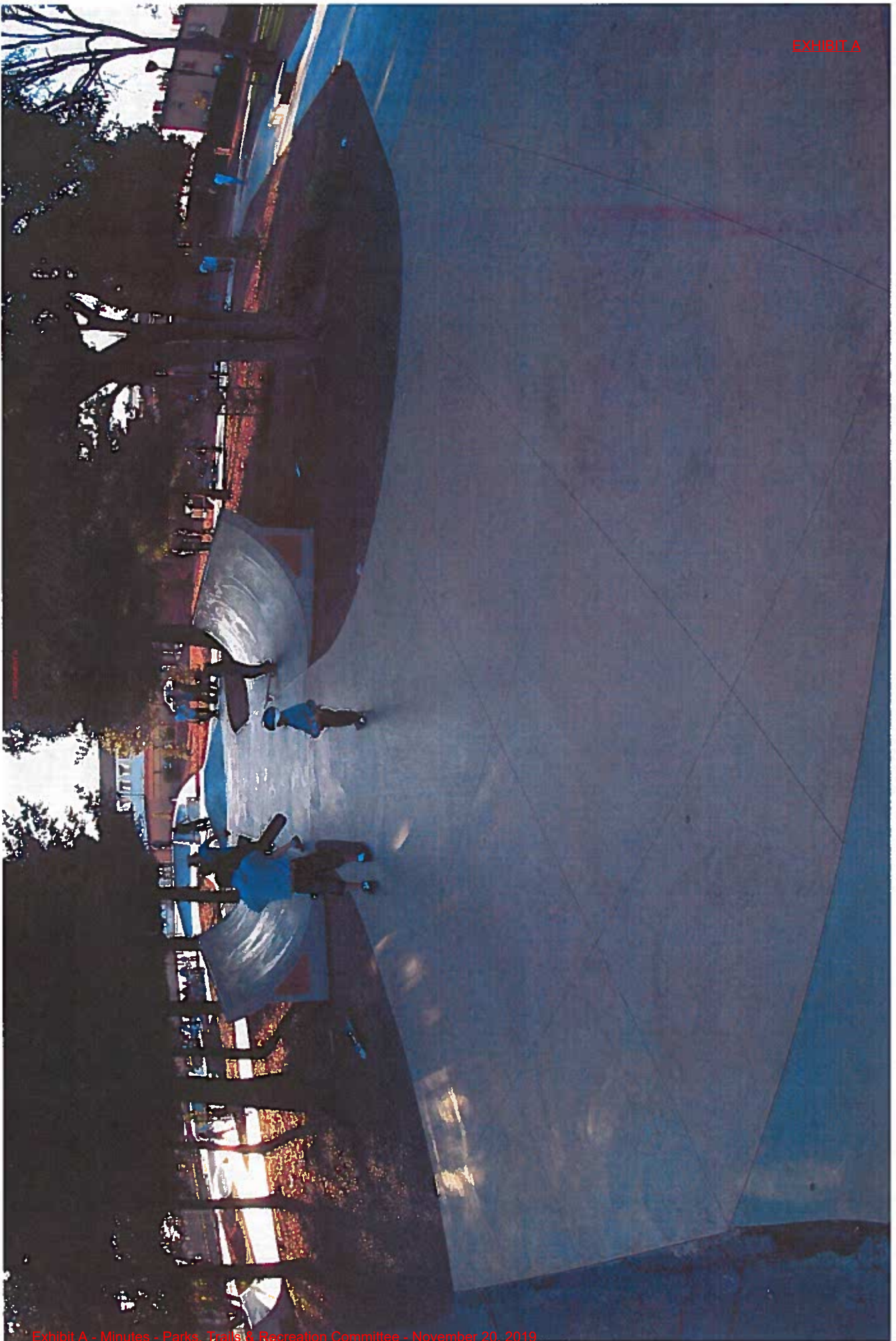


