

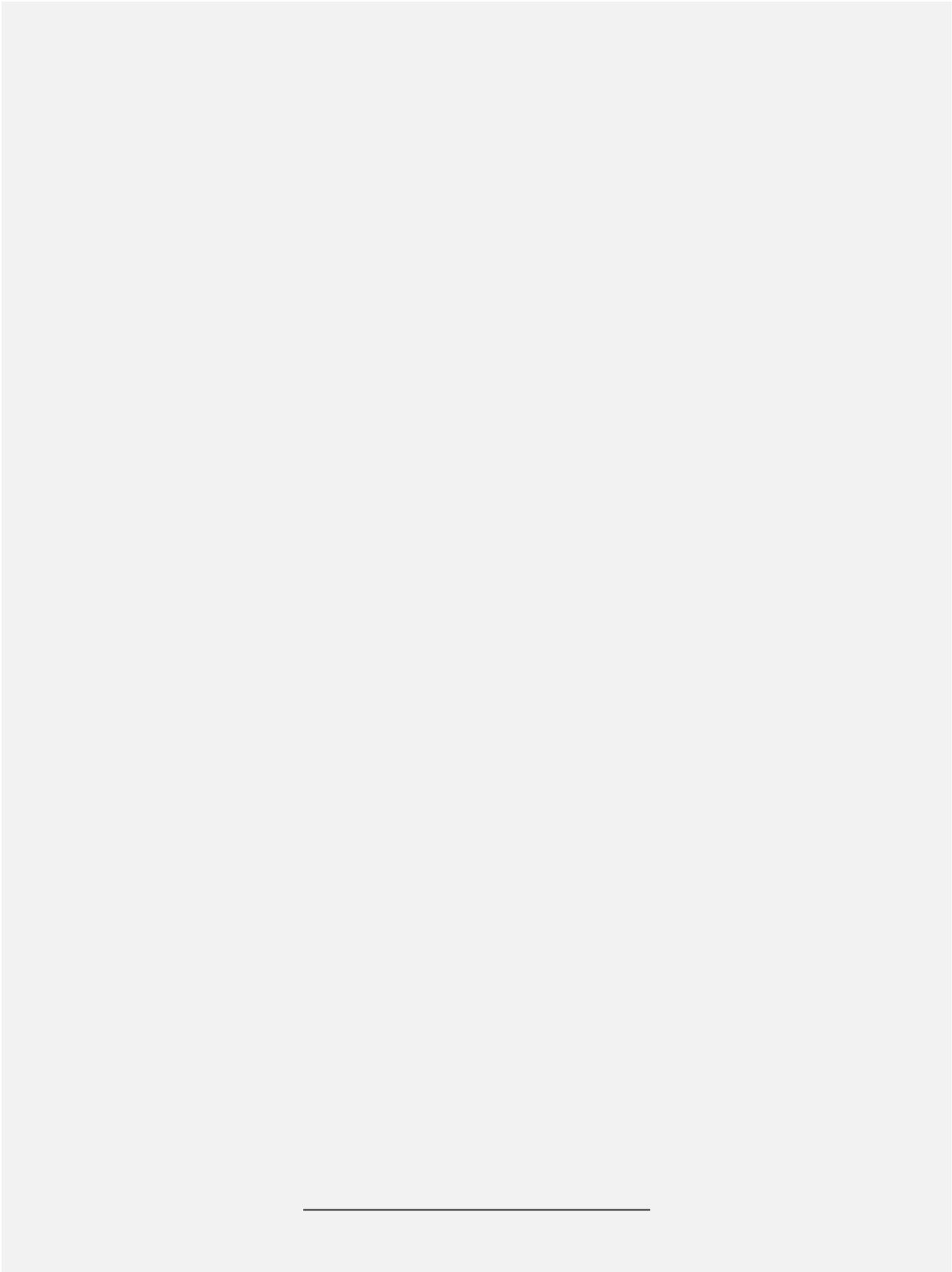


# MONCTON ACTION SPORTS PARK STRATEGY

VDZ + A

Landscape Architecture | Civil Engineering | Urban Forestry

September 2020



---

# CONTENTS

Acknowledgments.....	5
Executive Summary.....	6

## Chapter 1 | BACKGROUND

1.1 Introduction.....	9
1.2 A Brief History of Action Sports in Moncton....	10
1.3 Plan Goals.....	13
1.4 Benefits of Action Sports.....	14
1.5 Project Timeline.....	16

## Chapter 2 | ASSESSING THE NEED

2.1 Public Engagement Timeline.....	18
2.2 Public Engagement Summary.....	19
2.3 Skateboard Park Adoption Model (SAM).....	20
2.4 Quantifying the Need for Moncton.....	21

## Chapter 3 | SKATEPARK PLANNING

3.1 Fundamentals of an Action Sports Network.....	25
3.2 Skateboard Park Typologies.....	28
3.3 Site Selection Criteria.....	33
3.4 Site Amenities.....	34
3.5 Priority Site/Site Examined.....	36

## Chapter 4 | NETWORK AND PRIORITY SITES

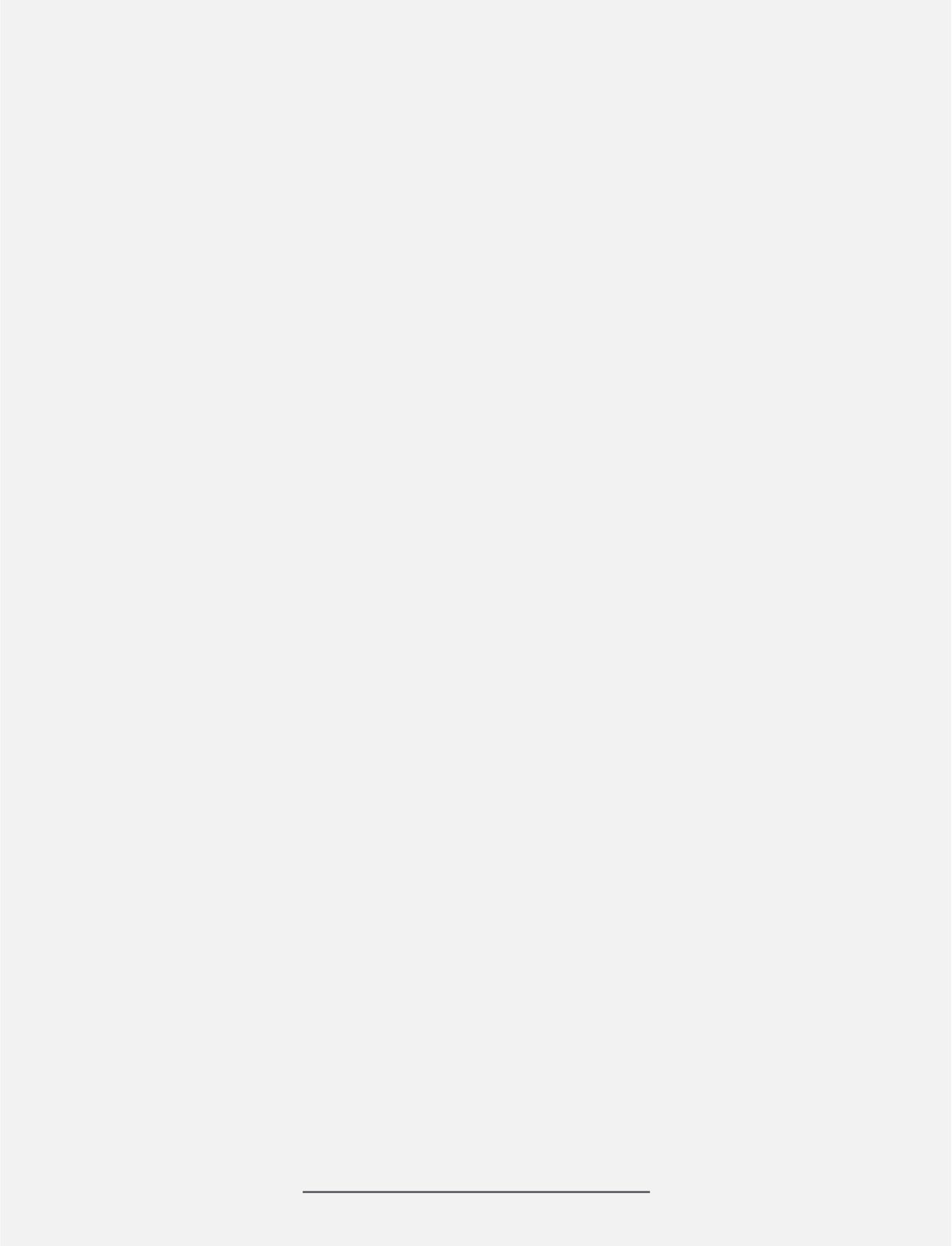
4.1 Moncton Network Options.....	38
4.2 Timeline.....	41

## Chapter 5 | NEXT STEPS

5.1 Network Development Recommendations.....	43
5.2 Policy Recommendations.....	44
5.3 Continued Engagement.....	45

## APPENDICES

- A. Benefits of Experienced Skateboard Park Designers
- B. Site-Built/Cast-concrete vs. Modular Construction
- C. Signage
- D. Site Selection
- E. Public Engagement
- F. Downtown Skatepark Condition and Maintenance
- G. History of Skateboarding Styles



---

## Acknowledgments

---

Many thanks to the team of dedicated people who contributed to the creation of this report. Thanks to Moncton's vibrant action park sports community and for their active involvement in the Open House process. Thanks also extend to our consulting partner's New Line Skateparks Inc, for their partnership in the initial open house, and for their contribution to the text and photographs in this report. Special thanks go to the City of Moncton for recognizing the importance of action sports as an essential form of outdoor recreation and including it in its overall planning process.



## Executive Summary

---

The Moncton Action Sports Park Strategy is a Council directed strategy that consists of a 10-year vision for existing action sports park infrastructure, the development of new parks and site-specific opportunities across the city, including a proposed implementation schedule.

Action sports are unstructured activities that offers affordable access and are likened to both art and sport. Participants note several benefits of their craft including comradery, independence, and opportunity for creative expression. Action sports parks accommodate skateboarders, scooters, BMX, and inline skaters. These activities bridge gender, age, social background and skill levels. Key findings are discussed below.

This report sets out a strategy to meet the needs of the community. Progressive communities that want to encourage active lifestyles may choose to develop beyond the base recommendations. With the Olympics hosting skateboarding in 2021 it will be exciting to see how that impacts continued growth of interest in Action Sports.

Key findings are discussed below.

### Existing Action Sports Parks

---

There are three action sports parks (ASPs) in Moncton. The Downtown skatepark is a 2 phased concrete park first constructed in 2000 and is still in good condition. There is room for expansion at this site. The other two parks are modular construction. First, the Renton all-wheels park is a small beginner park that was constructed in 2014 and remains in good condition. Second, the CN Sportplexe Bike Park consists of several intermediate to advanced level features. It is in good condition but receives little use. Feedback suggests is that it is too advanced for the local user group. It is recommended that this be removed or integrated into a park that provides progression of skill development.



### Action Sports Park Area and Network

---

Based on current population the City of Moncton is currently in need of an additional 3,156m<sup>2</sup> of action sports park area and 3,520m<sup>2</sup> to accommodate population growth over the 10-year horizon of this strategy. Public consultation demonstrated a desire for both large parks and smaller local parks. The recommended strategy call 'Triangulum' seeks to provide up to 3 focal parks with some smaller more local opportunities across the City.

#### Phase 1: Centennial Park

---

Based on the resident population there is a need to provide a focal park in the North End. However, the Centennial Park site is recommended as the first site to be developed. It is accessible, and offers site amenities with on-site park staff opportunities for programming.

## Executive Summary Continued

---

### Other Key Recommendations Detailed in Chapter 5 :

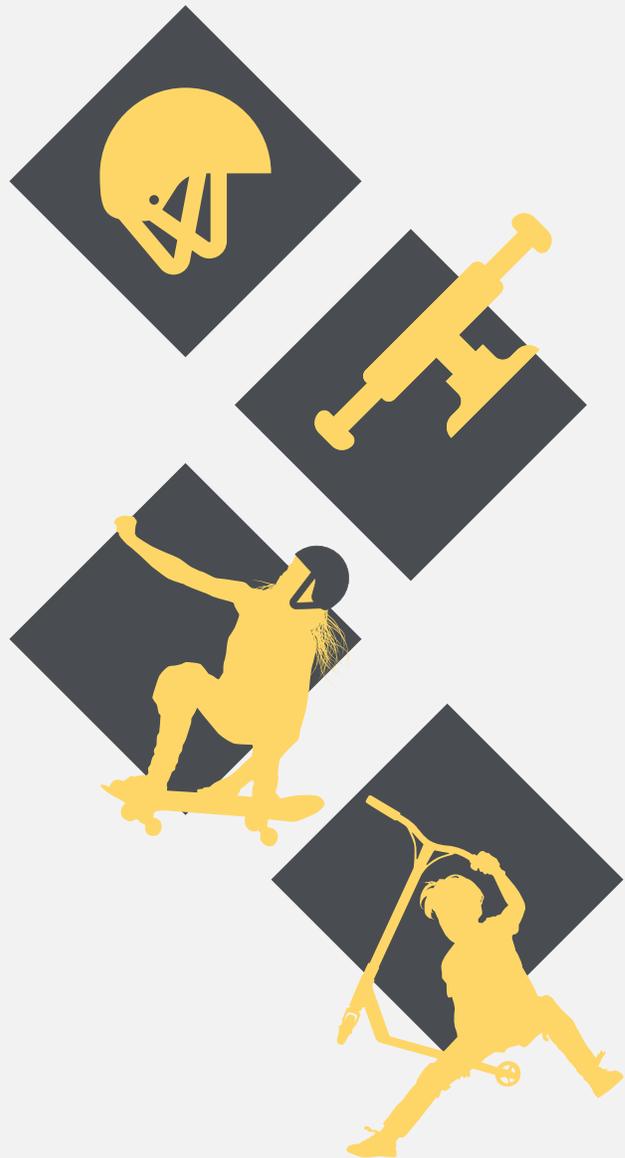
---

1. Develop in Conjunction with Capital Renewal Projects.
2. Continue Engagement with All Action Sport Communities.

### Policy Recommendations

---

1. Inclusivity of all Action Sports Groups.
2. Keep Our Parks Clean
3. Park Use Education
4. Expand Accepted Modes of Active Transportation
5. Engage Active Sports Communities in Development of Public Space.
6. Development of Public Spaces
7. Hire Qualified ASP Designers and Contractors.



# BACKGROUND



## 1.0 Background

### 1.1 Introduction

### 1.2 Brief History of Action Sports

### 1.3 Plan Goals

### 1.4 Benefits of Action Sports

### 1.5 Timeline

## 1.1 Introduction

The purpose of The Moncton Action Sports Park Strategy is to provide direction on the importance of creating quality action sports amenities, identifying suitable sites for new facilities, and a proposed timeline for development of priority sites. The City contracted an action sports planning consulting team to assist with the development of the Action Sports Amenities Strategy and Site Selection Report (herein referred to as “The Plan”).

The following sections of The Plan include: assessment of the current and future need for action sports amenities (ASAs) in Moncton; a summary of public engagement activities, analysis, and findings; the fundamentals of developing an action sports park (ASP) network; the site selection process, and recommended priority sites; and additional recommendations for City policy, process, design, and construction.

## 1.2 A Brief History of Action Sports in Moncton

In 1998, local skateboarders banded together, developed a skatepark concept, and presented the idea to City Council. Local businesses expressed frustration as the skateboarding population was quickly increasing and without any designated place to go were seen as a public nuisance. The City recognized this was a specialized user group that uses public infrastructure for their activity and everyone in the public could benefit from the development of specialized infrastructure for the community. In 2000, the City built its first outdoor concrete skatepark in downtown, along Assomption Blvd adjacent to Riverfront Park. An expansion was constructed in 2008, adding an additional 620 square metres of concrete to the original 920 square metre park. The Downtown Skatepark has an urban character to match the surrounding context, and includes landscaping, site lighting

and furniture. The park was constructed with sustainable building practices, using one hundred and twelve granite blocks salvaged from the Gunningsville Bridge to construct seating and a spectator area to support passive and social activities that helped develop a sense of place, and a healthy and welcoming local culture surrounding the skatepark.

Currently, the number of users at the downtown skatepark surpasses the capacity of the existing infrastructure. The downtown park could accommodate another expansion and City Administration may entertain the notion of reclassifying the park as an inclusive ASP.

To help facilitate education and awareness of park etiquette and rules, the City of Moncton has provided a grant to a local Moncton skateboard shop to cover the cost of an education/supervision program. The skate shop hired one student to carry out the program for over 10 years during summer months. Summer 2019 was the first time since the inauguration of the program that ceased due to loss of grant funding.



Figure 1. Moncton's first outdoor concrete skatepark - The Downtown Skate Park

# BACKGROUND

## 1.2 A Brief History of Action Sports in Moncton Continued

Pedestrian pathways connect the park to Assomption Boulevard and the Riverfront trail system, making the park accessible to users travelling by vehicle or modes of active transportation. While the park was intentionally built for skateboarding, other action sports users such as scooters and in-line skaters are permitted. In the mid 2000s the city saw a significant increase in BMX bike users, which was mainly self-policed by local users at the downtown skatepark; even though technically BMX bikes are “not permitted” at the park based on regulations and associated signage present at the park. The BMX scene has since shrunk and, based on a recent survey, currently makes up approximately 2% of the cycling community in Moncton. Alternatively, mountain biking has made a major resurgence in the past 5 years or so. The only substantial location for downhill mountain biking in the Moncton region is the White Rock Recreation Area, approximately half an hour outside of Moncton, which supports nearly 60 trails developed over the past 30 years. Another significant spot that

has helped the sport flourish is the Dieppe Rotary Park trail network, which is the location for several major races and events hosted by local bike shops. Registration for the events have shown consistent growth over the past several years, which suggests that mountain biking is growing in popularity within Moncton, Moncton is becoming a recognized destination for mountain biking, or a combination thereof.

In 2014, the City worked with the biking community and hosted public consultations for the development of a new bike park. Today, the CN Sportplexe Bike Park is located at 55 Russ Howard Boulevard. The site was selected as it had existing asphalt surface, outdoor lighting, access to amenities such as washrooms and vending. The project budget was \$100,000. The park includes ramps from PRO Series MX – MAXGRIP Polyester powder coat, fastener free riding surface. Unfortunately, attendance has been underwhelming since opening of the park. Comments received from the community suggest the site is lacking beginner ramps to

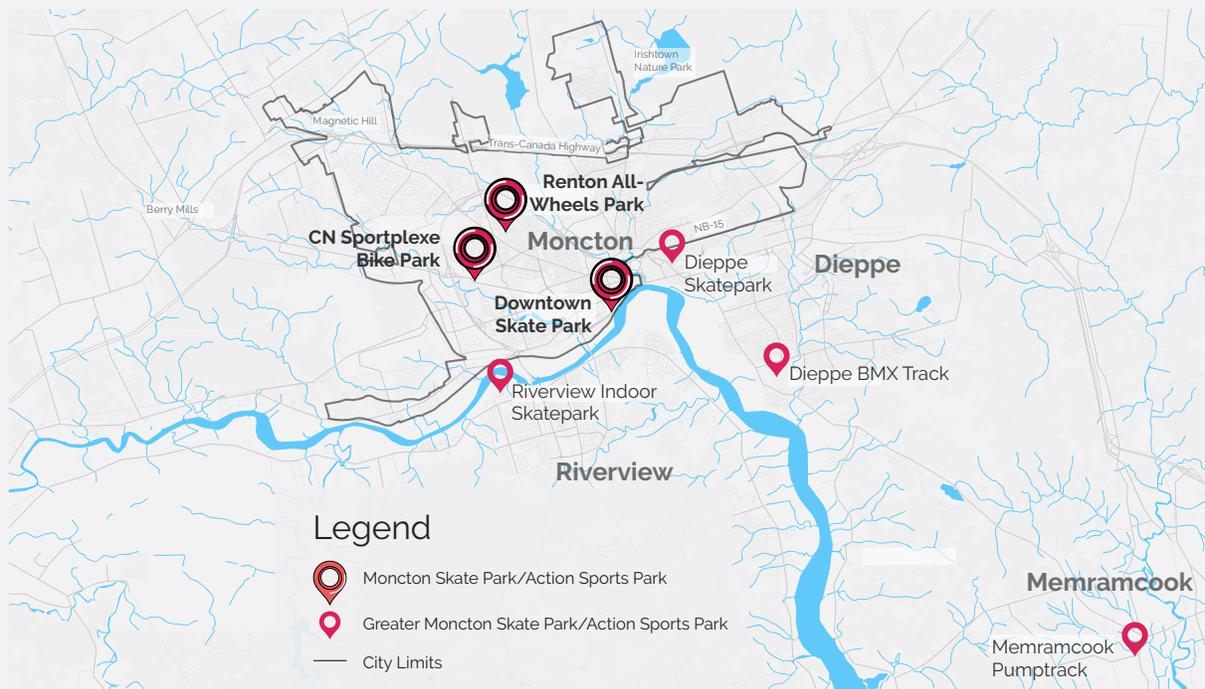


Figure 2. Existing Action Sports Parks in Moncton

build up the necessary skills to ride the larger ramps on site. In addition, the parking lot asphalt surface causes “road rash” type injuries when falling.

