



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

**TO:** Parks Recreation & Cultural Services Committee    **DATE:** November 15, 2001  
**FROM:** Mike Redpath  
Manager, Parks Administration and Programs    **FILE:** 7200-01  
**RE:** Bike Terrain Park Pilot Project

**STAFF RECOMMENDATION**

That staff be directed to bring forward a preliminary design with detailed cost estimates, including opportunities for sponsorship, for the development of a bike terrain park as a two year pilot project at the south foot of No. 2 Road in February 2002.

Mike Redpath  
Manager Parks Administration and Programs

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Land & Properties .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>Bill Ash</i>
Law .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Recreation & Cultural Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Development Applications .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## STAFF REPORT

### ORIGIN

At the April 10, 2001 Parks Recreation and Cultural Services Committee meeting, in response to a request from a community group to investigate the feasibility of creating a skills park for mountain bike riders in the community, staff received the following referral:

*"That the matter of the bike terrain park be referred to staff for suggestion as to how and where the City could challenge BMX bike riders with a small course."*

Since that time, a group of residents in the Steveston area organized a casual information meeting with staff from Recreation and Cultural Services, and the Steveston Community Centre to discuss opportunities for the development of a bike terrain park in the Steveston area.

Since that initial meeting, two subsequent meetings were held with Parks staff in conjunction with interested residents to determine criteria for the future potential development of a bike terrain Park in the Steveston area. The purpose of this report is to provide information and to outline the process for the potential development of a pilot project bike skills park.

### ANALYSIS

A bike terrain park includes elements which provide opportunities to develop skills for riders who may perform tasks like hopping onto obstacles such as boulders, or traversing a course of obstacles such as dirt mounds and logs. Included for information in Attachment 1 is a summary of select recent bike skills/terrain park projects in British Columbia.

#### **Proposed Pilot Project**

In response to the April 10, 2001 Council referral staff are recommending a pilot project for the development of a bike terrain park in the Steveston area.

Central to the investigation of the feasibility of creating a bike terrain park is public process, finding an appropriate site, and identifying opportunities for corporate sponsorship. The recommended process is similar to that adopted for the Skateboard Park and the development of the Richmond Community Garden and includes the following steps:

1. Establish a working committee with interested youth and parents.

At the first meeting with interested residents on October 29, 2001, a working committee was formed comprised of youth and parents, and includes experienced riders. The purpose of the working committee is to provide input on the site design and technical aspects of the elements.

2. Work with the committee to identify preferred elements of a bike skill park.  
On November 13, 2001, the working committee met to explore ideas for the park. The committee has established an ideal site size of 240' x 180'. The emphasis is on variety to accommodate different types of riding and different skill levels.

### 3. Establish Site Selection Criteria:

Through consultation with the working committee, and research by staff regarding similar projects in other municipalities, site selection criteria have been developed. Three possible sites have been identified as suitable, and are presented for consideration (Attachment 2).

While Steveston Park was considered as a potential site for a future bike skills/terrain park, the current Park Upgrade Plan approved by Council on June 12, 2000 does not take in to consideration inclusion of this activity and was not identified during the public process. Any changes to the Steveston Park Upgrade Plan at this time would require a public open house to revisit the approved Upgrade Plan with full public consultation.

It is interesting to note that in the late 1980's a temporary dirt surface BMX park was built at the request of a local interest group but after two years, the interest and use of the site was minimal and was removed. It is therefore recommended that if a terrain park is constructed that it be done as a pilot initiative to determine the level of sustaining community interest.

#### **Recommended Site**

At this time staff are recommending approval of a two year pilot project for the development of a bike skills/terrain park at the south foot of No. 2 Road site (Attachment 2).

The No. 2 Road site is a good location for residents of Steveston especially since the dyke trail system provides a safe, accessible cycling route. The surrounding properties are zoned for industrial uses which are more compatible for a terrain park than residential uses.

The proximity of the dyke trail provides opportunities for casual supervision while the size of the site allows for enough separation between trail users and the bike park users to ensure everyone's safety.

#### **FINANCIAL IMPACT**

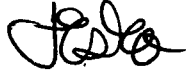
If approved, staff will bring forward a preliminary design and detailed cost estimates, including opportunities for sponsorship, for the development of a bike terrain park at the south foot of No. 2 Road in January 2002.