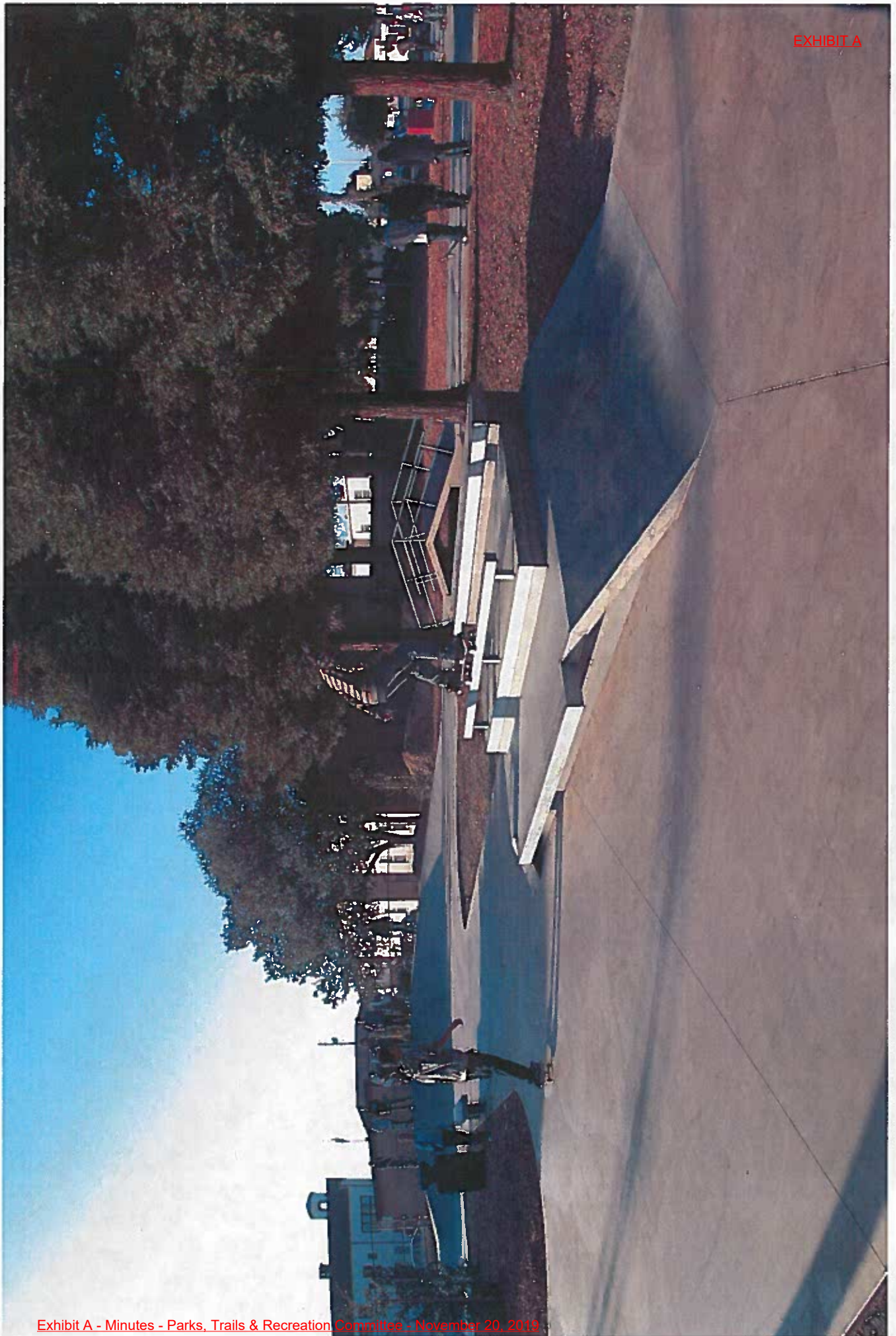
ATTACHMENT E

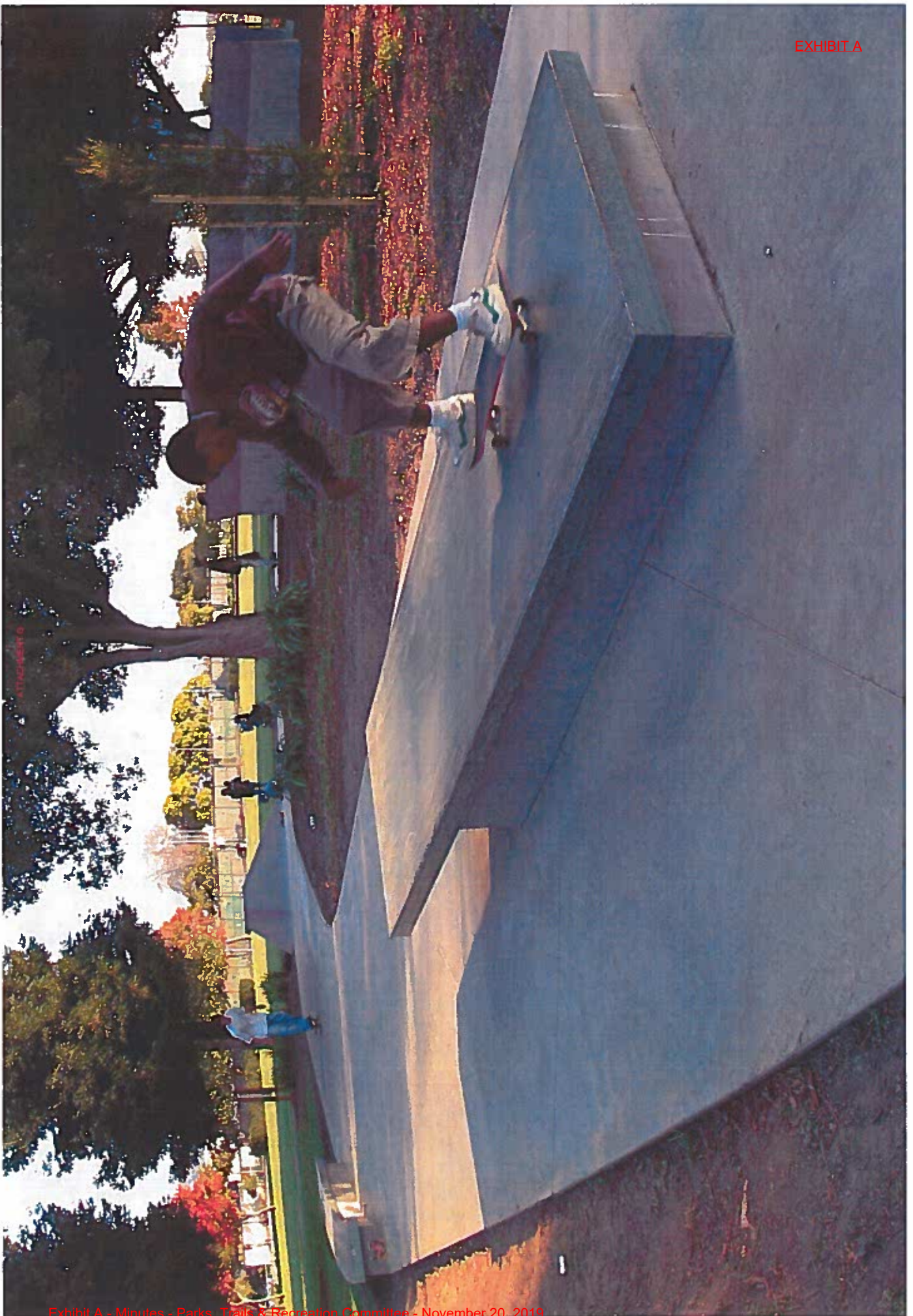