In the early 2000s, a local group of non-motorized bikers worked in partnership with Parks and Leisure staff to develop Centennial Park Bike Zone dirt pump tracks in one section of the Centennial Regional Park. The group of volunteers did the work while staff coordinated required equipment and material at the site.

Within a 6 km radius of the Moncton Downtown Skate Park, there are three skate facilities in the City of Dieppe and the Town of Riverview:

**The Planchodrome Dieppe Skatepark** has a three-tiered bowl as a dominant feature and is flanked by hubbas, rails and stairs which all lead to the lower level. The unique spine caps off this fun addition. The amenities are located near Mathieu-Martin High School, in a fenced and supervised area. To access, users must purchase a membership.

**The Dieppe BMX Park** is located in the Saint-Anselme regional park. Since 2006, a local group has been developing a dirt pump track circuit and offers programming during summer months.

**The Riverview Indoor Skatepark**, provides an opportunity for regional skaters to skate throughout the winter and has multi-purpose youth centre programming. The skatepark is also home to a skate shop that manages programs and memberships at the park.



Figure 3. *The Planchodrome Dieppe Skatepark*



Figure 4. *The Dieppe BMX Park*



Figure 5. *The Riverview Indoor Skatepark*

# BACKGROUND

## 1.2 A Brief History of Action Sports in Moncton Continued

In 2011, the tracks received a boost of funds and a contractor was hired to develop three levels of pump tracks, beginner, intermediate and advanced. The City provided a grant to a local bike shop to hire a student to work on a part-time basis at the CN Sportplex Bike Park and part-time at the Centennial Park Pump Track. However, the Centennial Park Pump Track has since fallen into a state of disrepair and was decommissioned in 2018 due to deteriorating and unsafe conditions. If deemed appropriate, the CN Sportplex ramps could be relocated or sold to support the development of new facilities.

In 2014, the 400m<sup>2</sup> Renton All-Wheels Park was built with an urban character and an area with modular ramps on asphalt surface. The project budget was \$25,000. A skate committee was created at the Moncton Boys & Girls Club as the park is located adjacent their club land.

In 2019 City Staff approached Council for a 2020 budget of \$500,000 for design and construction of new facilities and have since received approval. Given this budget and timeline, a key component of this plan is the implementation schedule which provides suggested courses of action in developing amenities and proposed timeframes. Within this schedule there are several potential development projects that could take place within the next two years (See Section 4.2).



Figure 6. Centennial Park Pump Track in 2008. It has since been decommissioned due to a state of disrepair.



Figure 7. Renton All Wheels Park established in 2014.

## 1.3 Plan Goals

These plan goals identify six points that explain how this report is laid out. As well as some of the engagement and evaluation that took place in creating this report.

<b>A</b> Work with local advocates to understand the culture and needs of the existing skateboarding, scootering, BMX, and Mountain Biking communities of Moncton. 	<b>B</b> Evaluate the current condition and development potential for existing amenities and future sites. 
<b>C</b> Develop a comprehensive plan to support the needs of current and future local and regional action sports communities. 	<b>D</b> Engage with the public to educate about the action sports park planning process, share findings based on site evaluations, and receive valued feedback to inform Plan recommendations. 
<b>E</b> Provide a 10-year priority-based timeline for the build-out of a city-wide action sports amenities network. 	<b>F</b> Propose additional recommendations as they relate to policies, processes, and design and construction practices. 

# BACKGROUND

## 1.4 Benefits of Action Sports

### 1.4.1 Skateboarding

While the history of skateboarding is rife with social, cultural, and political complexities, it is going mainstream as a common activity and sport. This broad acceptance is evidenced through growing international representation, economic prosperity, and social development. This section provides a brief explanation of skateboarding as a physical, social, and economic phenomenon.

Skateboarding is a physically, mentally, and emotionally healthy lifestyle sport. Skateboarding builds important qualities like creativity, confidence, entrepreneurship, independence, and resilience which helps develop determined, self-directed, independent individuals of all ages<sup>1</sup>. Studies have shown that skateparks operate as sites of pro-social behavior for youth, encouraging park users to exhibit behaviors such as cooperation, learning from one another, socializing, respect, etiquette (taking turns), and helping one another.

Skateboarding is an activity with over 50 million participants across the globe that transcends age, gender, ethnicity, and economic backgrounds. Skateboarders are being introduced to the activity both younger and older, as studies show an increase in participation in youth under the age of 9, and new skaters over the age of 30. There are even examples of seniors taking up skateboarding, such as Mr. Kinoshita, the 80-year-old Japanese man who picked up skateboarding in 2019.

While skateboarding has historically been a male dominated activity, presently 30% of skateboarders are women and girls who are becoming more comfortable and are making space for themselves within the skateboarding community. Gender issues have been present

1 Borden, I. (2019). Skateboarding and the city: A complete history.

through the history of skateboarding, but “increasingly girls and female skaters are being welcomed and treated as equals within skateparks”<sup>2</sup>. This is largely thanks to the influence of organized skateboarding groups that work to make space for all genders at skateparks like Calgary based ‘100% Skate Club’ or US based ‘Skate Like a Girl’.

The culture of skateparks can be identified as collaborative and welcoming. It is common to see more experienced skaters “looking out for” and passing on knowledge to newer skaters – who are likely complete strangers – regardless of age, gender or social background. People are simply brought together by their love of skateboarding in a space that supports their practice. As skateboarding transcends these differences between people, it can be greatly appealing to those who often feel left out, or discriminated against, in other forms of recreation and physical activity. Skateboarding is a low barrier activity. A quality skateboard can be purchased for approximate \$80 - \$120. As a growing industry, skateboarding has representation in several market sectors:

**Hard goods** – skateboards, safety equipment, modular ramps and mobile rails, etc

**Soft goods** – clothing and shoes

**Associated Media** – magazines, videos, websites, blogs, podcasts, toys and videogames, etc

**Events and Competitions** – Professional skateboard team demos, national competitions, Olympics, etc.

2 Dean, N. (2019) Developing a Context-sensitive Strategy for Assessing the Need for Skateboarding Spaces.

## 1.4.2 All Wheels (Skateboard Scooter, BMX, Inline)

Action sports facilities are inclusive of all-wheel sport users including skaters, scooters, BMX riders, and inline skaters. These groups have their own unique demographics and needs. This section will discuss some characteristics of these groups to present a cohesive background on the use of action sports parks and the needs of their users.

The scootering community is growing in Canada, and this growth has been noticed in Moncton. Historically, scootering has been an entry point to skateboarding, as it is initially easier to learn, but the community is developing in its own right as an action sport. As a gateway activity to action sports scooters are most attractive to the children and adolescents. Scootering is typically a continuous flow activity which requires large open spaces or paths for optimal use. Since scooter users are often some of the youngest action sport park users and may require full attention to the act of scootering, they require greater attention from other park users to avoid conflicts.



Figure 8. Mountain biking at Centennial Park. One of the 190 trails and over 153 kms of biking trails in Moncton.

BMX and Inline skating have historically been popular among lifestyle sport groups, but in recent years have waned in popularity. However, they still make up an important demographic in terms of infrastructure development considerations.

BMX riders have their own requirements in a park. Due to the bigger wheels they don't require the smooth surface of smaller wheeled groups, and they are able to more easily traverse challenging terrain. Due to the weight of bikes and the use of pegs, park elements must be reinforced with metal edges and coping to withstand the use of bikes. Bikes are also fast moving and often operate with a continuous flow. The speed and abilities of bikes require them to be more attentive to slower moving park users who may not see them coming.

Inline skaters have an interesting place between skateboards, scooters and bikes as they have small wheels, but also like to move at higher speeds and often maintain a continuous flow throughout the park.

Skateboarders range across all age groups with most riders between 12-40 years of age. Skateboards have small wheels and therefore require smooth surfaces and transitions. Skateboarders are often looking to perform a trick or small series of tricks along a specific line through the park, before taking a break to reassess the next move. A challenge for skateboarders is to find an uninterrupted line within a park that has faster moving and more free flow users, such as, scooters and BMX riders. When designing action sports facilities careful consideration must be given to expected user groups to ensure adequate open space, appropriate scale of obstacles and minimized conflict between user groups.

# BACKGROUND

## 1.4 Benefits of Action Sports

### 1.4.3 Biking (Mountain/BMX)

In addition to making use of action sports park (ASP) facilities mountain bike and BMX riders have interest in more natural settings, bigger features and rustic skills parks. These environments can be developed separate or in tandem with skateparks. However, if developed in tandem with ASP's certain conditions should be considered, such as tires picking up mud and dirt from bike trails and depositing them across the hard surface, making it unusable for scooter riders and skateboarders.

Cycling is a popular sport and means of transportation in the Greater Moncton Area, with 23% of residents riding their bikes for recreation or commuting . Based on the 2019 Population, 144,810, an estimated 33,300 people ride bicycles annually<sup>1</sup>. The Greater Moncton Bike Survey found that 53% of survey respondents ride mountain bikes, and 2% ride BMX . Assuming these findings accurately represent the overall cycling population, it can be concluded that 17,649 people ride mountain bikes, and 666 people ride BMX. It should be noted that the Statistics Canada data includes everyone who rode a bicycle at least once in the year, and it should not be assumed there are over 17,000 active mountain bike riders within Greater Moncton. The Moncton – Mountain Bike Group on Facebook has 670 members, which more accurately reflects the number of regular active mountain bike riders.

There are 190 trails comprising over 153 kilometres of mountain biking terrain and several BMX skills parks and pump tracks <sup>2</sup>– such as the CN Sportplexe Bike Park and DieppeBMX at Rotary Park – within the Greater Moncton Area . Centennial Park supported a pump track until 2018 when it was decommissioned due to deteriorating and unsafe conditions of the track.

1. Statistics Canada (2017) Cycling in Canada

## 1.5 Timeline

Late in 2019, the consultant team met with the City of Moncton to start the project (this strategy). The consultant team analyzed GIS data, survey results, and other information to create a new survey and engage with people at a kickoff event in Moncton. The City and consultant worked to analyze the survey data and concluded that an additional survey would be needed to better reach the all wheel community. The second survey was sent out early in 2020 with a great response from the local action sports community. The consultant team finalized this report with final recommendations over May-June 2020.



2. Trailforks by Pinkbike.com (2020) Moncton Mountain Biking Trails

# ASSESSING THE NEED

## 2.0 Public Engagement

### 2.1 Public Engagement Timeline

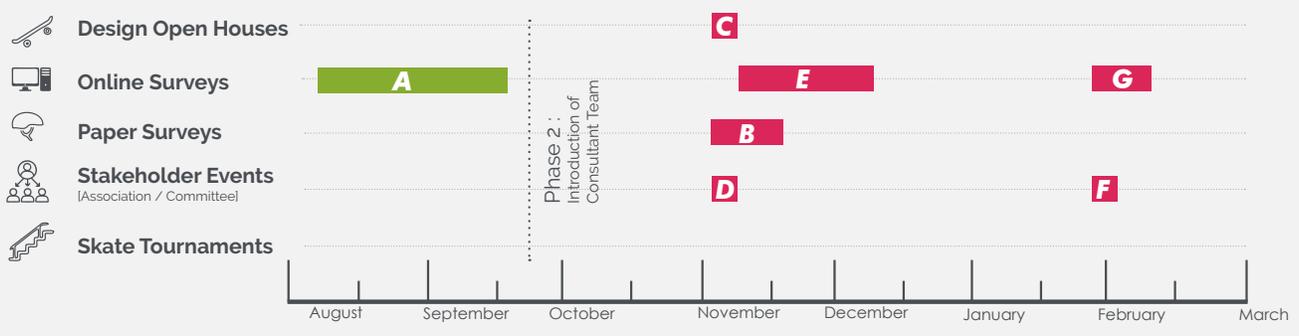
### 2.2 Public Engagement Summary

### 2.3 Skateboard Adoption Model

### 2.4 Action Sports Park Area Calculation

## 2.0 Public Engagement

### 2.1 Public Engagement Timeline



In preparation for the Action Sports Park Strategy the City of Moncton started community outreach in the form of an online Moncton Skate Survey in August 2019. This survey was completed by 53 respondents and provided a background for the Strategy consultant team as they came on board in October 2019. To build on the initial work, an Open House was held on November 7th, 2019. There were 18 participants that received a presentation regarding the scope of the strategy, which was followed by an open discussion. This Open House was attended mostly by skateboarders and one bike enthusiast.

At the beginning of this process the project was called the Moncton Skate Amenities Master Plan and Site Selection Report. It was realized early in the process that using Skateboarding as an overarching term was having the unintended consequence of making user groups feel excluded. As a result, additional work was taken to further the outreach to the entire action sports community. In addition to skateboarders this has led to representative participation from the scooter and bike communities for a total of 269 participants and the term Action Sports adopted throughout the report.

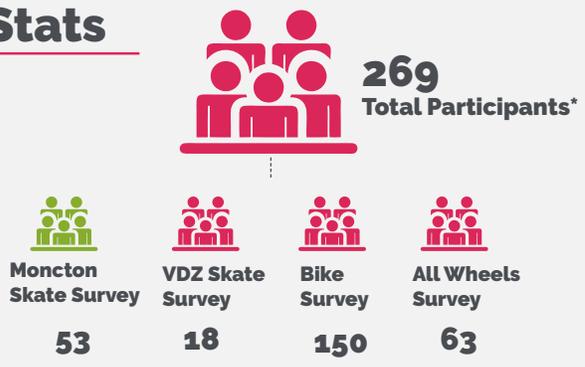
### Phase 1

**A** Moncton Skate Survey

### Phase 2

- B** VDZ Skate Survey
- E** Bike Survey
- C** Open House
- F** Stakeholders Meeting 2
- D** Stakeholders Meeting 1
- G** All Wheels Survey

### Stats



\*It is possible the same people participated in multiple events/ surveys

## 2.2 Public Engagement Summary

Public engagement participants are enthusiastic about the potential expansion of action sports opportunities in Moncton and they all share a passion for practicing their sport. While there are concerns about how the various sports and age groups interact and develop an accepted park etiquette, there is general support for the integration of all groups at each park. Below are a series of important takeaways from the engagement. These show broadly complimentary and conflicting opinions, and some unique requests and concerns. Refer to the Public Engagement Appendix for full details and summary of each survey.

### Divergent Asks

Expressed across all 4 surveys

Implementation of a large park and several smaller parks



**50%**  
Larger Park

**50%**  
Several Smaller Parks

Graphic showing survey participants preference between a large park or several smaller parks in the second survey.

### Divergent Concerns

Expressed across all 4 surveys

The City of Moncton lacks a variety of features that incorporates all action sports users



Existing Features

Features Not Found In Moncton

### Unique Asks

Expressed in Survey As Noted

Any facilities for bikers from technical features to pump tracks to a trail network



Based on comments from the Biking Survey.

Youth Focused Parks



Based on comments from the Biking Survey and the Action Sports Park Survey.

### Unique Concerns

Expressed in Survey As Noted

Parks Close to Amenities



Based on comments from the Second Skateboard Survey.

# ASSESSING THE NEED

## 2.3 Skateboard Park Adoption Model (SAM)

### How much skateboarding terrain is needed to serve Moncton?

To understand how much space is required to meet the needs of the local Moncton action sports communities two variables need to be made clear: how much space an individual action sports participant requires, and how many participants live nearby.

As this strategy was initially intended for skateboarding, and based on existing and available research, the project team has modified what is known as the Skatepark Adoption Model (SAM) – initially developed by Skaters for Public Skateparks, and supported by skateboarding activism group, the Tony Hawk Foundation. This model primarily considers skateboarding in the calculations but has been adapted for Moncton to consider other action sports participants as well\*.

To quantify the optimal amount of action sports space, a formula was developed that takes into account the action sports population, frequent action sports park users, and then estimates the maximum number of simultaneous users. It then multiplies the Skatepark Adoption Model of 14 m<sup>2</sup> (150ft<sup>2</sup>) per maximum concurrently active skateboarders to arrive at the optimal space requirement. Figure 10 below is a graphic demonstration of how the SAM works. It assumes 10 skateboarders sharing one space. The execution of a trick takes approximately 22 m (75 ft). This includes pushing to gain speed, executing a trick and stopping. For safety and ease of movement a 6 m (20 ft) width is required for lateral movement. This results in a total of 140 m<sup>2</sup> (1,500 ft<sup>2</sup>). This total is divided by the 10 skateboarders to reach 14 m<sup>2</sup> (150ft<sup>2</sup>) per person.

\*It should be noted that space for downhill mountain biking is not included in these calculations.

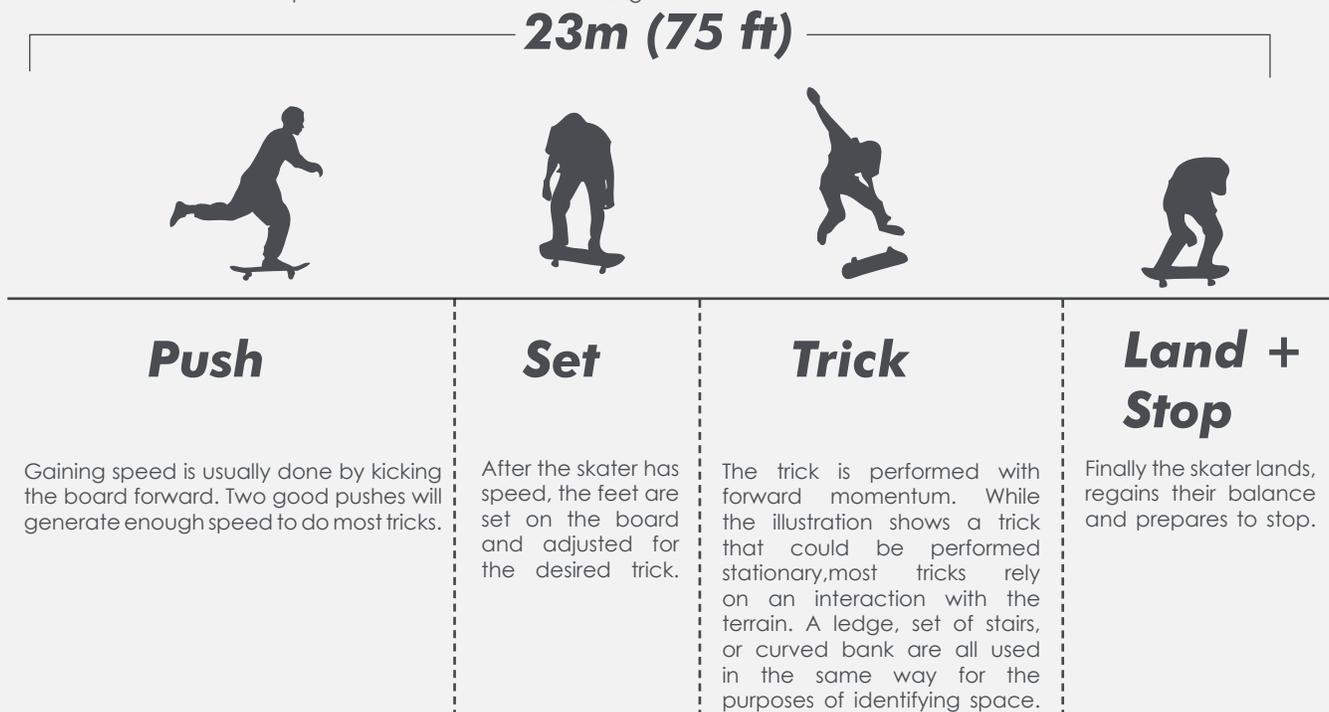


Figure 9. Skateboard Adoption Model

1. Skateboarders for Public Skateparks (2004) Skatepark Adoption Model

## 2.4 Action Sports Park Area Calculation

The following calculations are provided to determine the optimal amount of action sports space required to meet the needs of the Moncton community. The first is a simple method, based on extensive skateboarding research in the US, that suggests one skatepark should satisfy a community of 25,000 residents. This is not the recommended method but provides a point of reference for the suggested addition of action sports space in Moncton. The second is a series of detailed calculations based on the SAM.

### 2.4.1 Parks by Representation Calculation

This strategy, used by the Tony Hawk Foundation in skateboarding advocacy projects, including skatepark development in under serviced communities, suggests that a community should have one skatepark (standard 930 m<sup>2</sup> / 10,000 ft<sup>2</sup>) for every 25,000 residents.

Area	2020 Population	Numbered Parks assumed 930 m <sup>2</sup>
Moncton	75,401	3
Moncton CMA	151,501	6

### 2.4.2 SAM Total Area Calculation

#### Step A. Base Population

Based on Moncton's own population statistics<sup>1</sup>, the city has a population of 75,401 people, and the Greater Moncton Area (Moncton CMA) has a population of 150,501.