It should be noted that the bike skills park has not previously been identified in the Parks Capital 2001 or 2002 budgets, and that staff will work with interested community members to solicit corporate sponsorship for the construction of the bike skills park.

At present financial implications are estimated at \$500.00 in staff time for community consultation and site visits. Preparation of detailed cost estimates and park design will include staff time for further community facilitation, and visitation to other sites estimated to be an additional \$1000.00.

**CONCLUSION**

Given the current high level of neighbourhood interest in the development of a bike terrain park in the Steveston area, the inclusion of interested youth and community members in the planning, design, construction and ongoing operation of the park will be necessary. The benefits of such a park include enhanced opportunities for youth to participate in outdoor recreational activities, and also create a designated approved facility for bike skills to be practised in Richmond.



Jamie Esko  
*Park Planner*



Mike Redpath  
*Manager Parks Administration & Programs*

## **Recent Bike Skills Parks in British Columbia**

There have been a number of bike skills facilities developed in British Columbia that provide examples and opportunities for comparison.

### *Resort Municipality of Whistler*

- A bike skills park course was developed in Whistler with four distinct skill areas for use. The park is located adjacent to the Valley Trail and a river
- The site is open for public access and is also programmed for special event activities including bike skills clinics and camps. The features in this park are not static but are changed regularly on an annual basis to create diversity in the opportunity of elements for users. The maintenance of the site is undertaken in partnership with the resort municipality and volunteer user groups.

### *Financial Implications of Whistler Terrain Park*

- The Whistler terrain park was developed at a cost of \$7000.00 for the built elements which was financed via both municipal resources and through the donation of time and materials. Sustaining capital or maintenance costs associated with the site are approximately \$5000.00 per annum.

### *Port Moody*

- The Port Moody Bike Trials Park, recently opened in October 2001, is the first urban bike trials park in North America. The purpose of a 'bike trials' course is to concentrate on specific skills used at the competitive level. This site is intended to accommodate both beginner and expert riders, and the City is working with private groups who would undertake further construction at the site and organise or program events at the park.

### *Financial Implications*

- The funding for the Port Moody Bike Trials Park totalled approximately \$20,000 for the initial development of the site. Joint financing was raised from the City, local service clubs, and biking organizations. Materials and equipment for the project were obtained through in-kind donations.

