



P.O. Box 1749
Halifax, Nova Scotia
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Item No. 15.1.3
Halifax Regional Council
October 1, 2024

TO: Mayor Savage and Members of Halifax Regional Council
FROM: Cathie O'Toole, Chief Administrative Officer
DATE: September 19, 2024
SUBJECT: Inclusion of a Pump Track within Parkland, Brookline Drive, Bedford

ORIGIN

September 3, 2024 Regional Council motion (15.4.2):

MOVED by Councillor Outhit, seconded by Councillor Lovelace

THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to provide a staff report on the inclusion of a pump track within the parkland identified as PIDs 41525916 and 41525924 on Brookline Drive, Bedford in the work plan for capital project CP210013 Park Development-New starting in 2024/25. The staff report will be completed in time for it to be discussed during the October 1, 2024 Regional Council meeting.

MOTION PUT AND PASSED UNANOMOUSLY.

EXECUTIVE SUMMARY

In 2022, the municipality acquired a 2.04 ha parcel (I-1 Lands, PID 41525924) that is beside another parcel (P-6, PID 41525916) that was being transferred to the municipality as a parkland dedication as part of a subdivision development. The I-1 acquisition was for the development of a large park with a variety of outdoor facilities and the option of a possible future municipal building. An area of the P-6 lands near Brookline Drive has been leveled, but there is still a requirement for the creation of a separate 6,000 square metre pad-ready area. Decisions about its siting need to be made to allow West Bedford Holdings, the subdivision's developer, to conclude its parkland dedication requirements.

As the municipality has been obtaining the P-6 and I-1 lands, the local councillors for Districts 13 and 16 have advocated for the development of a pump track as an initial project, identifying a need for youth recreation in the community.

There is merit in advancing the development of the pump track. The identified 6,000 square metre pad-ready area could be situated and graded, commencing this fall, to accommodate the pump track on the P-6 lands. This would fit within a conceptual park design that has been developed for the I-1 lands. The pump track itself would be identified as a project in next year's (2025/26) capital budget.

Reviews of pump track construction materials have been undertaken, with findings that asphalt surfaces are favourable and have lower costs than concrete, which was initially being considered. Based upon comparisons with facilities in other municipalities, it is estimated that proceeding with an asphalt pump track on a 6,000 square metre pad such as the one proposed for the P-6 lands would cost approximately \$500,000.

RECOMMENDATION

It is recommended that Regional Council direct the Chief Administrative Officer:

1. To proceed with the siting of a pad-ready area and initial site preparation for the development of pump track within the Brookline Drive parkland as outlined within this report; and
2. To include the Brookline Drive Pump Track as outlined in this report within the 2025/26 Capital Budget for consideration by Regional Council.

BACKGROUND

Bedford West is a new mixed-use community that began developing in 2008 and is characterized by a relatively high density of residential development. It is located to the west of Highway 102, north of the proposed Blue Mountain Birch Cove Lakes Regional Park, east of the community of Kingswood, and south of Hammonds Plains Road.

Through the subdivision process and under the terms of a development agreement, West Bedford Holdings Limited, the developer of the community, has been required to provide various parkland parcels. Required improvements to these are largely limited to the preparation of “pad-ready” areas on portions of the parkland for future outdoor facilities, such as playgrounds and courts, which would need to be built by the municipality.

In 2022, the municipality acquired a 2.04 ha parcel (I-1 Lands, PID 41525924) that is beside another parcel (P-6, PID 41525916) that was being transferred to the municipality as a parkland dedication. The I-1 acquisition was for the development of a large park with a variety of outdoor facilities and the option of developing a possible future municipal building. An area of the P-6 lands near Brookline Drive has been leveled, but there is still a requirement for the creation of a separate 6,000 square metre pad-ready area. Decisions about its siting need to be made to allow West Bedford Holdings to conclude its parkland dedication requirements.

As the municipality has been obtaining the P-6 and I-1 lands, the local councillors for Districts 13 and 16 have advocated for the development of a pump track as an initial project, identifying it as a need for youth in the community. On September 2, 2024, Regional Council requested a staff report on the inclusion of a pump track within the Brookline Drive parkland.

A pump track is a sculpted landform that is designed into a circuit for bikes, but is also used with scooters, skateboards, and wheelchairs. The topography is usually undulated and rolling, and the name comes from the pumping motion that is used to move a bike forward rather than solely relying on pedaling. Pump tracks are also used as facilities to practice balance, develop skills, and build confidence in being on a bike.