#### Step B. Casual Participants

Based on an amalgamation of data from across Canada<sup>2</sup> and the US<sup>3</sup>, it is estimated that the average number of casual skateboarders is approximately 3% of the total population. Based on the engagement results, the number of scootering and biking participants exceeded that of the skateboarding community. To fairly account for the skateboarding population as well as the scootering, biking and other action

sports communities, the estimated average of casual skateboarders, 3%, will be multiplied by a factor of 2, resulting in an estimated 6% of Moncton residents casually participating in action sports.

Area	2020 Population	Number of Casual Participants
Moncton	75,401	4,524
Moncton CMA	151,501	9,090

#### Step C. Core Participants

The standard estimate is that one of three casual participants is a core participant. This means they practice their sport at least once per week. The SAM standard conversion rate from casual to core participants is 33%.

Area	Core Participants
Moncton	1,131
Moncton CMA	2,272

#### Step D. Peak Time

The model estimates that a maximum of 25% of core participants may be practicing their sport simultaneously. This works out to 282 peak time participants in Moncton and 567 in the Moncton CMA.

#### Step E. Action Sports Service Area

Now, using the 14 m<sup>2</sup> (150 ft<sup>2</sup>) per simultaneous participant, illustrated in section 2.4, the total estimated optimal action sports space is calculated.

Area	Concurrent Participants
Moncton	373
Moncton CMA	750

1. City of Moncton (2019) About Moncton  
 2. Alberta Culture and Tourism (2017) 2017 Albertan Recreation Survey  
 3. Public Skatepark Development Guide (2010) Who Are Skateboarders?

# ASSESSING THE NEED

## 2.4 Action Sports Park Area Calculation

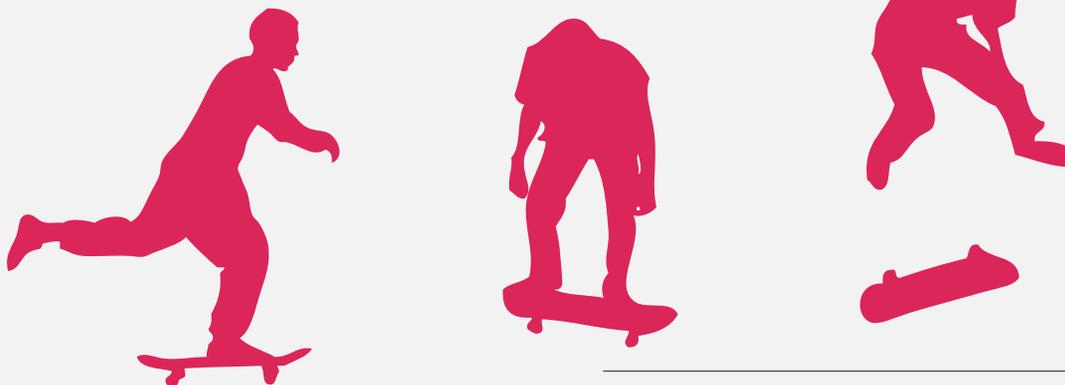
### Step F. Required New Action Sports Service Area

The new space required can be calculated by subtracting the existing action park space. The current area including the Downtown skatepark and Renton total 1920m<sup>2</sup>. The size of the two other parks in region is approximately 2,550m<sup>2</sup>. 930 m<sup>2</sup> (10,000 ft<sup>2</sup>) which will be used for the two regional parks.

Area	Optimal Space (m <sup>2</sup> )
Moncton	3,302
Moncton CMA	7,950

### Step G. Number of New Potential Action Sports Facilities

Using the recent population growth of Moncton, 0.7% per annum, the future population of Moncton is estimated to be 80,848 by 2029. This equates to an additional 5,447 residents. Which in turn can be calculated as an additional 326 casual action sports park users, 102 core participants, and a potential additional 27 simultaneous park users. This means an additional 377 m<sup>2</sup> of park space will be required to meet the future demand of the action sports community.



### Step H. Park Space Development Allocations and Remaining Space Demand

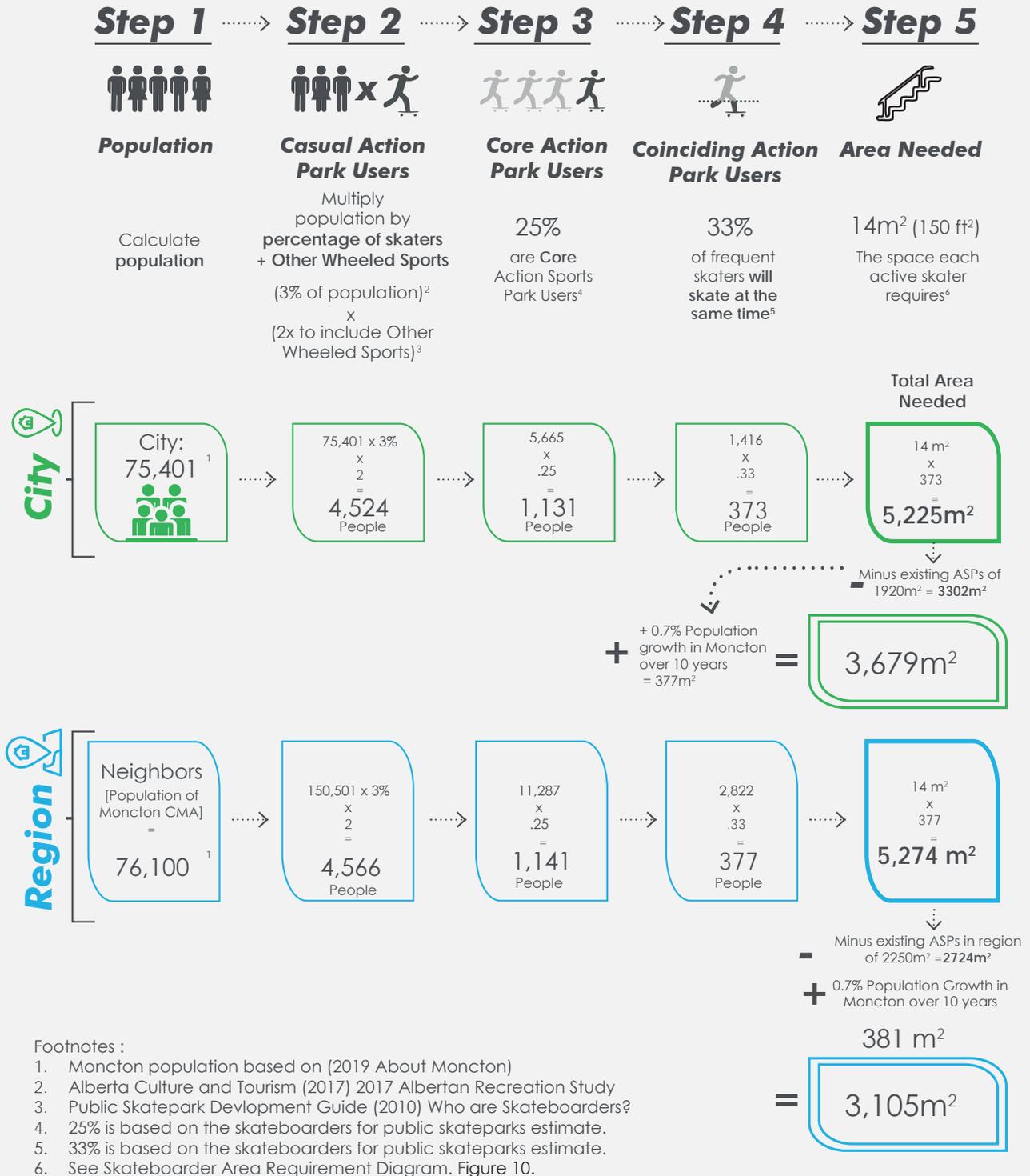
Through the engagement and site selection processes several sites have been identified for potential short and medium term development. These include parks in the North End (in conjunction with the YMCA recreation facility), at Centennial Park, Halls Creek Park, and Lewisville Y Park. Using the high (long term) estimate for required space from section F, and the estimated available space in the four aforementioned parks, the following calculations provide suggested allocations to each park, and the remaining space that should be developed to meet the demand of the Moncton action sports community.

**Total New Park Demand**

3,679 m<sup>2</sup>

1. City of Moncton (2019) About Moncton
2. Alberta Culture and Tourism (2017) 2017 Albertan Recreation Survey
3. Public Skatepark Development Guide (2010) Who Are Skateboarders?

## 2.4 Action Sports Park Area Calculation



Footnotes :

1. Moncton population based on (2019 About Moncton)
2. Alberta Culture and Tourism (2017) 2017 Albertan Recreation Study
3. Public Skatepark Development Guide (2010) Who are Skateboarders?
4. 25% is based on the skateboarders for public skateparks estimate.
5. 33% is based on the skateboarders for public skateparks estimate.
6. See Skateboarder Area Requirement Diagram. Figure 10.

Figure 10. Diagram of Moncton Action Park Sports Area Need

# ACTION SPORTS PARK PLANNING

## 3.0 PARK PLANNING

### 3.1 FUNDAMENTALS

### 3.2 TYPOLOGIES

### 3.3 SITE SELECTION CRITERIA

### 3.4 SITE AMENITIES

### 3.5 SITES EXAMINED

### 3.6 PRIORITY SITES

# ACTION SPORTS PARK PLANNING

This chapter looks at the key issues for developing an action sports park network in Moncton. It provides some information about varied action sports park typologies or sizes and the reasoning for why each typology is important to establishing a “network” of opportunities around the city.

## 3.1 Fundamentals of an Action Sports Park Network

A strong network design will be inclusive and accessible to a variety of participants while being feasible and sustainable for the City of Moncton to develop.

### a. Inclusive

Inclusivity suggests the importance of including different user groups and functions. User groups vary by sport, skill level, and styles. Each group should be afforded space in the network. In addition to skateboarders, there are a number of other activity groups, such as, bmx bikers, inline skaters, and scooters. All of these interest groups and their various skill levels should also be considered when implementing the action sports park network.

Every sport has participants from beginner through intermediate and advanced. A network should balance these interests in order to maintain appropriate spaces and graduated challenges for ongoing skill development. There are a variety of popular park styles, such as, street, plaza and transition. In order to maximize ongoing interest, a network should include these different types of terrain.

The size of the parks will also dictate the character and feel of the place. A mix of park sizes is important both for providing a varied landscape for skill development and to include different social experiences. If a network is designed with a variety of smaller local parks, these should be predominantly designed to serve beginner and intermediate park users. If a larger destination park is built in place of smaller parks, care should be taken to ensure all users and abilities have space and feel comfortable.



Figure 11. Women and Girl's Skate Crew in Calgary  
Credit: 100 Percent Skate Club



Figure 12. Asphalt Pumptrack

## **b. Accessible**

Action sports park amenities should be accessible to the greatest number of action sports park enthusiasts. This requires action sports parks to be accessible in a safe, timely and affordable manner. The primary focus is to locate action sports parks within walking or skateboarding range of home and school. Furthermore, linking to an existing trail and park network will help maximize the use of existing infrastructure. If this is not possible, connection to a safe skate and cycle network and efficient links to public transit are a secondary yet fundamental means of access.

## **c. Feasible**

A feasible network concept is best illustrated through a city-wide context map and implemented based on identified priority sites and availability of resources. The city can be 'opportunistic' in the implementation plan as funding becomes available. Key factors include capital cost, availability of space, suitable neighbouring land uses, available amenities, park programming and ongoing maintenance. The cost of a network generally increases as the number of projects increase. Therefore, a network option that has a high number of small parks will have higher planning, design, mobilization and construction costs. However, it is important for the City to balance the efficiencies of large-scale projects with meeting the needs of the target user groups who will benefit from a variety of park sizes.

The availability of space is a challenging issue in established urban areas and it may be hard to find available park space in the desired neighbourhood or park without displacing another existing activity. Consider incorporating new action sports park in the City's growth areas during the planning stages.

The suitability of a potential action sports park site is directly linked to neighbouring land uses. While a smaller skate spot may be suitable in a residential park space, a larger skatepark, which brings increased traffic, noise, and longer hours of operation may need to be located in a larger park, at a public institution or near a commercial hub.

Each park type has its own set of amenity requirements (See Figure 35) . Some amenities



Figure 13. Trail in Fredricton  
Credit: CBC News, New Brunswick

are related to the use of the site, such as, shade, access to washrooms, and other amenities relate to broader issues, such as, access to transit or local food establishments. Small action sports parks typically offer very basic amenities, such as, a refuse or recycling receptacle, or a bench. As park types increase in size and draw significant numbers of users for longer periods of time, this will require access to shelter, washrooms, water fountains, etc. Ideally, to reduce capital and operation costs, and to improve programming opportunities, larger action sports parks will be linked to new or existing public facilities.

Maintenance requirements may vary significantly between action sports park network options. Smaller parks with limited amenities may require very low maintenance, but will be dispersed across the city, potentially requiring greater travel for maintenance crews. Larger parks with public washrooms and a higher volume of park users may be fewer in number, but individually require a more intense maintenance program. The term 'maintenance' refers to daily operations, such as cleaning washrooms, emptying refuse bins and sweeping leaves. Actual maintenance regarding the concrete skatepark elements will be negligible for many years. Seasonal maintenance related to crack monitoring, filling joints with caulking compounds, or pressure washing graffiti, are typically standard annual up-keep. As stated earlier, linking to existing park amenities will reduce the maintenance costs associated with developing new action sports park sites.

# ACTION SPORTS PARK PLANNING

## D. Sustainable

There are several considerations for action sports amenity networks that increase sustainability. Building skateboarding infrastructure with high quality materials will reduce required maintenance. Constructing action sports parks in a manner that works with the natural landscape, and inclusion of water mitigation measures in the design may reduce construction costs and increase opportunity for integrated green space and gardens. Seek opportunities to include skateable infrastructure in other projects that may have already started the planning process. For instance, consider including skateable benches and ledges in public plaza developments, or skateable features at a new recreation centre. Other opportunities for creating skateable spaces may lie in vacant and brownfield areas. Action sports can make use of otherwise unusable spaces and can bring new life to otherwise dead spaces. However, these amenities should not be developed in areas totally void of human activity. If it is an area unsuitable for other public space users, it is unsuitable for action sports.

Other context-based considerations, touched on in parts b. and c., add to the sustainability and long-term success of a skatepark network. Transit and active-transportation connectivity help ensure ease of access for skatepark users of all abilities and mobility options. Proximity to amenities like food options, shelter, and other activities will create more vibrant skateboarding spaces. These spaces will keep users actively and socially engaged, frequenting the park more often and for longer periods of time. Action sports parks (ASPs), when developed as a public good, are highly accessible to would-be participants of all social and economic

backgrounds. Thus, ASPs should be considered for development in neighbourhoods of any and all socio-economic statuses to provide practical means of community engagement and physical activity to those that may feel excluded or may not be able to afford to participate in other forms of recreation.

Actions sports parks can be designed with programmable space in mind. This means a network of programmable space for events, classes, and other public gatherings for all to enjoy. If developed in a feasible and sustainable manner, ASPs can increase citizen physical activity, engagement in public space, and overall quality of life with minimal maintenance costs.



Figure 18. Learning to Skate

## 3.2 Action Sports Park Typologies

A successful action sports park strategy relies on a strong network built on the fundamentals: inclusivity, accessibility, feasibility, and sustainability. A strong network will consist of a combination of the five different action sports park typologies: dot, spot, neighbourhood action sports park, community action sports park and destination action sports park. The parks increase in size from dot and spot, to neighbourhood, community and destination park sizes. Choosing to build a destination action sports park may use much of the City's (quantified) area need and reduce the number of potential smaller parks. The physical

layout of the city, aspirations of the user group and municipal government will ultimately influence the composition of the action sports park network. The diagram below reflects the average range of skateboard park sizes for each typology. (See the following pages for more detailed descriptions of action sports park typologies)



Figure 16. Action Sports Park Typologies

# ACTION SPORTS PARK PLANNING

## Dot

Size: Up to 150m<sup>2</sup>  
 Draw: Local 1 km or less  
 Access: Mostly Foot Traffic  
 Skill Level: Novice to Intermediate  
 Location: Local neighbourhood park or remnant space a near commercial/institutional land uses

Skate Dots, coined by the Seattle Citywide Skatepark Plan, offer the smallest scale of Skatepark opportunities (City of Seattle, 2007). They may be as small as a single ledge offered along an existing walkway, or may fill a small plaza space with a few features. These features make skateboarding enjoyable along key routes while minimizing the number of participants drawn to a specific location. Due to their small size, they may be easier to integrate into existing parks, commercial or institutional settings.



Figure 20. Lafayette Skate Dot, Los Angeles



Transition-oriented with a 5' deep bowl, a 'pump bump' in the middle for speed and surrounding plaza space  
 Figure 17. Twelve Oaks Skate Spot, Vaughan, ON.

## Spot

Size: 150m<sup>2</sup> - 600m<sup>2</sup>  
 Draw: Local 1-2 km  
 Access: Mostly Foot Traffic  
 Skill Level: Novice to Intermediate  
 Location: Local neighbourhood park or remnant space

A Spot is a small-scale 'skateable' space typically found in a neighbourhood park or along a paved pedestrian trail. Spot sizes range from 150m<sup>2</sup> - 600m<sup>2</sup>. A 'Spot' may support users of all skill levels, however, will typically focus on features that have a relatively 'low impact' on the site area and that favor novice and intermediate level users. Spots are often located within residential settings or in urban spaces off-setting conflict zones where unsanctioned skateboarding exists on private or semi-public land.



Integrated within a revamp of a local neighbourhood park  
 Figure 18. Mount Pleasant Skate Spot, Vancouver



Modern 'skatable' sculptural elements within a smaller residential green space  
 Figure 19. Hillside Skate Spot, Vaughan, ON.

## Neighbourhood

Size: 600m<sup>2</sup> -1200m<sup>2</sup>  
 Draw: Local 1-5 km  
 Access: Foot Traffic  
 Skill Level: Novice to Intermediate  
 Location: Neighbourhood Park or Commercial Zone

A Neighbourhood Action Sports Parks (ASP) occupies a larger area of approximately 600m<sup>2</sup> -1200m<sup>2</sup> and typically serves the needs of the immediate neighbourhood. A Neighbourhood ASP will often include a wider variety of terrain types and support users of all skill levels, but should maintain a considerable number of features that are accessible for novice and intermediate skill levels. This type of opportunity is commonly located within existing neighbourhood parks or on highly visible land in relatively close proximity to a residential development or a small commercial zone.



Kensington Neighbourhood Skatepark

Figure 22. (Authentic Pool Style)



A combination of transition and park/obstacle design  
 Figure 23. UBC Neighbourhood Skatepark



Unique Shot-crete rocks provide a different challenge to park users

Figure 21. Ed Benedict Plaza, Portland, Oregon



Modern plaza and transition terrain with integrated viewing area  
 Figure 24. Sylvan Lake Skatepark



Figure 25. Father David Bauer Neighbourhood Skatepark, Waterloo

All skatepark images from VDZ+A and New Line skateparks past project portfolio

# ACTION SPORTS PARK PLANNING



Figure 27. Chuck Bailey Community Skatepark



Figure 28. Glendale Community Skatepark



Figure 30. Cloverdale Skatepark

## Community

<b>Size:</b>	1200m <sup>2</sup> – 2500m <sup>2</sup>
<b>Draw:</b>	5-10 kilometers
<b>Access:</b>	Foot, Transit, Vehicle
<b>Skill Level:</b>	Novice to Advanced
<b>Location:</b>	Central Location, Mixed-Use Zone

A Community Action Sports Parks (ASP) typically serves the needs a number of neighbourhoods and measures anywhere from approximately 1200m<sup>2</sup> – 2500m<sup>2</sup>. Some level of parking and formal amenities are often associated with this scale of facility such as washrooms, a water fountain, basic shelter, and lighting. Community facilities should accommodate all ability levels, and depending on the final scale of the facility, should provide a broad spectrum of terrain styles. Community-level ASPs are best suited in geographically central locations, with a mixed zone of residential, commercial and institutional land uses.



A combination of all terrain types and the first covered outdoor Skatepark space in Canada

Figure 29. Chuck Bailey Community Skatepark



Figure 31. The Forks Skate Plaza , Winnipeg, Manitoba.

## **Destination**

<b>Size:</b>	>2500 m <sup>2</sup>
<b>Draw:</b>	Region
<b>Access:</b>	Foot, Transit, Vehicle
<b>Skill Level:</b>	Novice to Advanced
<b>Location:</b>	Central Location, Mixed-Use Zone or large park.



Figure 32. Shaw Millenium Park - Calgary, Alberta.

A Destination Action Sports Park is > 2500 m<sup>2</sup> or larger and is intended to serve the entire City. A facility of this nature will have all major amenities and a terrain selection catering from beginner to professional level users. This level of facility will also accommodate major demonstrations and competitive events. Images from the Forks Skate Plaza and Shaw Millenium Park are shown to demonstrate this typology. Covering a total area of nearly 4,500 m<sup>2</sup> , the Plaza at the Forks consists of a meticulously detailed skateable sculpture plaza and expansive modern bowl complex tied seamlessly into the heart of downtown Winnipeg's urban fabric.



Figure 33. Aerial view of the 4500 m<sup>2</sup> (48,000 ft<sup>2</sup>) Forks Skate Plaza - in Winnipeg, Manitoba.