### *Victoria Capital Regional District (CRD)*

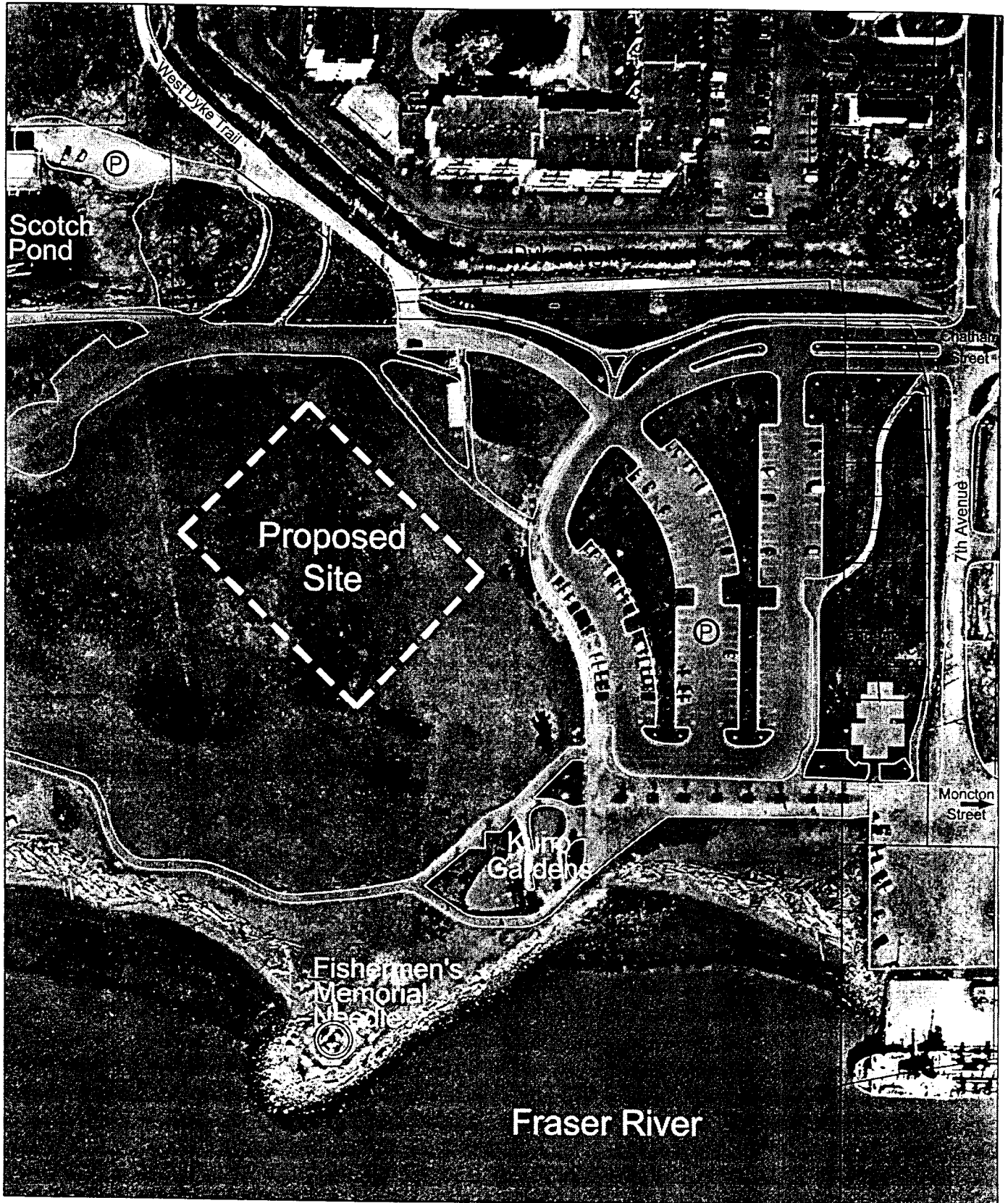
- The CRD, in November of 2000 approved the construction of a bike skills and technical training area in Mount Work Regional Park under a partnership agreement with a local non-profit society. Under the agreement the society is solely responsible for the operation of mountain bike trails and the technical training area. While the society funds all development, it must apply to the CDR for approval.

### **Bike Skills Park Site Selection Criteria Matrix**

	<b>SITE NO. 1</b>	<b>SITE NO. 2</b>	<b>SITE NO. 3</b>
<b>Site Selection Criteria</b>	<b>Garry Point Park North East Corner</b>	<b>Railway Avenue behind Branscombe House</b>	<b>South Foot of #2 Road at London's Landing</b>
<b>Central location in Steveston, easily accessible for the users</b>	Good location, on the existing dyke trail system	Excellent location for access to nearby schools	Good Location, part of dyke trail system.
<b>City owned site, possibly in the Steveston area</b>	Yes	To be effective the site would require the use of the railway ROW which is not City property.	Yes, site is being held for future possible sale or development.
<b>Compatibility with surrounding uses</b>	Poor, potential conflicts with trail users, kite flyers, and picnickers.	Poor, the site is close to adjacent residential properties.	Good, the site is un-programmed at this time, would require a natural or landscape buffer for existing trail.
<b>A safe location for both the users and passers-by</b>	Good user safety, fence would be required around the entire perimeter.	Good user safety, ROW provides buffer from adjacent street	Good user safety, ample space to provide a buffer between use and existing trail
<b>Sufficiently visible to allow casual supervision</b>	Site has large open area, and as a community park it is frequently used by all members of the community.	Restricted viewing access to this site due to trees and overgrown rail ROW	Site is adjacent to existing trail system, and visible from the street.
<b>Proximity to services such as telephones and washrooms</b>	Yes, at caretaker/concession building	No facilities at this site	Yes, at London's Landing
<b>Suitability of site; size and shape</b>	Ample open space, would require fencing to define limits.	Poor, site is narrow and will not accommodate the use without the inclusion of the rail ROW	Good, self contained