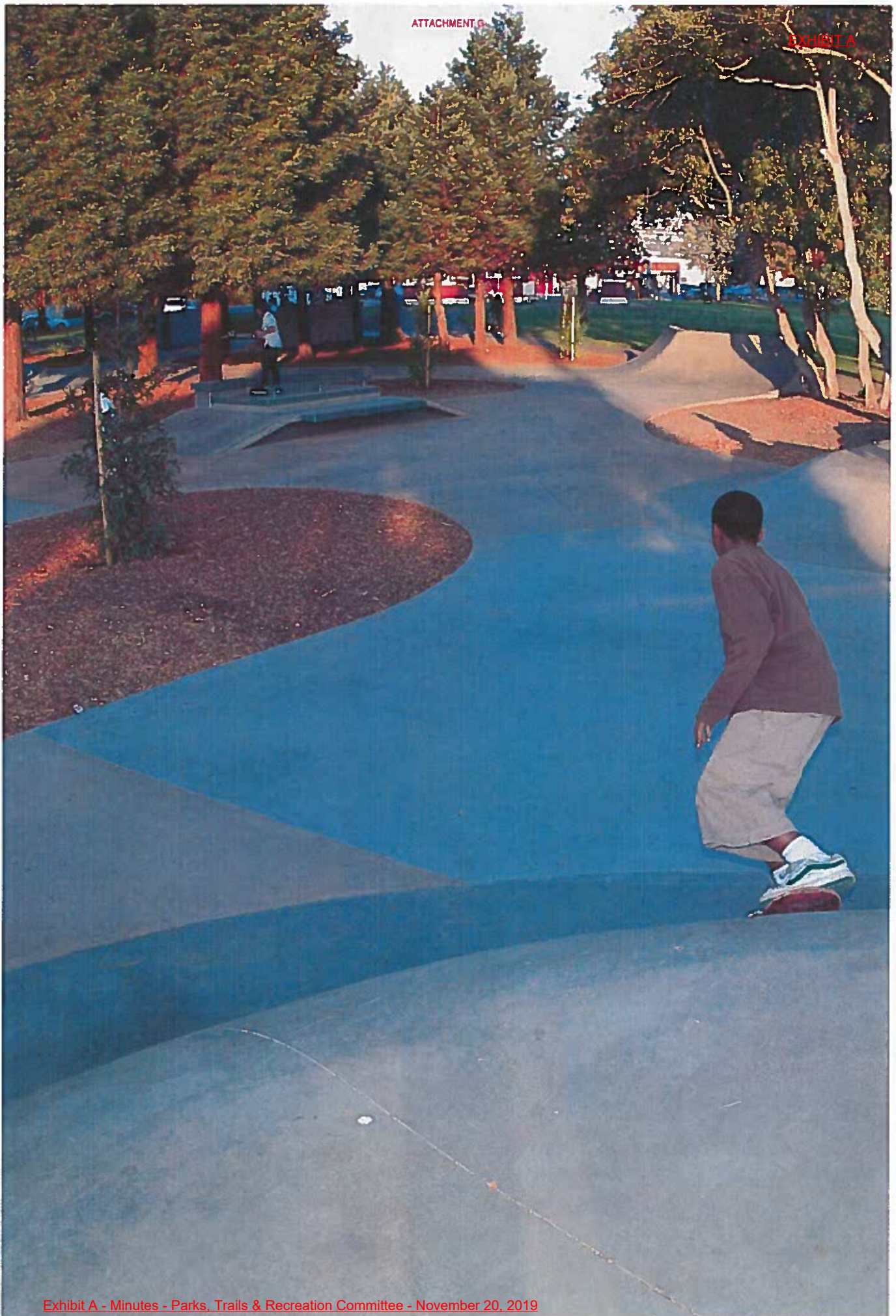