All skatepark images from VDZ+A and New Line skateparks past project portfolio

# ACTION SPORTS PARK PLANNING

## 3.3 Site Selection Criteria

Existing parks and potential future city park locations were investigated for their suitability to support action sports park (ASP) development. This section examines these sites and lists the appropriate skatepark typology for each park. Each site was reviewed against the following five criteria:

### 3.3.1. Location

When considering a new location for an ASP, the location should first be considered in relation to other available opportunities. Secondly, distance and general compatibility with adjacent land uses must also be considered.

- Location within City and ASP Network
- Distance from and compatibility with adjacent land uses

### 3.3.2. Accessibility

Moncton is working towards an urban fabric that will make their citizens healthier. It is important that park facilities promote active transportation. Therefore, new facilities should be accessible by cycle paths or multi-use pathway networks. Secondly, accessible by transit, and third accessible by car with an appropriate level of parking for the size of the facility.

- Pedestrian and Bicycle
- Public transit
- Car with appropriate levels of Parking

### 3.3.3. Site Suitability

A suitable site will have adequate space for a new facility without having a negative impact on the overall park. Secondly, the site of the skatepark should provide an opportunity for passive surveillance by the

general community and from public buildings, adjacent roads and walkways. Third, the site must be buildable, both with regards to ground stability, construction access and from a general costs perspective.

- Adequate size
- Minimizes impact on existing landscape
- Visibility from roads and walkways or public buildings
- Buildable (geotechnical)
- Construction access
- Construction cost (Demolition, retrofit)

### 3.3.4. Landscape Integration

New ASPs should be integrated into the site or park space so that they don't disturb other park program elements and users. Designers should consider opportunities to reduce noise through design, maintain existing trees both for aesthetics and to provide shade and wind buffers.

- Noise reduction opportunities
- Integration with existing landscape
- Compatibility with park programs
- Ability to maintain existing trees



Figure 34. Melfort Skatepark, in Saskatchewan, shows great integration of existing landscape and excellent site suitability, next to a road and walkway.

## 3.3 Site Selection Criteria Continued

### 3.3.5. Amenities

Access to shade and water fountains are basic amenities that should be made available at all action sports parks (ASP). As a ASP increase in size, park users will spend longer amounts of time and require increased services, such as, washrooms, opportunities for food, shelter, access to local authorities, and in some cases site lighting.

- Shade
- Water fountains
- Washrooms
- Food options
- Proximity to shelter
- Staffed public building or school (safety)
- Site lighting

## 3.4 Site Amenities

The following is a list of site amenities that are recommended for each action sports park typology. This table is only an outline for amenities typically offered. Other options may be pursued if necessary.

<b>Feature</b>	<b>Dot</b>	<b>Spot</b>	<b>Neighbourhood ASP Facility</b>	<b>Community ASP Facility</b>	<b>Destination ASP Facility</b>
Trash Receptacles	x	x	x	x	x
Integrated or Stand Alone Benches		x	x	x	x
Drinking Fountains			x	x	x
Shade Structure/Trees		x	x	x	x
Picnic Table Area			x	x	x
Portable/Adjacent Washrooms				x	x
Vending Machine				x	x
On-Site Washrooms					x
Full Concessions					x
Skate Shop/Merchandise				x	x
On-Street Parking				x	x
Off-Street Parking					x
Lighting				x	x

Figure 35. Site Amenities Table

# ACTION SPORTS PARK PLANNING

## 3.5 Priority Sites/Sites Examined

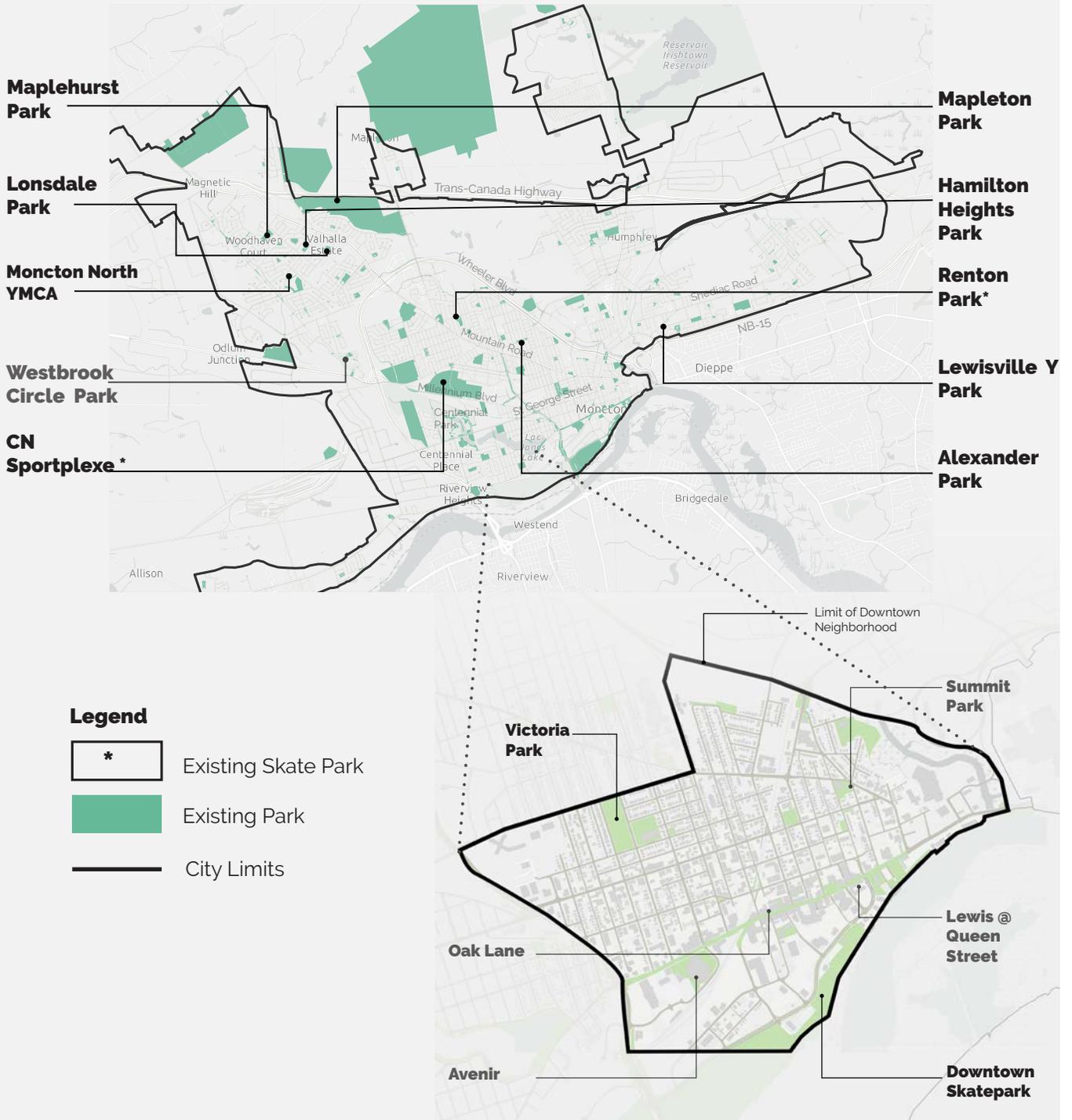
A network of action sports parks can only be established if there are appropriate sites to locate these facilities. A close look was taken at the existing parks and City owned lands, bus network and active transportation network in order to understand the network potential. The goal was to identify and analyze all potential sites, to understand the potential sizes of parks and their distribution across the city. When reviewing sites, a quantitative and qualitative analysis is undertaken. The quantitative analysis includes scoring for location, accessibility, site suitability, landscape integration and amenities. The qualitative considerations include heritage, demographics, land use, and site sensitive questions.

Sixteen sites were reviewed for this site selection report across Moncton, five of which were disqualified for reasons of site or land use incompatibility, isolated nature or long-term availability. The remaining 11 sites. The consultant team reviewed each of the sites in the table below. The team broke down each site into 3 categories; from highly recommended to not recommended. The full examination of each one of these sites can be found in the appendix of this report. These priority sites helped the team decide in the following chapter which locations to focus on in the network concepts.

Name	Verdict	Comments
Moncton North YMCA 70 Twin Oaks Drive	Highly Recommended	Central Location, Amenities
Centennial Park (Corner of St-George Blvd) 811 St George Boul.	Highly Recommended	Central Location, Amenities
Downtown Skatepark 186 Assomption Boul.	Highly Recommended	Central Location, Amenities
Victoria Park 223 Weldon St.	Highly Recommended	Central Location, Compatible
Alexander Park 95 Humphrey St.	Recommended	Central Location
Lewisville Y Park 45 Glenmoor Dr.	Recommended	Central Location
Mapleton Park (Bike Single Track) 600 Mapleton Rd.	Recommended	
CN Sportplexe 55 Russ Howard Boul.	Recommended	Central Location, Amenities
Hamilton Heights Park 120 Evergreen Dr.	Recommended	
Maplehurst Park 115 Maplehurst Dr.	Recommended	
Lonsdale Park Lonsdale Dr.	Recommended	
Parc des arts du Sommet 140 Botsford St.	Not Recommended	Land Use Incompatibility
Oak Lane Park Main Street	Not Recommended	Land Use Incompatibility
Lewis and Queen Corner of Lewis and Queen streets	Not Recommended	Not Available
Avenir Centre 150 Canada St.	Not Recommended	Not Available
Westbrook Circle Park 16 Community Av.	Not Recommended	Poor Visibility /Accessibility

# CHAPTER 3

The consultant team reviewed each of the sites on the map below. This was an initial review that led to the creation of the networks in the following chapter. As well as many of the sites being vetted from the final network plan. The full examination of each one of these sites can be found in the appendix of this report.



# ESTABLISHING A NETWORK & PRIORITY SITES

## 4.0 ESTABLISHING A NETWORK

### 4.1 NETWORK OPTIONS

### 4.2 TIMELINE

# ESTABLISHING A NETWORK & PRIORITY SITES

## 4.0 Establishing a Network in Moncton

In Chapter 3, eleven potential Action Sports Park sites were identified. This chapter looks at how ASPs can be arranged into city wide networks. For this analysis three concepts were developed which share names from outer space including: Clusters, Supernova and Triangulum. These three options are explored on the following pages.

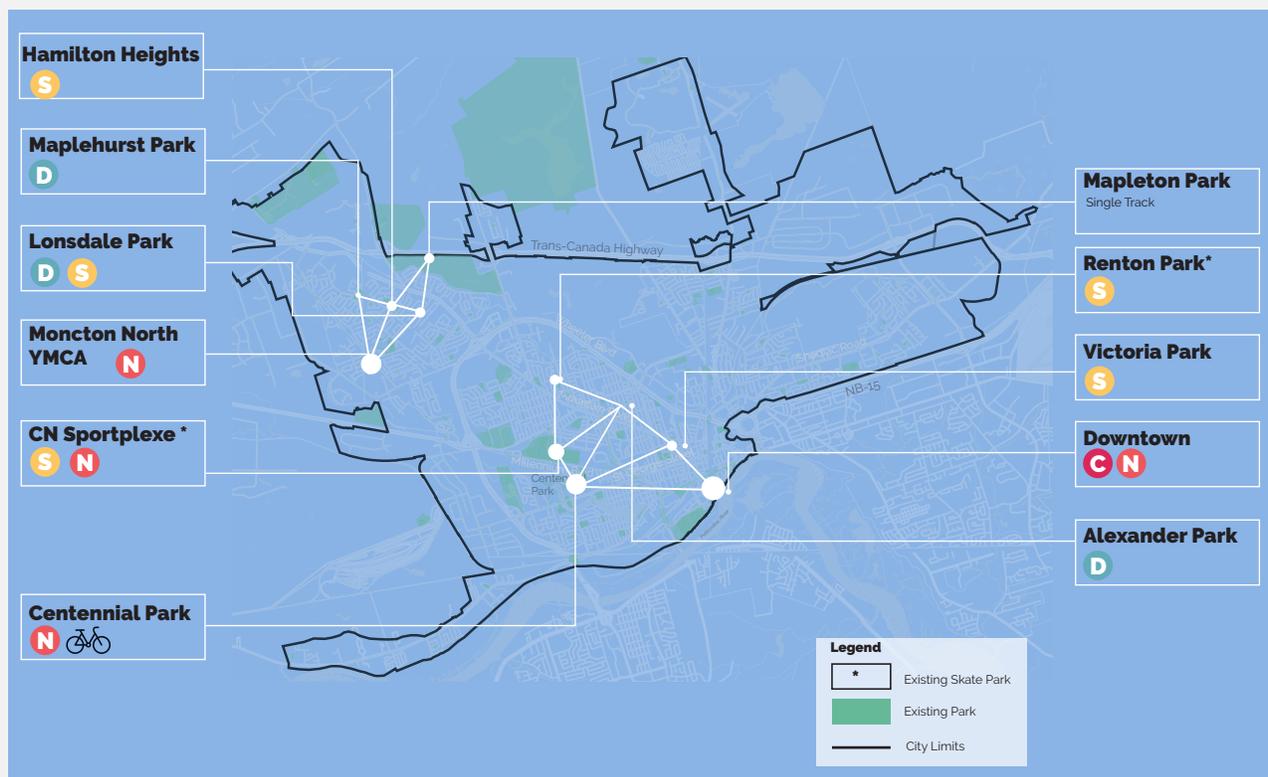
### 4.1 Network Options

## Clusters Concept



### Option 1: Map of Potential Skate Park Sites

This concept focuses on the two key areas of the city, the Central area and the North End, and attempts to create a strong cluster of opportunities within each of these areas. Each cluster will support a variety of sizes of parks based on the suitability of the available spaces, and by their proximity will encourage travel within each zone.



<p><b>Skate Spot</b></p> <p><b>S</b></p> <ul style="list-style-type: none"> <li>Small scale skatable area less than 150-600m<sup>2</sup></li> <li>Located in a neighbourhood park or along a paved pedestrian trail</li> </ul>	<p><b>Skate Dot</b></p> <p><b>D</b></p> <ul style="list-style-type: none"> <li>A small skatable area less than 150m<sup>2</sup></li> <li>Located along a city sidewalk, corner plaza, or park space in residential or commercial areas.</li> </ul>	<p><b>Neighbourhood Skate Park</b></p> <p><b>N</b></p> <ul style="list-style-type: none"> <li>A larger skatable area 600-12,000m<sup>2</sup></li> <li>Located in existing neighbourhood parks or close to residential development.</li> </ul>	<p><b>Community Skate Park</b></p> <p><b>C</b></p> <ul style="list-style-type: none"> <li>Largest skatable area 1200- 2,500 m<sup>2</sup></li> <li>Geographically central locations, mixed zones of residential, commercial, and institutional land uses.</li> </ul>
--	--	---	--

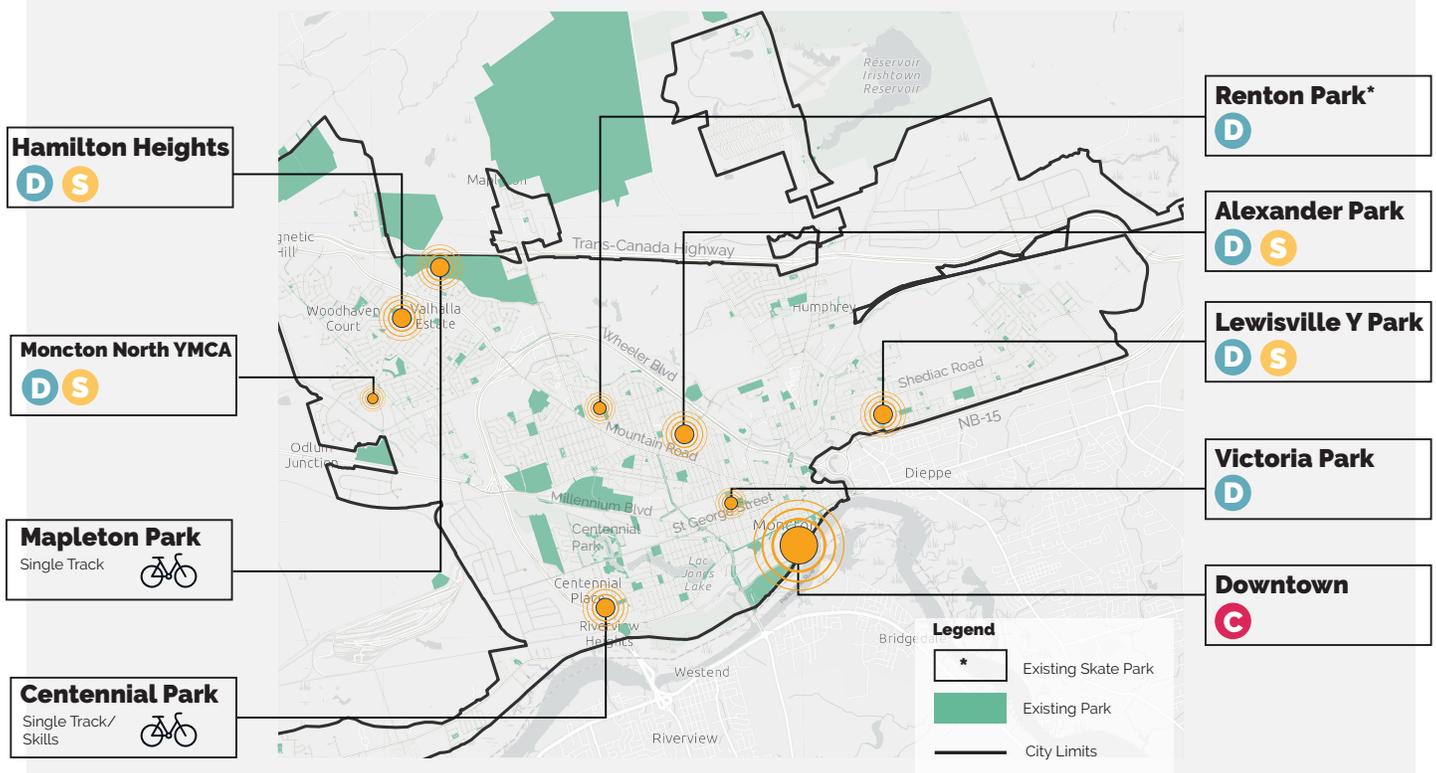
## 4.1 Network Options Continued

### Supernova Concept



### Option 2: Map of Potential Skate Park Sites

This concept keeps the Downtown skatepark as the focal gathering space. This space may even be entirely redeveloped into a larger cohesive Community action sports parks of ~2300 m<sup>2</sup> that will encourage larger scale events and competitions. To enhance general accessibility to all-wheels opportunities, especially for younger or beginner park users, dots and spots will be located throughout the city.



**Skate Spot**

**S**

- Small scale skatable area less than 150-600m<sup>2</sup>
- Located in a neighbourhood park or along a paved pedestrian trail

**Skate Dot**

**D**

- A small skatable area less than 150m<sup>2</sup>
- Located along a city sidewalk, corner plaza, or park space in residential or commercial areas.

**Neighbourhood Skate Park**

**N**

- A larger skatable area 600-12,000m<sup>2</sup>
- Located in existing neighbourhood parks or close to residential development.

**Community Skate Park**

**C**

- Largest skatable area 1,200- 2,500 m<sup>2</sup>
- Geographically central locations, mixed zones of residential, commercial, and institutional land uses.

# ESTABLISHING A NETWORK & PRIORITY SITES

## 4.1 Network Options Continued

### Triangulum Galaxy

### Option 3: Map of Potential Skate Park Sites



The Triangulum Galaxy Concept looks at the entire city and provides three anchors, the Downtown Park at the south centre, Centennial Park in the southwest and the Moncton North YMCA in the north end. It then looks north, south, east and west and is opportunistic about where park development is possible while evenly distributing dot and spot opportunities geographically.



**Skate Spot**

- Small scale skatable area less than 150-600m<sup>2</sup>
- Located in a neighbourhood park or along a paved pedestrian trail

**Skate Dot**

- A small skatable area less than 150m<sup>2</sup>
- Located along a city sidewalk, corner plaza, or park space in residential or commercial areas.