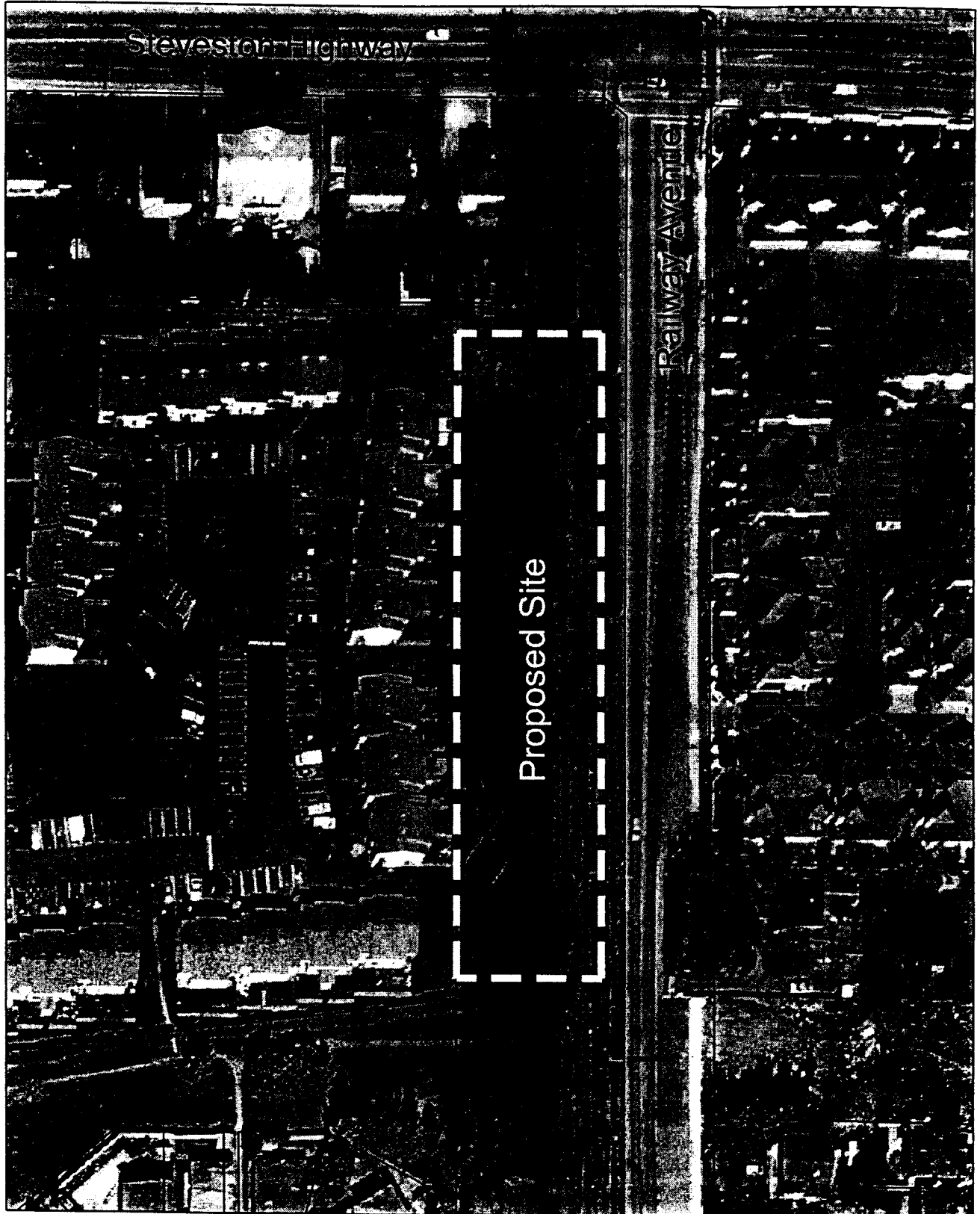
The No. 2 Road site (Site No. 3), is a good location for residents of Steveston especially since the dyke trail system provides a safe, accessible cycling route. The surrounding properties are zoned for industrial uses which are more compatible for a terrain park than residential uses.

The proximity of the dyke trail provides opportunities for casual supervision while the size of the site allows for enough separation between trail users and the bike park users to ensure everyone's safety.