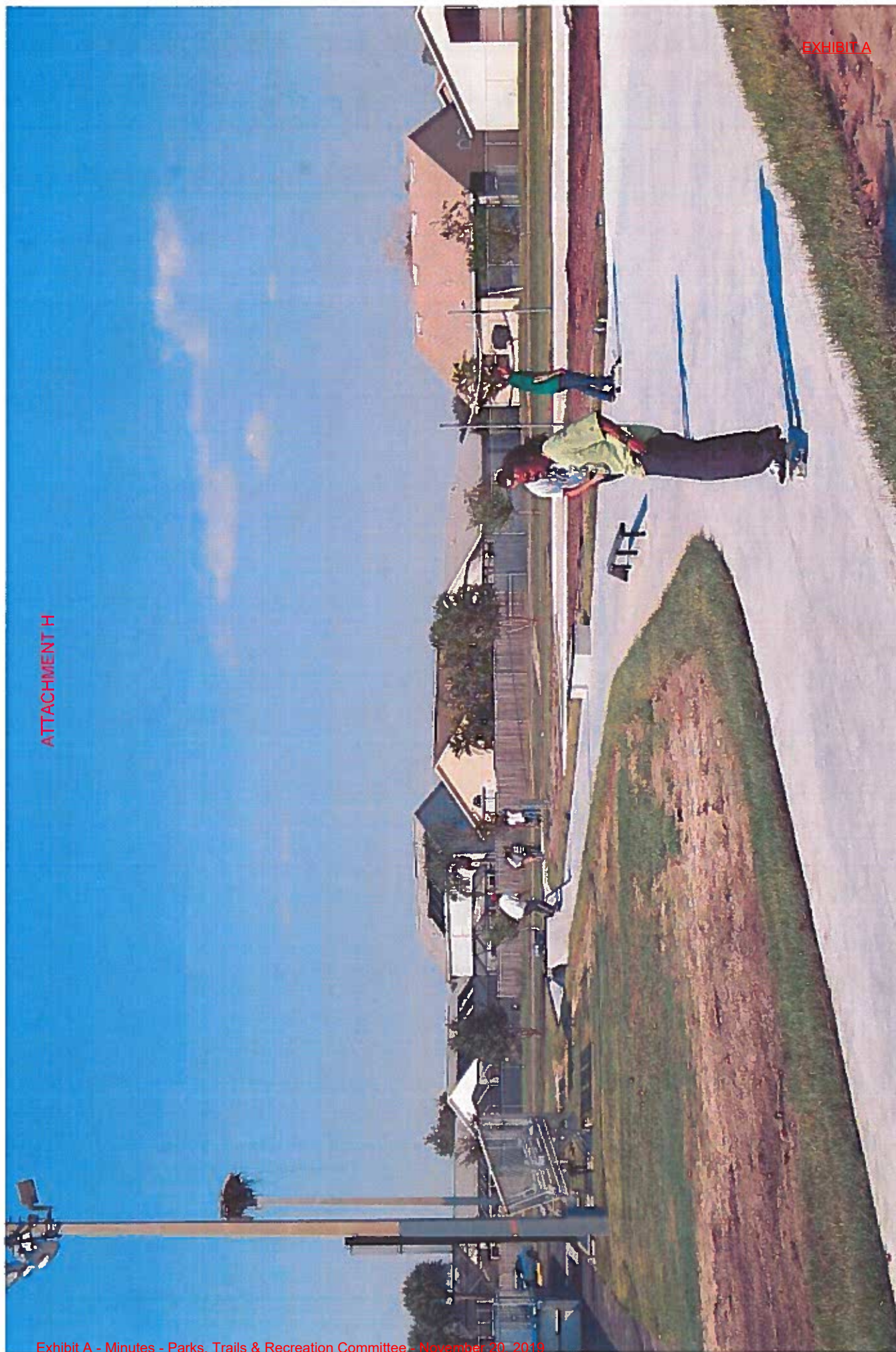












ATTACHMENT H



ATTACHMENT H



ATTACHMENT H



ATTACHMENT H