**Neighbourhood Skate Park**

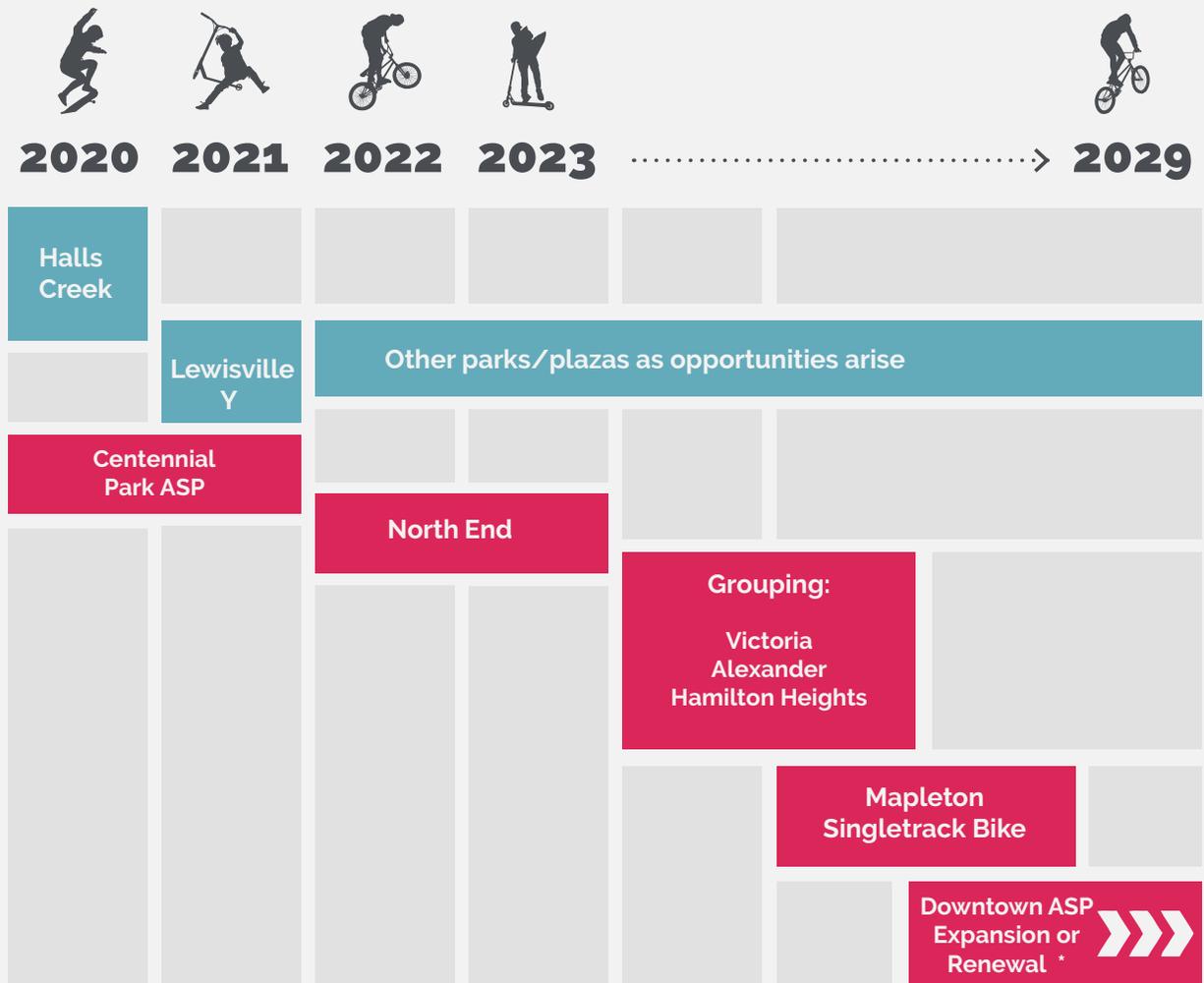
- A larger skatable area 600-12,000m<sup>2</sup>
- Located in existing neighbourhood parks or close to residential development.

**Community Skate Park**

- Largest skatable area 1200- 2,500 m<sup>2</sup>
- Geographically central locations, mixed zones of residential, commercial, and institutional land uses.

## 4.2 Park Development Timeline

This chart shows the preferred implementation of the Moncton Action Sports Park Strategy (MASPS). The timeline has been developed based on current capital plan opportunities and consultation with the public and City stakeholders. It is a general guide for City officials to consider when planning the future provisions of Actions Sports facilities.



**Existing Park Upgrades Funding**

**Action Sports Parks (ASP) Proposed Long-Term Funding**

\*By 2029 the dual phased Downtown Skatepark will be approaching 21 and 29 years respectively. Until this point it is holding up well. There should not be an expectation that this park will last more than 30 years. Both surfaces and features may start to degrade and the style of the park may go out of date. See Appendix F for more information on the current state and expected maintenance for the next 10 years.

# NEXT STEPS

A skateboarder with dark hair tied back, wearing a white t-shirt with a graphic and dark pants, is captured in a dynamic pose performing a trick on a concrete ledge. The ledge is covered in colorful graffiti, including the word 'RAID' and a yellow star. The background shows a clear blue sky and green trees.

## 5.0 Next Steps

5.1 Network Development Recommendations

5.2 Policy Recommendations

5.3 Continued Engagement

## Next Steps

The following recommendations are brought forward by the Moncton Action Sports Park Strategy. This is intended to be “living document” and all recommendations stated herein are to be discussed and reviewed by City officials and the public. This document should be used to provide the framework for achieving an effective city-wide network for action sports amenities.

### 5.1 Network Development Recommendations

#### A. Implement the Triangulum Network Concept

Based on feedback from the community, the Triangulum Galaxy concept was developed to provide three nodes of activity: one at the existing downtown park, one in the North End, and one at Centennial Park. The addition of nodes in the North End and at Centennial aim to localize opportunities and better distribute the user base. In addition to the three fundamental nodes, smaller parks may be situated across the city where acceptable.

#### B. Develop in Conjunction with Capital Renewal Projects

While this strategy has identified a number of potential action sports sites, there may be opportunities in city parks that are scheduled for redevelopment. At this time, the redevelopment projects at Halls Creek Park and Lewisville Y Park present opportunities to include smaller action sports amenities with park upgrades. Joining with planned park redevelopment may help capture additional funds for the development of action sports spaces.

#### C. Consider the Park Development Timeline

Chapter 4 identifies a 10-Year Park Development Timeline. This timeline prioritizes the implementation of parks at the North End and at Centennial Park, while offering additional opportunities to build out the network by 2029.

#### D. Removal of Existing Modular Park at CN Sportplex

Once new amenities have been developed, the existing modular park at the CN Sportplex should be removed. Further research should be conducted to determine whether it is realistic to relocate the ramps, sell them to another municipality or interested private group, or decommission them.

#### E. Downtown Skatepark

As the end of the 10-year ASP development timeline approaches the City should undertake a survey to determine how user groups feel about the skatepark network. Particularly with regards to the Downtown Skatepark, which will be pushing 30 years of age and potential end of life, ask the question, “Should we keep, expand and redevelop, or replace the Downtown ASP OR continue to expand and develop parks throughout the city network?”

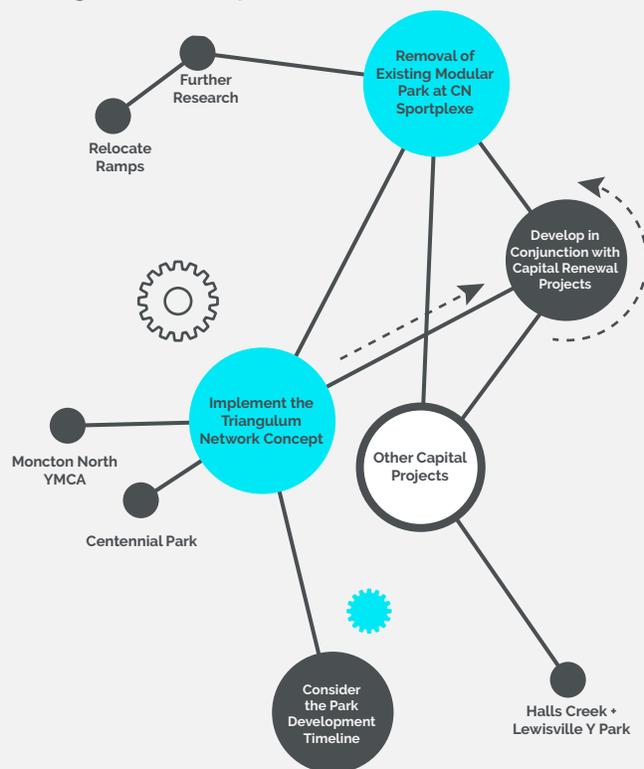


Figure 36. Graphic showing the interconnected relationship between future parks and next step recommendations.

## 5.2 Policy Recommendations

In addition to development recommendations a series of possible policy recommendations were identified throughout the planning process.

### A. Inclusivity of all Action Sports User Groups

In striving to achieve adequate representation of all user groups, where possible, refer to skateparks, BMX tracks, inline skating rinks, etc. as action sports parks (or ASPs) in City documentation.

### B. Keep Our Parks Clean

Conduct further research and develop a policy that addresses cleanliness at parks. This may include a no graffiti policy, next day graffiti removal, and addressing proper disposal of garbage, recycling, and compost.

### C. Park Use Education

Provide park etiquette education to promote proper and equitable use of ASPs. This may include signage, programming, and online video content.

### D. Expand Accepted Modes of Active Transportation

Include skateboarding, scootering, and inline/roller skating in the definition of active transportation. This will influence the redevelopment of active transportation routes to ensure surfacing is appropriate for all modes. IE: Upgrading gravel pathways to asphalt.

### E. Engage Action Sports Communities in Development of Public Spaces

Consider potential for ASP users when designing new parks and plaza spaces, and include this demographic as a legitimate user group through the public engagement process. Ask general questions, including:

- How would an ASP user see this space as it is currently designed?

- Can different user groups use the space simultaneously and in a symbiotic way?

- Can we direct different user groups to different portions of the space through design or other measures?

- If not, how can the design be adjusted to dissuade ASP users without resorting to defensive architectural practices?

### F. Hire Qualified ASP Designers and Contractors

Consider hiring an action sports park (or skatepark) design firm on retainer for a specific number of design projects to avoid the complexities of putting out RFPs for small projects. If designing several small action sports park amenities, group these together in a single construction contract to be undertaken by a qualified professional team.



Figure 37. Moncton Bike Trails



Figure 38. Moncton skateboarder over stairs

## 5.3 Continue Engagement with All Action Sports Communities



Figure 39. Scooters at Moncton DT skatepark



Figure 40. Graffiti and garbage free park



Figure 41. Signage example; Ed Benedict Park

Through the engagement process for the Action Sports Park Strategy, it was made clear that some action sports groups, such as mountain bikes and BMX seek opportunities beyond those provided by hard surfaced urban parks. Due to the limited scope of this strategy, a plan regarding these amenities was not fully explored. Thus, it is recommended that engagement continues between the City and each user group to continue collaborating and working towards meeting the needs of all action sports participants in Moncton.



# REFERENCES

Alberta Culture and Tourism. (2017, November 29). 2017 Albertan recreation survey. Retrieved June 12, 2020, from <https://open.alberta.ca/publications/2017-albertan-recreation-survey>

Borden, I. (2019). *Skateboarding and the city: A complete history*.

City of Moncton. (n.d.). About Moncton. Retrieved June 12, 2020, from <https://www.moncton.ca/guides-moncton-bring-your-event-moncton/about-moncton>

Dean, N. (2019). Developing a Context-Sensitive Strategy for Assessing the Need for Skateboarding Spaces.

Pinkbike. (2020). Moncton, New Brunswick on Trailforks. Retrieved June 12, 2020, from <https://www.trailforks.com/region/moncton/>

Statistics Canada. (2017, July 12). Health Reports Cycling in Canada Health Reports Cycling in Canada. Retrieved June 12, 2020, from <https://www150.statcan.gc.ca/n1/pub/82-003-x/2017004/article/14788-eng.htm>

Tony Hawk Foundation. (n.d.) Who Are Skateboarders? Retrieved June 12, 2020, from <https://publicskateparkguide.org/vision/who-are-skateboarders/>

Tony Hawk Foundation. (2020). Skatepark Adoption Model – Public Skatepark Development Guide. Retrieved June 12, 2020, from <https://publicskateparkguide.org/vision/skatepark-adoption-model/>

## A. Benefits of Experienced Skatepark Designers and Builders

### Modern / Integrated / Site-Built / Cast-Concrete Skateparks:

Skateparks should be recognized as a specialized recreation facility. Planning, design and construction of such facilities has created a niche industry, generally less than 20 years young, populated by a collection of passionate, informed, resourceful and hard-working individuals largely motivated by their own love of skateboarding, and their dedication to the highest standards of design and construction.

Note that cast-concrete skatepark construction is a specialized trade and requires both experience with and appreciation for the smallest details that affect the quality of environment and the safety of park users. Design specifications provide a very limited range for deviation from the technical drawings and contractors are typically required to present specific team qualifications and proficiency with this highly technical work. For the safety of the end user and the protection of the owner, selection of qualified design and construction teams is of the utmost importance.

### Design / Tender / Build vs. Design-Build:

Typically, the Design-Build project delivery method provides the best way for a municipality to ensure they receive high quality design and construction services within this specialized industry. The major benefits of the Design-Build delivery method include:

- Quality assurance
- Budget certainty
- Schedule certainty
- The flexibility to incorporate In-Kind Donations, and other fundraising / sponsorship opportunities throughout the development process

Should the municipality be bound to a traditional design / tender / construction delivery method, it is highly recommended that some form of skatepark contractor qualification verification be included in a Request for Proposals (RFP). This requirement is possible to accomplish in advance of a tender release. This is typically done in the form of a stand-alone prequalification process, resulting in an invited list of prequalified bidders, in advance of the tender release. It is also possible to accomplish this requirement with a mandated "Skatepark Contractor Qualifications Submittal" required for submission concurrent with the tender closing. Typically, municipalities should only accept bids from construction vendors who are able to demonstrate a minimum of five (5) year's experience and a minimum five (5) successfully completed projects of a "similar size and complexity". It is also highly recommended that references from past clients, and photographs of completed parks be requested along within the "Skatepark Contractor Qualifications Submittal".

### American Concrete Institute (ACI) Certification of Shotcrete Nozzle Operators:

One unique characteristic of Modern / Integrated / Site-Built / Cast-Concrete Skateparks lies in the bankramp and transition ramp features integrated within the design. Typically, in modern parks, these bank and transition ramp features are built using a specialized technique known as 'shotcrete'. To ensure the quality, smoothness and consistency of the finished forms, it is imperative that only ACI certified shotcrete nozzle operators are permitted to perform this scope of work, and it is highly recommended that ACI Shotcrete Nozzlemanship Certification be requested and verified within the "Skatepark Contractor Qualifications Submittal" noted above.

## B. Site-Built/Cast-Concrete Vs. Modular Construction

### Definitions

Site-Built / Cast-Concrete Skateparks: In-ground permanent concrete skateboard facilities (includes any style of design; street, half-pipe, bowls, combo, etc). Designed to specifications by a professional skatepark designer.

Modular Skateparks: Any skatepark that is not an in-ground permanent concrete facility. These are usually temporary facilities consisting of average skatepark elements constructed out of one or a combination of any of the following materials; Wood / Masonite, paper-composite, Steel, Pre-Cast Concrete, Asphalt

Main Findings: This comparison chart illustrates modular vs. concrete skateparks as regards to municipality's and park planner's most common concerns.

<b>Park Planners Common Concerns</b>	<b>Site Built / Cast-Concrete Skateparks</b>	<b>Modular Skateparks</b>
<b>Initial Costs</b>	Comparable	Comparable
<b>Lifetime Costs</b>	Minimal operation / maintenance costs throughout lifespan	Increased costs over lifespan
<b>Safety / Liability</b>	Static concerns over lifespan	Increased concerns over lifespan
<b>Overall Usage</b>	Preferred	Accepted if only alternative
<b>Multi Use Potential</b>	Unlimited	Limited to skateboarding and scooters
<b>Noise</b>	Less noise	More noise

An often cited advantage of Modular parks over Site-Built / Cast-Concrete parks are the capital costs; however, from a financial standpoint, a Site-Built / Cast-Concrete park is essentially a much wiser investment than a Modular skatepark. The increase in monetary expenditures required to build a Site-Built / Cast-Concrete park are typically 15-20% greater than modular. These additional costs are typically recuperated multiple times over with the lifecycle / replacement costs.

Properly designed and constructed Site-Built / Cast-Concrete skateparks have limited maintenance requirements for up to 30 years.

Modular parks, in general, are typically louder and less appealing to skateboarders as their design does not lend as well for multi-use by all skill levels and styles of skateboarding. Modular can result in expensive replacement costs and/or liability concerns from deteriorating facilities.

# APPENDICES

## **B. Site-Built/Cast-Concrete Vs. Modular Construction**

The following modular surface materials were compared with concrete as outlined below:

### **Asphalt (typically used for flatwork)**

- o Weaker material than concrete
- o More sensitive to climate than concrete (becomes soft / sticky / slow in heat)
- o More abrasive than concrete
- o Requires extensive footings & compacting when blending with concrete transitions

### **Wood/Masonite**

- o Much cheaper than concrete (moderate quality, not durable)
- o Lasts a maximum of one year outdoors in Canadian climates
- o Subject to destructive vandalism and theft
- o Steel plates used at the interface of ramps are loud, sharp and dangerous
- o Loose screws and weakening frames can become a hazard/liability

### **Paper-composite Material**

- o Typically does not last more than two years in Canadian climates
- o Warranties do not cover weathering or normal wear and tear
- o Steel plates used at the interface of ramps are loud, sharp and dangerous

### **Steel & Composite Ramps**

- o Costs are comparable to site-built/cast concrete skateparks
- o Requires yearly maintenance (rust painting)
- o Design flaws (typically built by playground manufacturers or steel fabricators with limited skateboard experience)

### **Pre-Cast Modular Concrete**

- o Vertical seams are present when pieces are put together.
- o Parks are not truly modular (pieces are extremely heavy and require a crane or heavy machinery to move)
- o Designs are limited
- o Costs are comparable to site-built/cast concrete skateparks

## B. Site-Built/Cast-Concrete Vs. Modular Construction

Design Considerations: This comparison chart illustrates the differences between Site-Built / Cast-Concrete skateparks vs. Modular skateparks from a Design Perspective

<b>Issues</b>	<b>Site Built / Cast-Concrete Skateparks</b>	<b>Modular Skateparks</b>
<b>Initial Costs</b>	Endless (creative, flowing & safe)	Limited
<b>Lifetime Costs</b>	Usually designed by experienced park designers who skateboard	Often designed by non-skaters or playground companies
<b>Safety / Liability</b>	Park obstacles are connected through design	Obstacles are separated & often include different material surfaces
<b>Overall Usage</b>	Preferred by the majority of skateboarders	Not preferred by the majority of skateboarders

While facility scale typically comes down to budget, effective smaller Site-Built / Cast-Concrete parks can be built for municipalities with smaller budgets. Building a Site-Built / Cast-Concrete skatepark inspires pride and ownership among local youth. Skateparks will often serve as outdoor youth centers.

### Conclusion:

Communities who are confronted with demand for a skatepark and challenged by tight budgets may consider the Modular skatepark route. However, the lifecycle costs will ultimately be higher. Modular skatepark facilities require regular maintenance and can become a liability. They are prone to vandalism and theft, eventually becoming obsolete to the user group. Municipalities and park planners will find themselves facing the same problems as the temporary solution runs its due course. The skatepark planning and development process will have to be repeated and additional resource will be required. A properly designed and built Cast-Concrete skatepark will reduce long-term maintenance and liability issues. Skateboarder users prefer Cast-Concrete over Modular skateparks. The smooth surface, seamless transitions and flexibility of design provide a much higher quality user experience. Site-Built / Cast-Concrete skateparks are the optimal choice for municipalities.

## C. Skatepark Signage

From Park Identification, to Wayfinding, to recognition of In-Kind Donations and/or Project Sponsors, to helping to manage risk, signage is an integral design element for the modern skatepark facility.

At minimum, some form of “Rules and Regulations” signage is highly recommended to help manage risk by educating park visitors. Included here are just a handful of examples of “Rules and Regulations” signage options from existing skatepark projects that may serve as inspiration.

Typically hallmarks of skatepark “Rules and Regulations” signage will often include:

- hours of operation
- indication that this is a non-supervised facility
- indication that the facility is to be used “at your own risk”
- reminders of the dangers for riding at night and/or in adverse weather conditions
- a municipal contact number for park users to contact should any portion of the park fall into disrepair



Please note the authors of this report are not recommending the wording noted above or in the examples provided. These are provided as suggestions and examples only. The authors of this report are not risk management experts. All signage should be carefully reviewed by your municipal risk management and legal representatives.

## Context Map



## Parc des arts du Sommet Aberdeen Cultural Centre

**Owner:** City of Moncton

### Site Overview

- Parc des arts du Sommet is a legacy project from 1999 Ville Sommet de la Francophonie, hosted by the City of Moncton. Designed and built by artists, today Aberdeen Cultural Centre artist tenants use the park space at various occasions. Located just south of the Aberdeen Cultural Centre a skate dot would draw additional residents to this park and would add an active element to this otherwise passive park. The skate dot intervention may be as simple as a skate ledge along the arc of the north plaza.

### Site Positives

- Accessible to the downtown core of Moncton and adjacent a staffed public building.
- Plenty of on street parking.
- Large open space that can be developed without disturbing the existing park amenities or natural elements.

### Site Negatives

- The potential location shares an entrance with the Aberdeen Cultural Centre and would need to accommodate continued pedestrian movements.
- This potential site is next to a daycare.
- This park does not have paved pathways.
- Heritage designation- restricts what can be built on site

### Recommendations

- While this site scored high in total points and is interesting in nature, there would be several hurdles to overcome to build an all wheels park. The first issue would arise with sharing the programming of the space. It is currently used by the Aberdeen Cultural Centre. Ultimately, the heritage designation of the park would require many hurdles and some hard work to get something built on site.