Proposed Bike Terrain Park  
Site 1: Garry Point Park

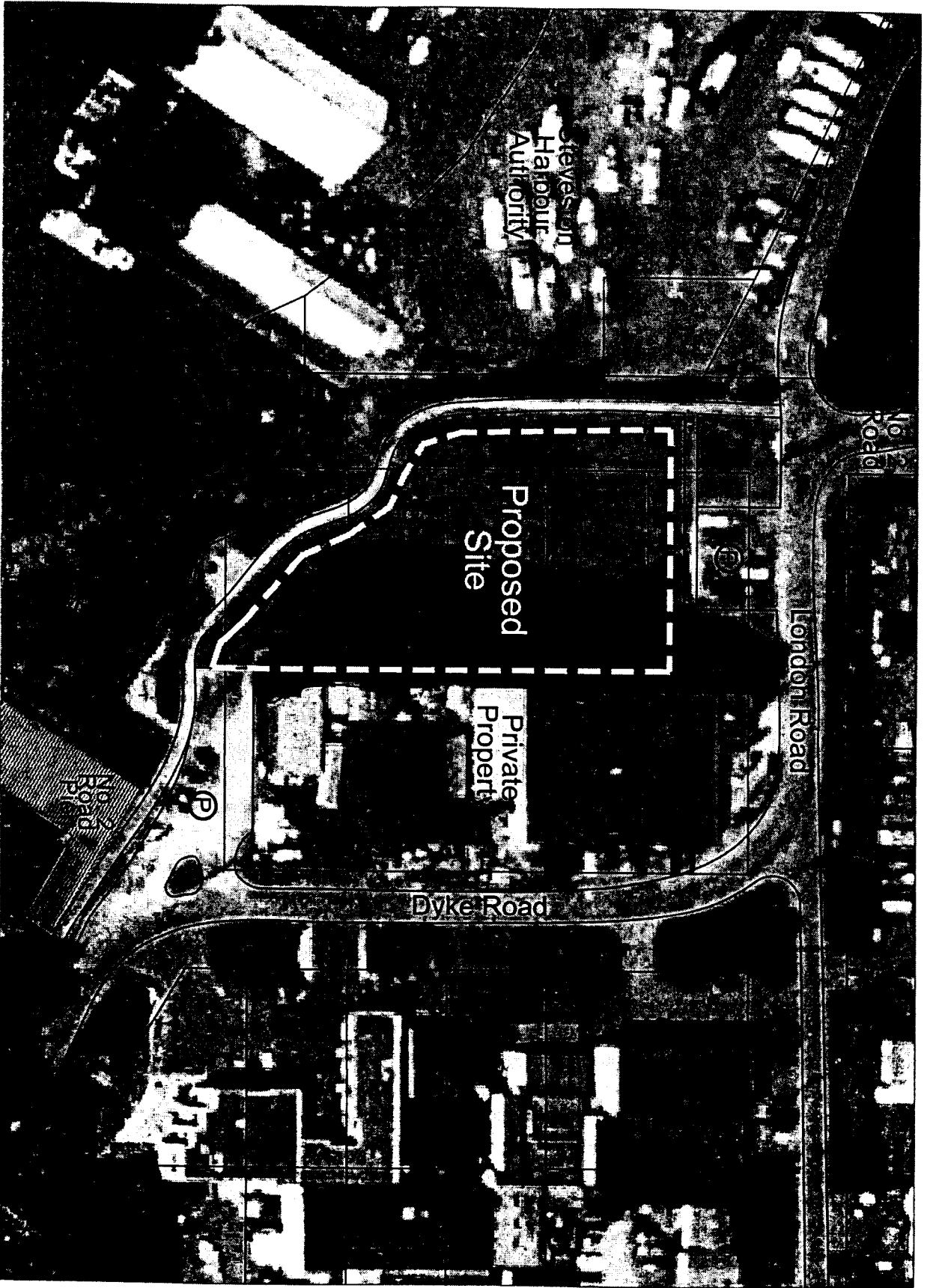




Proposed Bike Terrain Park  
Site 2: Railway Avenue, south of Steveston Hwy.







Proposed Bike Terrain Park  
Site 3: London's Landing