### Typology:



### Site Scoring Matrix



## Context Map



## Victoria Park

Owner: City of Moncton

### Site Overview

- This heritage park site is one of Moncton's largest urban parks. This site is flanked by large Victorian era residences and Edith Cavell Elementary School. This is a passive park with specimen trees, flower beds, monuments, fountain and open lawn. There is a recently completed amphitheatre in the south portion which overlooks a central green. The park is regularly programmed with music and other outdoor events. There is an opportunity to complement this amphitheatre with a skate spot between the 12 and 3 location of the large open green space.

### Site Positives

- While visually accessible a skatepark located adjacent the amphitheatre would be at least 80m from facing residential homes. Earthworks could be used to further buffer noise.
- A very accessible site close to major roads with on-street parking multiple bus stops.

### Site Negatives

- Many paths in the park are not paved.
- The addition of an active park element in this traditional passive park may be continuous among neighbours or park users.

### Recommendations

- This site is one of few potential locations along the northside of the downtown. Based on the objective criteria of the site selection matrix this site scored well above average. If the city decides to undertake a series of skate spots and dots, this site should be strongly considered.

### Typology:



### Site Scoring Matrix



### Scoring total



## Context Map



## Oak Lane

Owner: City of Moncton

### Site Overview

- This site is located in the core of downtown Moncton. This public lane is now home to lighting, picnic tables, flowers and an entertainment stage. While an exciting location, this space which accommodates pedestrian traffic, numerous building entries, Italian fountain, and alley of trees would require a unique and sensitive design solution.

### Site Positives

- A very accessible site located on a major road and close to several bus stops.
- An additional use would increase the vibrancy of this pedestrian block.

### Site Negatives

- There is a series of competing elements and uses that will be challenging to accommodate. The skate dot solution may be very minimal.

### Recommendations

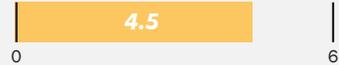
- If the City decides to implement a series of skate spots and dots this site should be considered for design opportunities. Even a minor element in Oak Lane would signal the acceptance of skateboarding in Moncton and would likely be seen positively by the skate community in this iconic location. Ultimately, The City of Moncton has noted that this location is not a viable option.

Typology:



### Site Scoring Matrix

Location



Accessibility



Site Suitability



Landscape Integration



Amenities



Scoring total



## Context Map



## Lewis + Queen

Owner: City of Moncton - Potential Commercial Interest

### Site Overview

- This site is located on the corner of Lewis and Queen Street in Downtown Moncton. The site is currently a vacant space one block off Main Street and two blocks from City Hall. It is a small landlocked parcel that could accommodate an interesting skate plaza just off Main Street, adding vibrancy to this area.

### Site Positives

- Located away from residential areas and does not have noise sensitive neighbors.
- Central location with local bus access nearby, and access to commercial uses and City Hall.
- Open space that can be developed without disturbing the existing park amenities or natural elements.
- On street parking and parking lots nearby.

### Site Negatives

- The site currently lacks shelter.
- The site narrow and has a long street frontage. This may be an interesting design challenge.

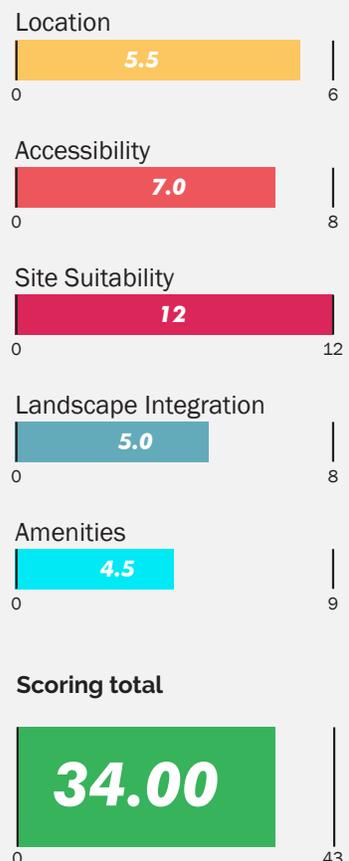
### Recommendations

- This site should be strongly considered in expanding all-wheel opportunities in the downtown. Ultimately, The City of Moncton has noted that this location is not a viable option.

Typology:



### Site Scoring Matrix





## Alexander Park

Owner: City of Moncton

### Site Overview

- Alexander Park is located at 95 Humphrey Street. Situated on three blocks this park straddles Humphrey and Leslie Streets. The existing park has a playground, tennis courts, and basketball courts. The park portion fronting Leslie Street has a basketball court which could be compatible with the addition of a skate dot or spot. The development of a skate spot or dot should occur alongside the redevelopment of the basketball court. An all-wheels park at this location would be intended to serve the immediate neighbourhood.

### Site Positives

- This site is central to a large residential population.
- While located in proximity to residential neighbours, the orientation and earthworks could be used to limit noise.

### Site Negatives

- Located close to residential areas and could have noise sensitive neighbors.

### Recommendations

- If the city chooses to pursue a series of skate spots or dots throughout the city, this is an appropriate location within the overall network.

Typology:



### Site Scoring Matrix





## Moncton North YMCA

Owner: City of Moncton

### Site Overview

- This newly constructed site is located at the new Moncton North YMCA. It is projected to open in the fall of 2020 and located on the Twin Oaks Drive extension. To the west side of the building offers a large space to consider the development of a neighbourhood ASP. This is also the proposed location for a basketball court. These two items should be part of one integrated design. Consideration should be taken for buffering noise to adjacent residential with earthworks etc.

### Site Positives

- Part of a fast growing new residential area.
- Adjacent a public YMCA building with bathroom, water fountain, cafeteria, youth school programs near by.
- Opportunity for YMCA led all-wheel park programming. The site is easily accessible with a large parking lot, bus stop/ drop off zone, and a new 4m wide bikeway.

### Site Negatives

- The Skatepark location would have limited 'eyes' on the park due to limited commercial and residential in the immediate surroundings. However, during the day and early evening there will be considerable YMCA traffic.

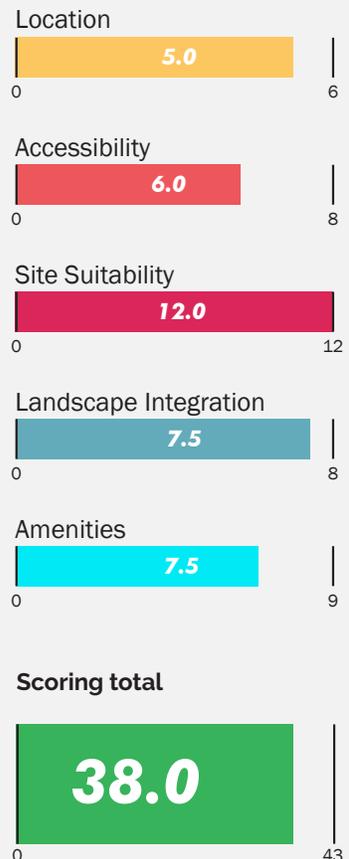
### Recommendations

- With a score of 38 out of 43 This location is the highest scoring site on the site scoring matrix used to assess potential sites. It is recommended that an all-wheels park be located here to provide proximity to these facilities in the North End.

Typology:



### Site Scoring Matrix





## Avenir Centre

Owner: City of Moncton

### Site Overview

- Avenir Centre is a multi-sport arena located in Downtown Moncton. The plaza (formally known as Downtown Place) to the East of the of the arena is currently a popular location for skateboarders in the summer months. Sanctioning a portion of the oval plaza as a skate spot or dot would capitalize on its existing popularity. Alternatively, to the North West of the arena a larger neighbourhood skate plaza could be established. This park would be designed withstand the stresses of skateboards and bikes, and would reduce conflict with on-site programming.

### Site Positives

- Currently a popular place for skateboarders to engage with.
- Located in the Downtown and adjacent a bus stop.
- Simple Plaza design is attractive for all ages.
- Located at an activity hub.
- Surrounded by commercial uses.
- Main Street location has high visibility.
- Locating a skate plaza here would legitimize the sport of skateboarding while minimizing conflict.

### Site Negatives

- Existing Plaza was not built to withstand use by skateboards and bikes.
- May be conflict of use in the existing plaza with other functions taking place during the day or in evenings.
- This site currently doesn't have a public washroom, however one is planned in the near future.

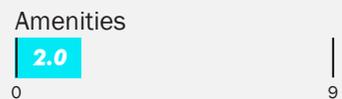
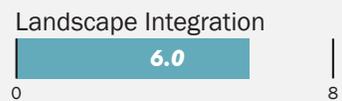
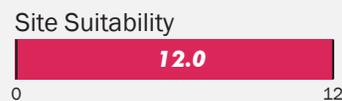
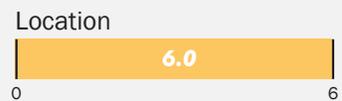
### Recommendations

- Build the Main Street fronting Skate Plaza as a way of integrating skate facilities with the downtown and enhancing the urban experience. Ultimately, The City of Moncton has noted that this location is not a viable option.

### Typology:



### Site Scoring Matrix



### Scoring total



## Context Map



## Westbrook Circle Park

Owner: City of Moncton

### Site Overview

- This site is tucked away off Westbrook Circle on Community Avenue. The existing park has a fenced in baseball diamond, shelter, play structure, swings, and a basketball court. A skate spot or dot would fit nicely on the South Western corner of the existing park, however it is quite close to residential and may create a noise conflict.

### Site Positives

- Comprehensive small park on the west side of Moncton.

### Site Negatives

- This area is not well connected to the North End/West residential population.

### Recommendations

- Due to land use compatibility and general accessibility this site scored the lowest of the sites investigated for this report. This site is not recommended for an all-wheel park.

Typology:



### Site Scoring Matrix





## CN Sportplex - Modular Bike Park

Owner: City of Moncton

### Site Overview

- Located at 55 Russ Howard Dr., this existing modular space provides a variety of structures for bikers of medium and high ability levels. Unfortunately, the site has not been popular with the all-wheel community. It was designed primarily as a 'bike' park, but the level of features has proven too high for beginner and intermediate level users to engage with and develop their skills. In addition, the location is not popular. While this site is accessible, it is out-of-the-way and not linked to other activities or facilities that park users would be drawn to. An ideal space for a new skate spot or neighbourhood skatepark would be located between fields, off Russ Howard Dr.

### Site Positives

- Near facilities with washrooms, water fountains.
- Hub of activities for families.

### Site Negatives

- Out of the way 'hidden' location in a parking lot.
- A parking lot does not provide inspiring atmosphere for gathering.
- Lacks immediate shelter.
- Attendance at existing park is none existent

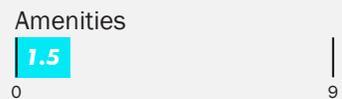
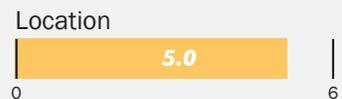
### Recommendations

- Continue to monitor overall usage of this park. Once new skateparks begin to meet overall demand, consider whether the existing CN Sportplex bike park should remain a part of the all-wheel park network or if it should be re-imagined (possibly with more beginner friendly pieces) decommissioned, or re-located.

### Typology:



### Site Scoring Matrix



### Scoring total



## Context Map



## Centennial Park Main Entrance

Owner: City of Moncton

### Site Overview

- This site is located in the central west neighbourhood of Centennial Place. Centennial Park is a much loved space in Moncton with a range of facilities that include water play, playgrounds, basketball, tennis and general open space and walking paths. A skatepark would be compatible with these uses and adjacent land uses. While a popular park, it is somewhat distantly located from the downtown and residential areas.

### Site Positives

- Large park space with a mix of amenities. An all-wheels park would enhance the draw for families with children and teens.
- The site has good accessibility, parking and distance from residential.

### Site Negatives

- This site does not have a large residential population in close proximity.
- Located in the west side of Moncton, an all-wheel park would act as a destination and would pick-up few users from adjacent uses.

### Recommendations

- This site has potential as a draw for younger all-wheeled park users who will come with their family or get dropped off. It is less likely to be popular with adolescent and adult park users as it is not conveniently located and separated from the urban character of the downtown area.

### Typology:



### Site Scoring Matrix



## Context Map



## Mapleton

Owner: City of Moncton

### Site Overview

- This site is located in the north end between the Canadian Heights neighbourhood and Hwy 2. While located in the north end near a large residential population, it is a passive park with access off large arterial roads.

### Site Positives

- Will support larger events that are typical of a Community skatepark.

### Site Negatives

- This is a passive park and does not have a natural compatibility with a neighbourhood or community skatepark.
- Located on arterial roads, this site does not support active transportation nor 'eyes on the park'.

### Recommendations

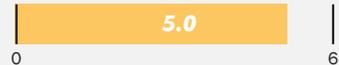
- Due to its lack of accessibility and isolated nature as a passive park, it is not recommended that an all-wheels park be located in this location. However, a single track/ trail to serve the bike community would be recommended on this site.

### Typology:



### Site Scoring Matrix

#### Location



#### Accessibility



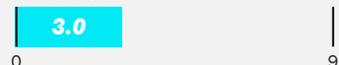
#### Site Suitability



#### Landscape Integration

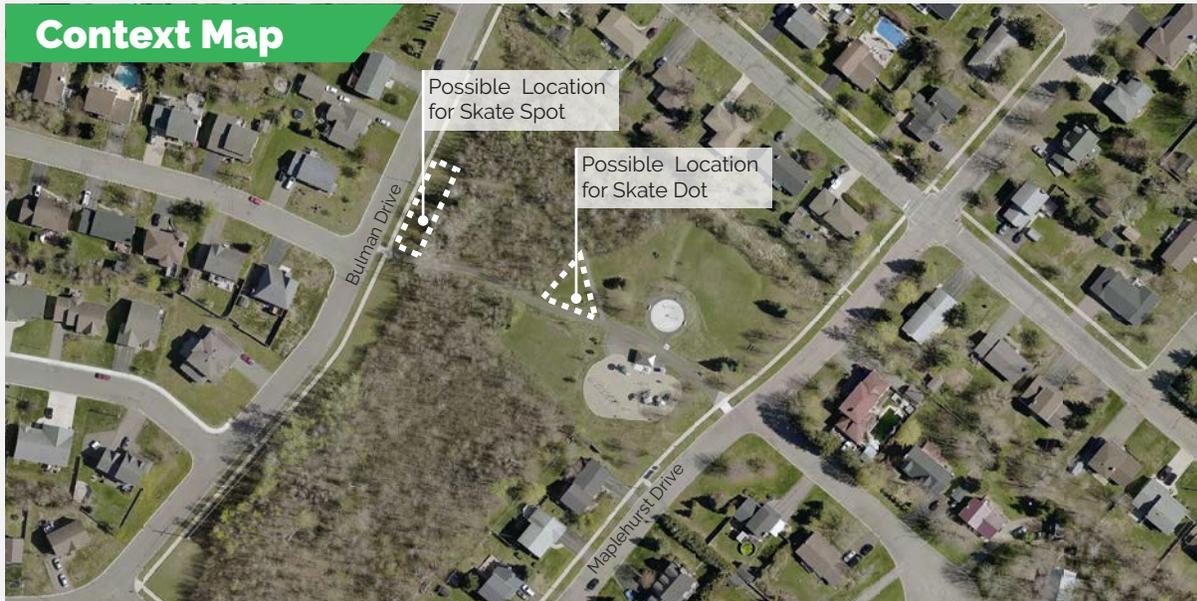


#### Amenities



### Scoring total





## Maplehurst

Owner: City of Moncton

### Site Overview

- A well used, existing park between Bulman Drive and Maplehurst Drive in Northern Moncton. There is a paved path through the park; this leads to swings and climbing structures that are on gravel, a splash pad, plenty of benches, a basketball court and checker boards. North of the site, close to Bulman Drive would be appropriate for a skate spot. While the central area would be better suited for a smaller skate dot.

### Site Positives

- The site is generally accessible with a bus stop a block to the Southeast, sidewalks, and some on street parking.
- The park also has multiple entrances connecting to two streets making it 'permeable' for pedestrians.

### Site Negatives

- Being a popular park; current park users could also be sensitive to additional noise from skateboarding.
- The site lacks amenities, such as a water fountain or washrooms.

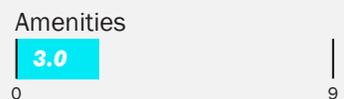
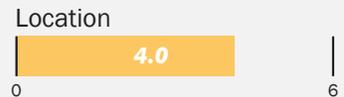
### Recommendations

- This site scored a total of 29.5 on the site selection matrix. This makes it slightly below average compared to the other sites in this report.

Typology:



### Site Scoring Matrix



### Scoring total



## Context Map



## Hamilton Heights

Owner: City of Moncton

### Site Overview

- This site is located in the North side of the city on Evergreen Drive. Staying true to its name, the park is home to many large/ mature conifers (evergreens). The existing park has a small splash pad, shelter, playground, and basketball court. The Southeast corner of the site is a good location for a possible skate spot. While the Northwest side (close to the existing shelter) of the site would be a good location for a skate dot. The intention of a park in this location would be as a neighbourhood draw, rather than city-wide.

### Site Positives

- The site is close to Mountain road, which has a large amount of commercial food options , and transit access.
- The site is accessible for pedestrians and skaters as it is connected to a large sidewalk network. The area is also home to a large amount of on street parking.

### Site Negatives

- The only paths that run through the site are gravel or desire lines through the grass.
- Located close to residential areas and could have noise sensitive neighbors.

### Recommendations

- This site scored a total of 30 on the site selection matrix. This makes it slightly below average compared to the other sites in this report.

### Typology:



### Site Scoring Matrix



## Context Map



## Lonsdale

Owner: City of Moncton

### Site Overview

- This site is located on Lonsdale Dr. in the city's North end, 2 blocks away from Evergreen Park. This existing park lacks any amenities and is a 'blank slate' suitable for either a skate dot or spot. A site in this location would be intended to draw park users from the immediate neighbourhood.

### Site Positives

- The site is close to Mountain road, which has a large amount of commercial food options, and transit access.
- The site is accessible by bus, having a bus stop across the street. The site is also accessible for pedestrians and skaters as it is connected to a large sidewalk network.

### Site Negatives

- The park sits in the front yards of an entire block of residential housing. This proximity could lead to noise sensitive complaints.
- The site lacks amenities and site programming.

### Recommendations

- This site scored a total of 25 on the site selection matrix. This makes it well below average compared to the other sites in this report.

Typology:



### Site Scoring Matrix





## Lewisville Y Park

Owner: City of Moncton

### Site Overview

- This site is located in the neighbourhood of Lewisville on the Eastern side of Moncton. The existing park is home to many mature large trees, a hill and an asphalt path snaking through it. It has a shelter, playground, swings, basketball, and tennis courts. Parts of the park are being considered for redevelopment. This redevelopment opens the door for two possible locations for skate spots. The first being the southern corner and the other being located on the hill between the tennis court and Edgehill Drive.

### Site Positives

- This site is well situated to serve residents on the East side of Moncton. The site is accessible with lots of on street parking, a bus stop at the south end, and an asphalt path running through the park.
- Existing site amenities such as garbage bins, and shelter would be an asset to the skaters.

### Site Negatives

- The residential area has no sidewalks anywhere near park.
- Located close to residential areas and could have noise sensitive neighbors. People in the park could also be sensitive to additional noise from skateboarding.

### Recommendations

- The site scored a 31 out of 43 on the site scoring matrix making it slightly above average compared to the other sites in this report. Due to it's location within the All-Wheeled Park network, and a general lack of available greenspace in the east end of Moncton, strong consideration should be given to locating a skate spot in this park.

### Typology:



### Site Scoring Matrix



## Context Map



## Downtown Skatepark

**Owner:** City of Moncton

### Site Overview

- Located along Riverfront Park, this varied concrete park offers obstacles for skateboarders, scooter riders and freestyle in-line skaters of all ability levels. The current park offers approximately 18,000ft<sup>2</sup> of skateable space. The area to the south of the park provides an opportunity for an ~8,000 ft<sup>2</sup> neighbourhood park sized expansion of the existing park.

### Site Positives

- Accessible location with great access to active transportation (next to the Riverfront Park trail), bus routes, and lots of parking nearby.
- Site is suitable for expansion as it is adequate in size, has great construction access and would have minimal impacts on existing landscape.
- No noise sensitive neighbours in the area.

### Site Negatives

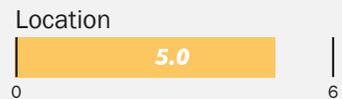
- The existing park lack space for scooters and bikes .
- The existing park lacks transition and intermediate street features.
- The site is currently prone to flooding (according to latest GIS data from City of Moncton)

### Recommendations

- The second highest scoring site from the site scoring matrix. The addition of a skatebowl would alleviate some of the space issues while bringing a new skatepark element to the all-wheel parks in Moncton. This would complete the Downtown Skatepark as an all-around park.
- If this park is not selected for an expansion in the short-term, over the long-term it may be suitable for a new build city-wide skatepark.



### Site Scoring Matrix



### Scoring total



## Moncton Survey Summary

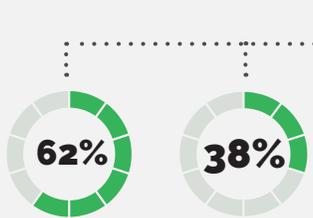
Prior to the consultant group getting involved, the City of Moncton used an online platform to reach out to the community. The survey received feedback from 53 participants and ran from August till September 2019. Users of this online forum also had an option to highlight their favorite place to skate on a map. Only 4 people participated in this portion of the engagement.



Paper: 0 | Online: 53 | Total: 53



Aug. - Sept. 2019



He / Him

She / Her

### Key Findings

#### Stats

- The majority age group fell between 30-39 with 47%. The age group 12 and under was not well represented with only 2%.
- 66% of participants were from Moncton, 9% from Dieppe, and 15% from Riverview.
- Gender breakdown of 62% male and 38% female.
- 60% of survey participants were action sports park users (Individuals who either bike, scooter or skateboard).
- The current riding locations heavily favoured the Downtown Skatepark at 75%, followed by Riverview Indoor Skate Park at 43% and Dieppe BMX Park at 26%.

#### Asks

- Most people favor the City of Moncton creating more parks and expanding or improving existing parks.
- Most people would like to receive an invitation to attend a public meeting with a consultant in the fall for the development of a Skate Amenities Master Plan and Site Selection Report.
- Street Plaza features was the number 1 priority.
- Flow parks was the second priority.
- Bowls and other features were the third priority.

## Skate Survey Summary

In the Autumn of 2019 VDZ created a skate survey to be circulated among local stakeholders. At an open house event a paper copy of the survey was circulated and received 18 respondents.



Paper: 18 | Online: 0 | Total: 18



Nov. 2019



He / Him



She / Her

### Key Findings

#### Stats

- 61% of participants between the 25-34 years old.
- Almost exclusively male, except for one mother who participated with her children.
- Most participants self identified to be advanced in their riding ability (72%).
- Almost all participant postal codes were from Greater Moncton.
- 45% of peoples main interest in the survey was that they participated in skateboarding .
- 75% of participant listed skateboarding as their primary sport of interest .

#### Concerns

- The existing parks/ networks are too congested.
- Existing parks lack variety of features/ variety of skill / out of date.

#### Asks

- Multiple parks, that are spread out with a **variety** of obstacles .
- Lighting.
- Close to **amenities**.
- **High quality**/well built parks.
- **Youth** focused parks.
- More space for 'all wheels' to participate.

# SECTION E

## Question 1: Age

	Under 12	13-17	18-24	25-34	35-44	45-59	60+
Results	0 (0%)	2 (11%)	3 (17%)	11 (61%)	1 (5%)	0 (0%)	1 (5%)

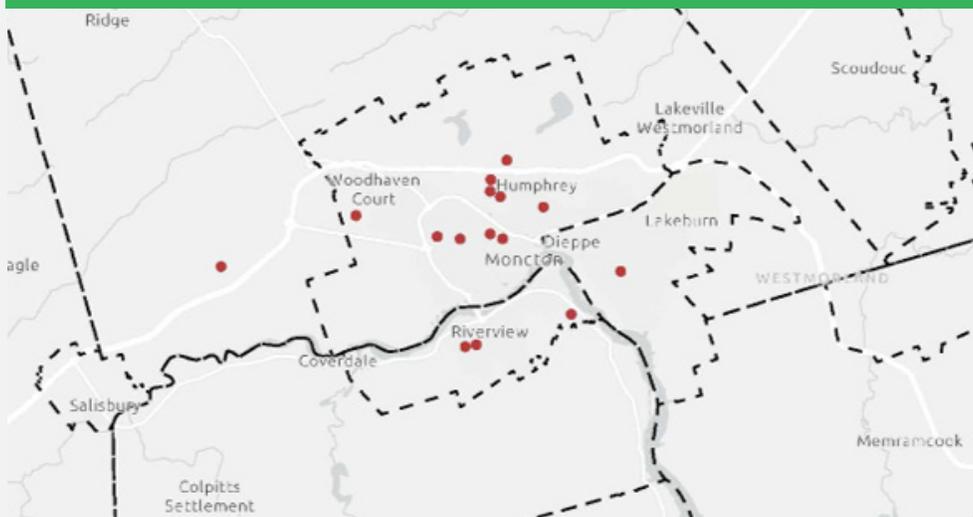
## Question 2: Gender

	Female	Male	Non Binary	Multiple
Results	1 (6%)	17 (94%)	0 (0%)	0 (0%)

## Question 3: Riding Ability

	Advanced	Intermediate	No Response
Results	13 (72%)	4 (22%)	1 (6%)

## Question 4: What is your Postal Code?



Map showing general area where survey participants live.

# APPENDICES

## Question 5: Personal Interest in Survey

	Skateboarder	Active Park User	Local Resident	Local Business	Parent/ Guardian/
Results	13 (45%)	5 (17%)	6 (21%)	3 (10%)	2 (7%)

## Question 6: Primary Sport

	Skateboarding 	Biking 	Scooter 
Results	13 (72%)	3 (17%)	2(11%)

## Question 7: Is there a secondary sport you take part in ?

	None	Biking	Inline Skating	Other
Results	11 (52%)	3 (14%)	1 (5%)	6 (29%)

## Question 9: Do you Skateboard?

	Yes 	No 	Used to 
Results	15 (83%)	1 (6%)	2(11%)

## Question 11: Why do you Skateboard?

	Transport	Active	Athlete	New skills	Friends	Outdoors	Stress
Results	7 (10%)	7 (10%)	10 (14%)	8 (12%)	11 (16%)	14 (20%)	11 (16%)

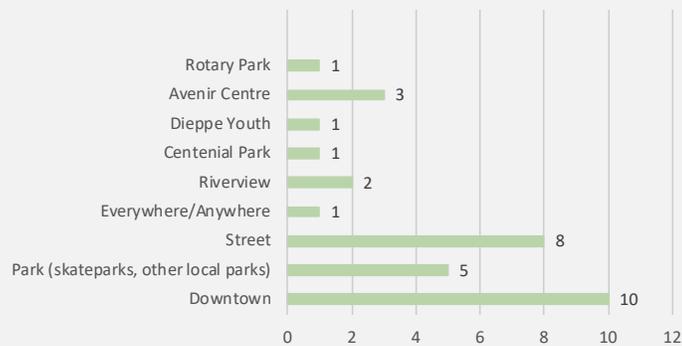
## Question 12: How often do you Skateboard?

	3+ Times a week 	1-2 Times a week 	A Few time a year 
Results	11 (69%)	4 (25%)	1 (6%)

## Question 13: How often would you use a new skatepark?

	3+ Times a week 	1-2 Times a week 	A Few time a month 
Results	15 (83%)	2 (11%)	1 (6%)

## Question 14: Where do you Skateboard?



## Question 15: Do you prefer having a larger skatepark or several smaller local parks?



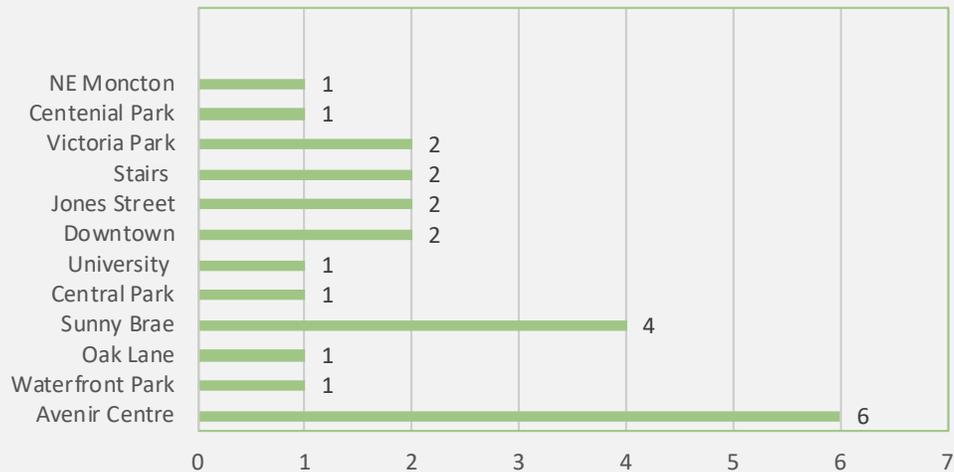
**50%**  
Larger Park



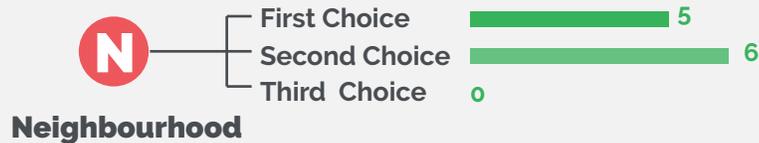
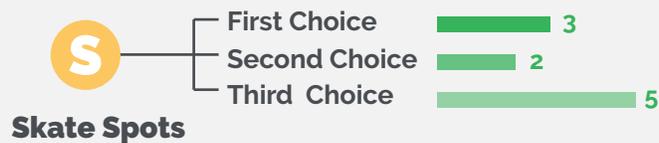
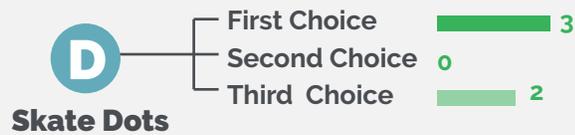
**50%**  
Several Smaller Parks

# APPENDICES

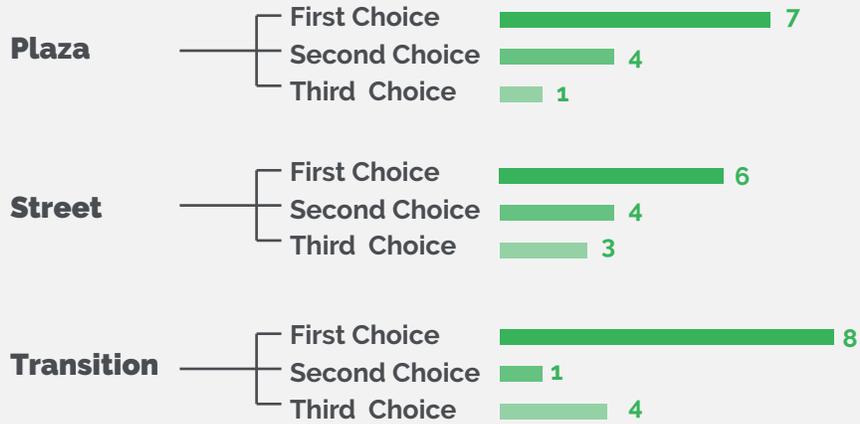
## Question 16: Where would you like to see new permitted spaces for skateboarding in Moncton?



## Question 17: What sizes of spaces would you like to see?



## Question 18: What kind of spaces would you like to see?

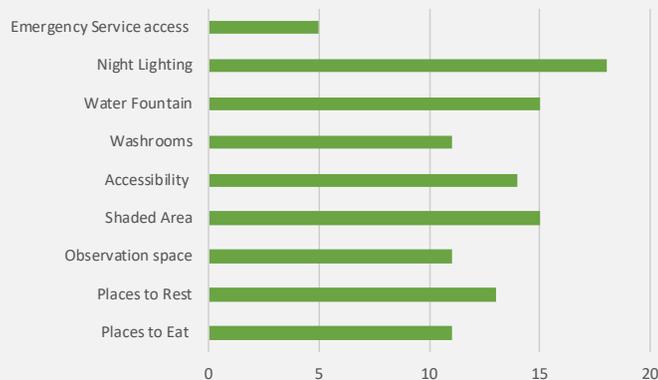


## Question 19: What is most important to you about a space for skateboarding?

### Comments

- "Creative Design close to amenities"
- "The design and inclusion of urban space"
- "well built with street obstacles"
- "Lots of selection so different users can not all be on top of each other"
- "Good flow, big enough to accommodate everyone good mix of plaza and transition"
- "Variety location"
- "Flow, quality of obstacles, lighting"
- "A place that can control activity and traffic effectively"
- "Seeing the youth have more options for progression"
- "Easily accessible (free and no helmet rule)"

## Question 20: What amenities are important near the park?



# APPENDICES



Parkour

## Question 21: Have you heard of Parkour?



## Question 22: Do you have interest in Parkour?



## Question 23: Do you support Parkour in a skatepark space?



## Question 24: Whether you skateboard or not, do you like it?

### Comments

100% like/love it

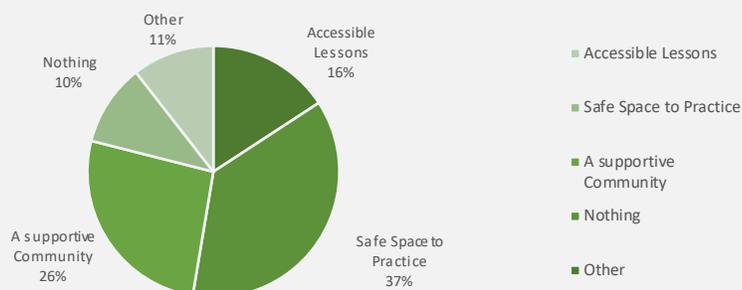
"Skateboarding is a great addition to any urban landscape. It brings life and vibrancy"

"Creative outlet, exercise, community"

"Yes, physical activity, discipline, progression freedom"

"Skateboarding is a great outlet and a good way to meet people"

## Question 24: What would encourage you to try skateboarding or to skateboard more often?



## Question 26: what is the skate scene like in Moncton?

### Comments

"We have a good crew of skaters"

"Supportive and open growing"

"Booming, inclusive involved anyone and everyone, very supportive"

"Too congested between sports"

"Good! Need more parks to ride with different features"

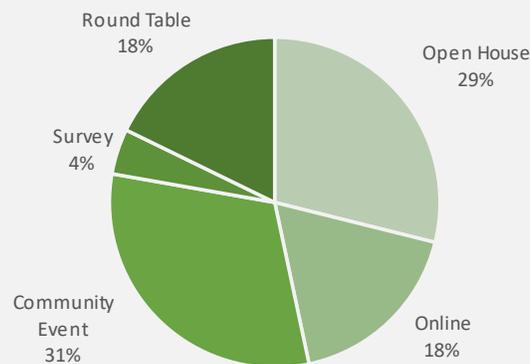
"old facilities need updating. Great community to learn (lessons at Riverview) to skate. Lots of new young ones getting on board"

"I've grown up skateboarding and it has shaped the person I am today. I hope more people benefit from being exposed to the sport."

"Very strange, a lot of very good and skilled local skateboarders, very inclusive"

"dying"

## Question 27: What sort of future engagement would encourage you to stay involved?



## Question 29: Final Thoughts

### Comments

"I am 100% supportive of any concrete park additions to the city"

## Bike Survey Summary

In Fall of 2019, Local Moncton stakeholder, Chris Phillips took the VDZ skate survey and modified it to better reach the local bike community. Using social media and other online platforms his survey reached out to 150 people.



Paper: 0 | Online: 150 | Total: 150



Nov. - Dec. 2019



He / Him



She / Her

### Key Findings

#### Stats

- The majority age group fell between 40 and over (82 responses). The age group 19 and under was not well represented with only 3 responses (2%).
- Over 88% of participants live in the Greater Moncton Area.
- Gender breakdown of 70% male and 30% female.
- The majority of bikers taking the survey identified as mountain bikers, with 26% identifying as road bikers.
- 42 respondents or 28% of participants are willing to travel 21 to 40 km to bike facilities.
- 71% of respondents ride their bike more than 3 times a week. Therefore the group taking part in this survey are very active bikers.

#### Concerns

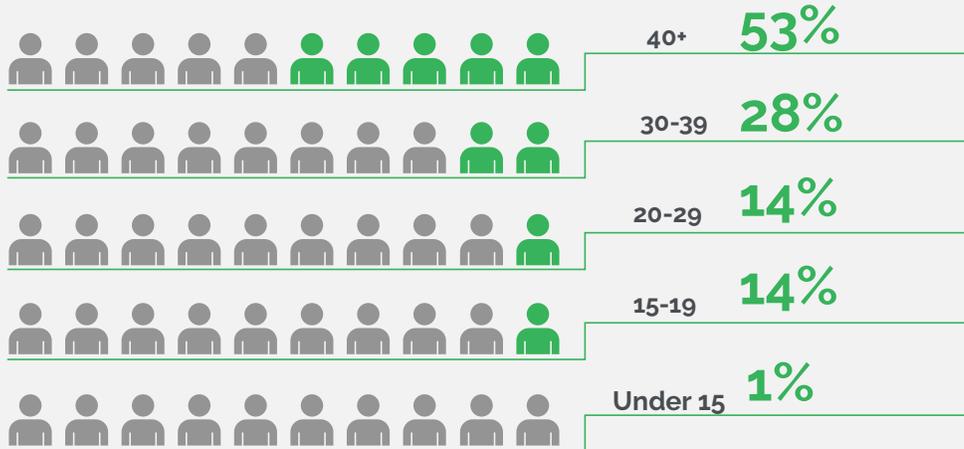
- A lack of any bike features in Greater Moncton.
- A general lack of knowledge that the city of Moncton is developing a 10-year plan for creating new facilities for wheeled sports.

#### Asks

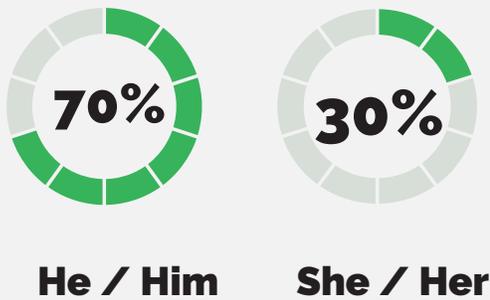
- A single track trail / network of trails.
- Any facilities for bikers from technical features to pump tracks to progressive jumps.
- Children in the community could benefit from having a facility to train, practice, compete, progress, and just have fun on their bikes.
- More bike related events in the city ( jump competitions, races, enduro's)

## Survey Results: Greater Moncton Bike Survey

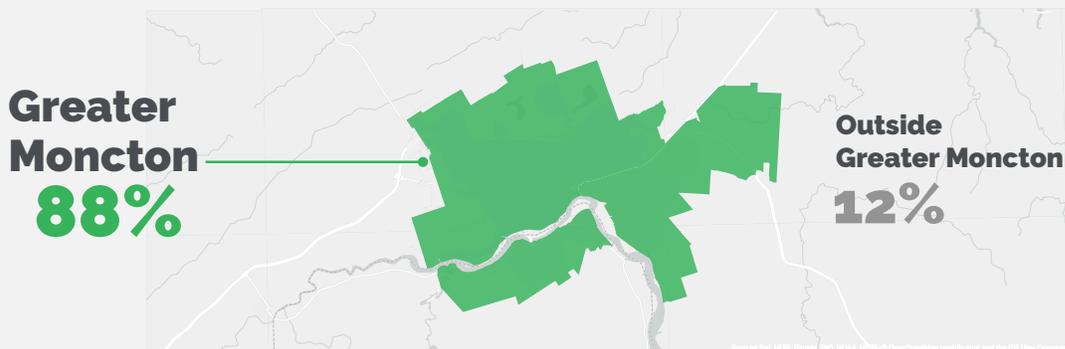
### Question 1: Age



### Question 2: Gender



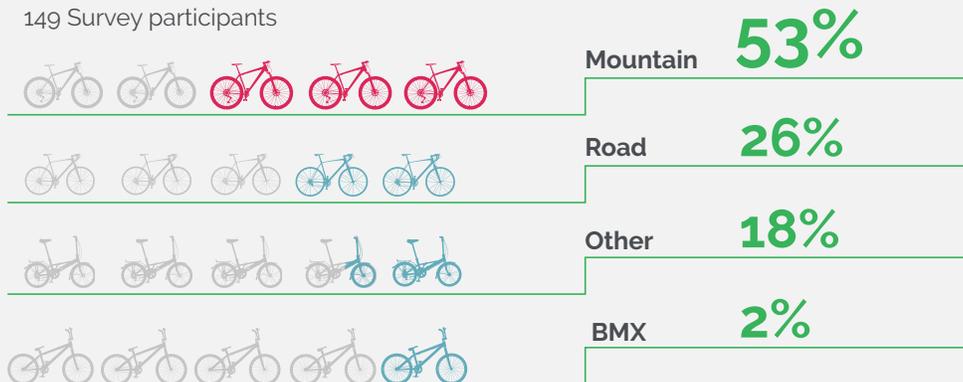
### Question 3: Do you Live in Greater Moncton



## Survey Results: Greater Moncton Bike Survey Continued

### Question 4: What Type of Biker are you?

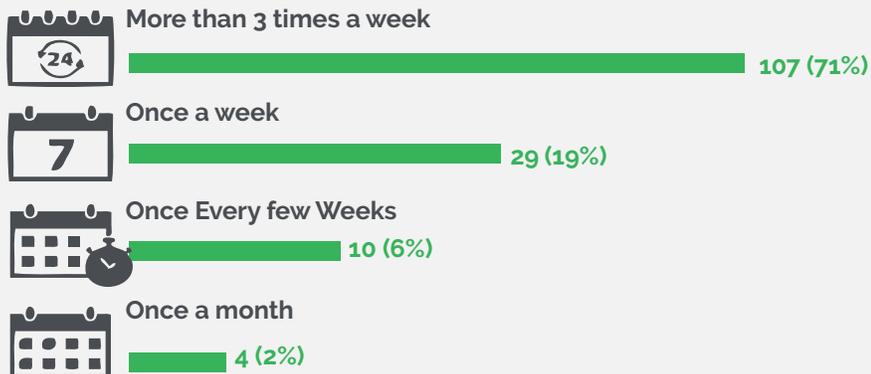
149 Survey participants



\*Survey users had to choose only one option. Results could differ greatly if participants could choose multiple options.

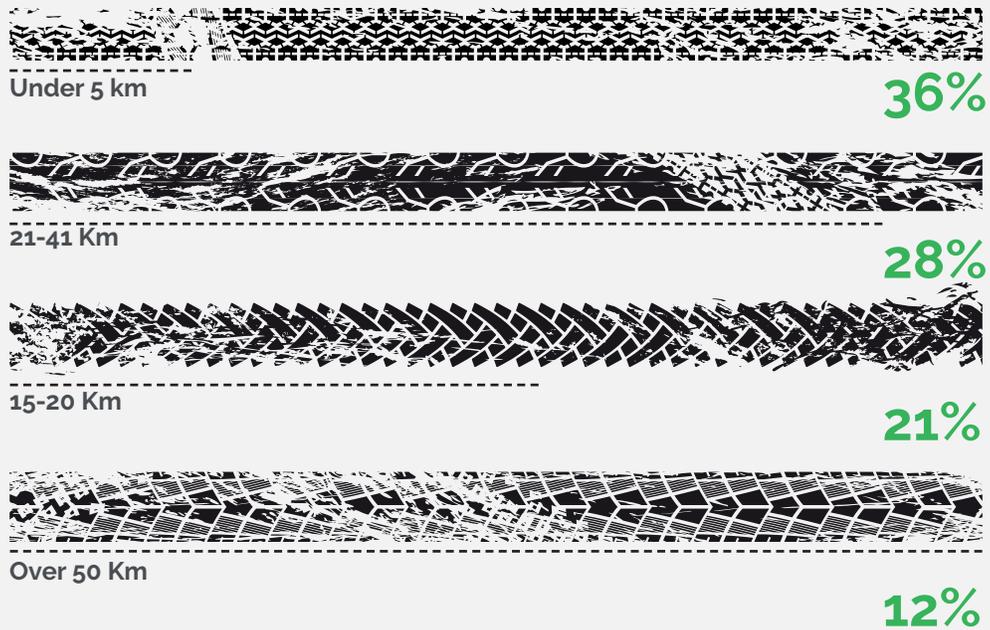
### Question 5: How Often do you Ride?

150 Survey participants



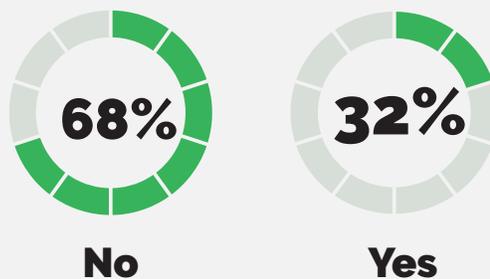
## Question 6: How far do you usually travel to trails/facilities to ride your bike?

147 Survey participants



## Question 7: Did you know that the city of Moncton is developing a 10-year plan for creating new facilities?

150 Survey participants



# APPENDICES

## Question 8:

### Which of these features/facilities applies to you?

Survey users had to choose only one option. Results could differ greatly if participants could choose multiple options.



Single Track Trail



Technical Features



Pump Track



Progressive Jumps

All the Above **43%**

## Question 9: What type of facilities would you like to see created for bikers of the greater Moncton area?

Survey users had to choose only one option. Results could differ greatly if participants could choose multiple options.



Single Track Trail Network



Skills park



Pump Track



Jump Park

All the Above

**49%**

**Question 10: If there were bike related events in the city would you or someone you know compete ?**



**Yes**



**No**

**Question 11: Do you think your children or children in the community could benefit from having a facility to practice?**

**99%**

**Yes**

**1%**

**No**

## ASP Survey Summary

In early 2020, VDZ and the City of Moncton took the survey presented at the first open house and modified it to be completely inclusive to all action sports. The survey was posted online with the help of the City of Moncton's social media from the end of February till the beginning of March. The survey received responses from 58 English and 6 French speaking people.



Paper: 0 | Online: 64 | Total: 64

Feb.- March 2020



He / Him



She / Her

### Key Findings

#### Stats

- Younger demographics were more greatly engaged than prior surveys. Participants under the age of 18 made up 37% of the total. The 25 - 44 age group remained the most engaged, making up 45% of the total.
- Gender representation in the survey was more balanced than the average action sports survey. 42% of participants identified as female, 56% as male, and 2% as non-binary.
- Action sports participants in the Moncton area are quite skilled. 53% as intermediate, 27% as beginner, and 19% as advanced.
- While participants live primarily within City boundaries, there was a large portion beyond city boundaries and farther participants. 55% of participants live in Moncton, 42% live in the province, and 3% live outside the province.
- There was greater representation across all action sports in this survey. Participants shared what their primary and secondary sports of choice are. Based on the results, 35% primarily scooter, 27% bike, 18% skateboard, and 16% participate in roller skating/roller derby. For secondary sports, 40% skateboard, 30% bike, 19% scooter, and 12% participate in roller sports.
- Action sports participants are quite active but would be more active with additional facilities. 45% of participants practice their sport at least three times a week, but 56% would practice three times a week with new facilities. 8% said they practice a few times a year and 6% never practice, but again people are more likely to practice their sport with new facilities. Zero percent said they would never practice, and 3% would practice several times a year. Common Comments

## Key Findings Continued

---

### Concerns

- Concerns about use of space between different groups. Some were concerned about different age groups; some were concerned about different action sports user groups at the skatepark.
- Alternatively, there were other comments celebrating the diversity of users at the skatepark.
- When asked about what is most important about the plan, participant comments largely revolved around excellent park design, and creating accessible, safe, inclusive, and fun spaces for all community members.
- A number of community members noted that they support the process and are thankful for the opportunity to be involved and participate in the process.

### Asks

- In an open-ended question, participants shared locations they felt would be best for new facilities. 14% suggested North Moncton, 17% downtown, and a number of suggestions scattered through the... Central Moncton East of the University Lands and 17% would be happy to see new facilities anywhere in the city.
- Participants are split 60:40 between focusing on developing one larger park or several smaller parks across the city, respectfully.
- Participants also showed equal preference for plaza, street, and transition type park terrain.
- From the "final thoughts" question, a number of participants asked for a newer/better park, many smaller parks, an indoor skatepark, dirt jumps/tracks for bikes, safe community space for all, ease of access, and better park maintenance.
- There is a growing roller derby community in Moncton, but there was a resounding comment that there is a lack of free or affordable spaces for roller derby in the city, and an ask for smooth concrete spaces – preferably arena sized – for the sport. Other action sports participants also asked for flat spaces for beginners to learn and practice basic skills.

### Other Quotes

- "Le roller derby marche bien à Moncton, seulement il est difficile de trouver un espace car pas aussi connu que les autres sports (donc souvent pas prioritaire), et de le garder accessible en raison des montants demandés par les espaces pour les pratiques.
- Un espace communautaire pour plusieurs sports extrêmes serait l'idéal pour toute notre communauté (skate park + plancher pour le roller derby et faire des roller disco)
- "Ma fille a 5 ans. Vas aux skate park 2 fois semaine. J'apprécie les jeunes comment ils acceptent une jeune fille. Elle respecte le mieux qu'elle peut les éthiques (5 ans) un parcourrait être awesome."
- "More activities outdoors = more time in a positive atmosphere for learning and growing."
- The population in Moncton and surrounding areas has grown significantly in the past 5 years and there is so much more interest in physical activity that if we provided a facility with more options than just hockey being played I think it would get more people out doing different things they've never tried before. Let's get ourselves and children out and away from electronics and give them some fun physical activities and bring our communities together."

# APPENDICES

## Public Engagement Mapping

Below is a map showing a collection of data from all surveys asking where participants would like to see new permitted spaces for action sports in Moncton.

- 47 Responses - over 2 surveys (No respondents for the bike survey asked for any specific location. 147 respondents did ask for a single track trail system somewhere in Moncton.
- 8 responses/17% said anywhere or all over
- The map below reflects specific locations offered, but the other - general - locations mentioned such as parks, pathways, etc have been taken into account for the development of the network options and recommendations.

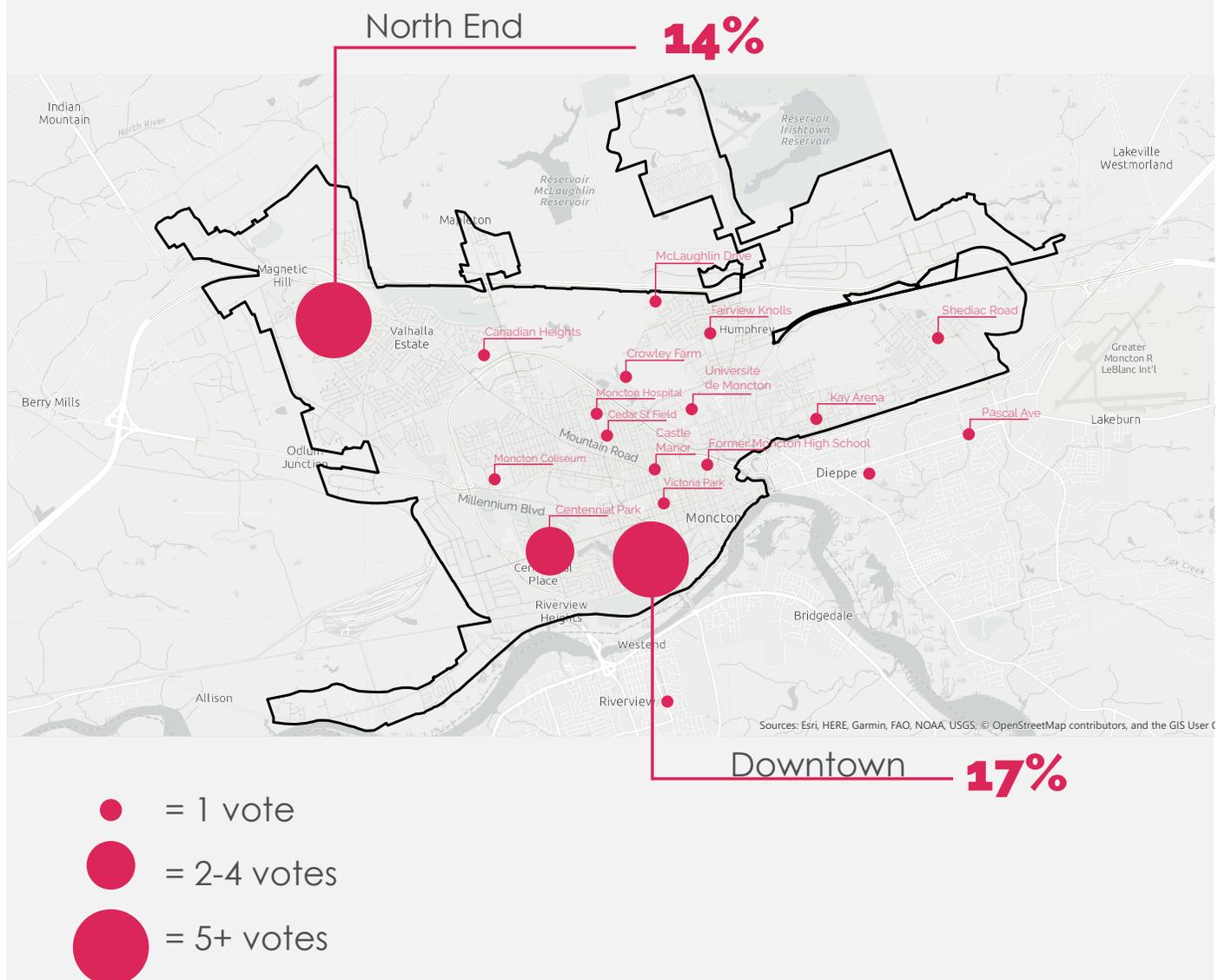


Figure 43. Map of where the people of Moncton would like to see new spaces for action sports.

## Stakeholders Meeting

On February 21, 2020 the City hosted a small meeting with City representatives and a representative group of action sports stakeholders (including members of the skateboard, scooter and bike community). They were presented with the results of the various surveys, a map showing all potential sites that had been considered, three Action Sports Network concepts, and policy recommendations. Participants engaged in discussion about the various potential sites, and their preferred concepts. This involvement helped solidify certain assumptions while re-opening ideas that were overlooked, such as the need to seriously consider development at Centennial Park.

### Key Discussion Points

#### 1. Keeping ASPs Clean and Safe

- Discussion of having park Ambassadors that would be paid or volunteer positions. Ideally the various user groups would have representatives that would watch over the parks and help teach park etiquette and oversee conflicts that arise. Until 2019 Moncton had paid a summer student to fill this role at the Downtown Skatepark. Further consideration of a 'no graffiti' policy discussed and warrants more research.

#### 2. General Park Upgrades

- City Staff noted that Lewisville Y and Halls Creek parks have planned upgrades. The City is considering adding ASP features with these renewals.

#### 3. Challenge of Differences in Ages and Sports needs within ASPs

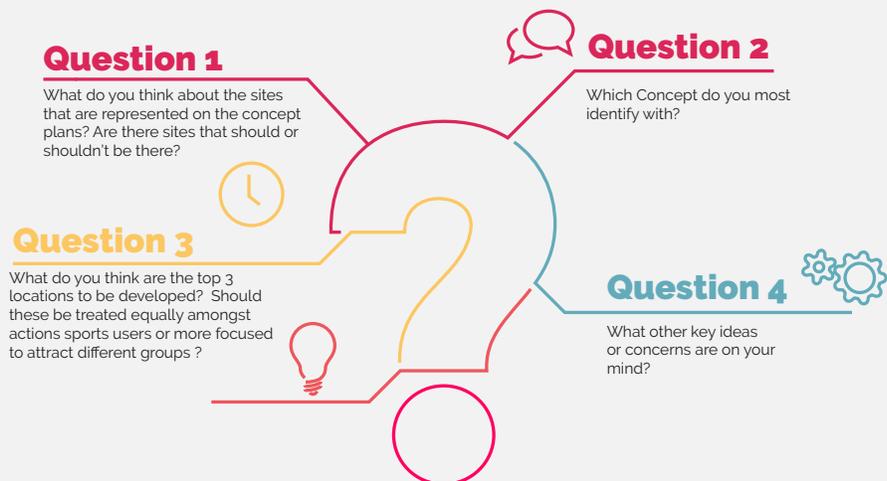
- There was discussion about whether there is merit to designing new ASPs specifically for one user group, such as scooters. Reasons for this suggestion were to create a space for a user group with similar age and way of movement. This was countered by the need to make spaces available to all, as the terrain requirements between user groups are very similar, and new opportunities should accommodate all groups whether scooter, skateboards or bikes.

#### 4. Suitability of Specific Parks noted in the ASP Network

- Victoria Park was debated as a suitable location. Concern was raised over the current levels of drug use and needles and whether it is suitable to bring youth to this space. Alternately, it was pointed out that skateparks have been used to rejuvenate neighbourhoods across the world by bringing people and changing the social dynamics. An activity that brings a consistent group of people could deter the current negative uses.

#### 5. Preferred New Park Location

- Centennial Park was identified by all user groups as a preferred location for a new park as it has an abundance of facilities, is family friendly and accessible. It would accommodate a new action sports park and reinstated single-track bike course.



## Downtown Skatepark Condition and Ongoing Maintenance

The Downtown Skatepark which consists of a first phase built in 2000 and a second phase built in 2008 is holding up quite well. While a detailed review of existing park conditions and preparation of detailed review and analysis report is beyond the scope of this planning study, however, the City requested the consultant team look at a specific concern.

There is one maintenance issue that has been managed thus far by the City's maintenance crew, and this is the construction joint that occurs both above and below the quarter pipe feature that connects phase 1 and phase 2. The feature itself is in good condition but horizontal pressures appear to be affecting the adjacent floor slab at the top and bottom. Particularly, there is a 1-2cm gap at the bottom of a quarter pipe/bank that has been filled with silicon. This requires attention at reviews as the joint may shift. Alternately, this gap could be renovated by cutting and removing a 15m long by 0.6m wide strip across the adjacent floor slabs, adding slip dowels to each side and pouring new concrete with cold joints to smooth this transition and eliminate the gap and potential for vertical movement.

It is recommended that the City review the condition of the skatepark quarterly and make general maintenance improvements annually. If a hazardous condition is found, this space should be cordoned off and improvements planned as soon as possible.

In 2029 Phase 1 will be 29 years old and phase 2 coming on 21 years old. In the late 2020's the City should consider the state of the ASP network and the role the Downtown Skatepark plays. While the park could be expanded on in the late 2020's it may also be a time to consider a downtown ASP renewal, a new focal point for action sports in the City through the 2030's.



Figure 44. Photo of Existing park



Figure 45. Photo of construction joint connecting phase 1 and 2



Figure 46. Photo of chip at top of quarter pipe



## H. History of Skateboarding Styles

Since first emerging in the mid 1950's, skateboarding has evolved into an extremely diverse everyday recreation activity and high-profile professional sport with millions of participants across Canada and throughout the world (p. 12 , Brooke). Today, skateboarding is defined by a handful of distinct riding styles – characterized by types of maneuvers that have evolved around specific forms of terrain. Below are listing and description of common 'styles' skateboarding and related skatepark terrain types.

**Definition:** skate•board noun (circa 1955)

*A device for riding upon, usually while standing, consisting of a short, oblong piece of wood, plastic, or aluminum mounted on large roller-skate wheels, used on smooth surfaces and requiring better balance of the rider than the ordinary roller skate does.*

### Transition/Bowl

In the 1960s, skaters began to challenge their skills on the walls of empty swimming pools. This spawned a new style of skating (also called pool, or bowl skating) effectively introducing vertical frontiers to skateboarding. In its basic form, this style of skating mimics the back and forth carving of surfers on waves. The practice of pool skating evolved into sanctioned municipal skate parks. This style of skateboarding saw its popularity peak in the 1980s, eventually falling aside due to liability issues which lead to the closure of parks. Many of these skateboarders then turned to backyard vert ramps to continue the style of skateboarding they enjoyed. Today, most skateboarding that occurs on curved surfaces that approach vertical are known as transition style skateboarding.



Image 1 - Transition/Bowl

### Freestyle

In the 1980s, a new style of skateboarding emerged that consisted of tricks on flat surfaces and was often choreographed to music. Closely preceding streetstyle skating, freestyle involved artistic and free movements on a smaller board. This style of skating was highly competitive through the 1980s, however larger boards and other changes in skateboard equipment gave way to the dominance of streetstyle skating.



Image 2 - Freestyle



Image 3 - Street



Image 4 - Park/Obstacle



Image 5 - Downhill



Image 6 - Longboarding

## Street

Streetstyle is widely regarded as the most popular skateboarding style. It is typically practiced in public or semi-public spaces such as urban plazas. Street skating began as skaters took to the streets to challenge their skills with existing built forms.

Despite the construction of many backyard ramps that were built in response to the perception of danger that shut down skate parks in the USA in the 1980s, streetstyle skating took over as the dominant style of skateboarding. The features that are described as streetstyle typically exist in urban public spaces, such as ledges, stairs, handrails, banks, etc.

## Park/Obstacle

The re-emergence of sanctioned facilities for skateboarding in the 1990s popularized a new style of skateboarding. 'Park' or 'Obstacle' skating is the common title given to the style of skating that occurs on terrain built specifically for skateboarding. The features included in park skating are not necessarily a replica of the urban form, but rather a variation thereof. Skate park designers have conjured a variety of features often inspired by opportunities in the public realm but are changed to offer an easier version, optimizing the skateability of the features. Commonly accepted skate park features include items such as fun-boxes, up-gaps, pump-bumps, and wall rides.

## Downhill

(not typically reflected in a specific skatepark terrain type) This style of skateboarding occurs on hills and other inclined surfaces. Downhill skating (also known as slopestyle), requires participants to stand (luge has riders lay on their backs) on their skateboards travelling at relatively high speeds downhill. Despite a consistent interest in this style of skateboarding, downhill has never been a dominant style. Typically a longer board is used, where varied terrain is preferred, in low-traffic areas with high gradient slopes.

## Longboarding

(not typically reflected in a specific skatepark terrain type) This style of skateboarding also occurs on a longer board, and is typified by wide turns, tight curves usually on flat surfaces, or low gradient slopes. The roots of this style of skating are also derived from the back and forth motion of surfers carving on waves. This is generally accepted as the smoothest style of skateboarding, and is common and most efficient for transportation purposes.