Although no capital funds have been allocated for the pump track in the 2024/25 Capital Budget, the local councillors have earmarked \$62,500 for its development. Discussions are also underway with West Bedford Holdings regarding possible project contributions which could come in the form of additional site development. The 6,000 square metre pad area could be sited to support such an amenity. Decisions about whether to proceed with this location and initial site preparation, would subsequently lead to the pump track being identified as a project in the 2025/26 Capital Budget for the consideration and approval of Regional Council.

DISCUSSION

The Bedford West Park Facilities Plan was approved by Regional Council in December of 2022 as the guiding document for park upgrades within the community. The P-6 and I-1 lands were identified as a 'major park opportunity' for a future sport park. Potential facilities identified at the time of the writing the Facilities Plan included: sport courts, play lawn, playground, tree planting, seating, lighting and park signage. Although a pump track was not specifically mentioned for Bedford West parks, the Facilities Plan highlighted that co-locating such specialized youth play facilities within larger parks, alongside other amenities, is a preferred approach.

With the acquisition of the I-1 Lands, conceptual designs have been prepared to outline the prospective development of parkland amenities with the option of a future municipal indoor facility, should this be needed (Attachment C). The development of a play lawn, playground, and courts have been considered as the focus for the initial development of the parkland, which would be identified in future capital budgets. However, the development of a pump track is an opportunity that could be realized and coordinated with the siting of the 6,000 square metre pad area on the P-6 Lands.

Pump tracks are a relatively new type of facility within parks in the municipality. However, they have been under development in Canada for decades, especially on the west coast. Their design varies greatly depending on the number of users, the user skill level, climate, and the hosting of competitions and events, among other factors. The Shubie Park Pump Track, the only hard surface pump track in the municipality, was designed for general riding and sees extensive use.

There is merit in proceeding with a pump track within the Brookline Drive parkland, given the emergence of such facilities elsewhere in Canada and the popularity of the Shubie Park Pump Track. Additionally, the 6,000 square metre pad-ready area is well-suited for this facility, which can be integrated into the conceptual park plan developed for the I-1 lands.

Pump Track Material

Asphalt, concrete, concrete modular, and soil are common building materials, but asphalt pump tracks are emerging as the prominent material for longevity and ease of maintenance and are found in municipalities throughout Canada. The Shubie Park Pump Track was initially constructed with asphalt but has developed condition issues. As a result, concrete was used for a subsequent expansion, which has proven durable, but came at a higher construction cost.

Based on the municipality's experience with the asphalt at the Shubie Park Pump Track, contact was made with a specialized pump track installer, and reviews of asphalt pump tracks across Canada were conducted. Additionally, the following four municipalities were contacted to assess the performance and maintenance needs of their asphalt facilities:

- Cape Breton Regional Municipality, Nova Scotia
- City of St. John's, Newfoundland and Labrador
- City of Fort St. John, British Columbia
- City of Martensville, Saskatchewan

Each of the above-mentioned municipalities built their asphalt pump tracks to meet the standards set out by 'Union Cycliste Internationale', the international governing body for cycling sports. Although each pump track has been around for different lengths of time, there have been no construction or operational issues with their asphalt facilities.

Based upon comparisons made with facilities in other municipalities, it is estimated that proceeding with an asphalt pump track on a 6,000 square metre pad such as the one proposed for the P-6 lands would cost approximately \$500,000.

Initial Planning, Design, and Implementation

Should Regional Council approve the direction outlined within this report, initial planning would proceed in the fall of 2024 through coordination with West Bedford Holdings on the details of land clearing, facility configuration, and grading.

Conversations with pump track designers, internal experience with the procurement process, and ongoing maintenance issues with pump tracks within our current inventory has made clear that there are few designers and contractors qualified to implement quality pump tracks. As such, there would be an advantage to coordinating a design-build solution given the limited design and construction options available.

Regional Council's motion outlined the possible completion of the pump track project in the current 2024/25 capital budget year. However, the full development of the facility should occur within the 2025/26 capital budget year, which allows appropriate time for a design/build project that factors in seasonality for construction and anticipated community/stakeholder consultation.

FINANCIAL IMPLICATIONS

The main financial implications of the recommendations within this report are that the siting and grading of the identified 6,000 square meter pad area on the P-6 parcel would occur before the actual approval of the full pump track itself, which would only be considered through the 2025/26 capital budget. At this time, it is envisioned that the pump track could readily be included in the budget for Regional Council's consideration.

The local councillors from District 13 and 16 have identified that \$62,500 of district funds will be allocated towards the pump track. Funding is available in the approved 2023/24 and 2024/25 Capital Budgets from:

- District 13 Project Accounts CCV02713 for \$12,118.32 and CCV02813 for \$381.68; and
- District 16 Project Account CCV02716 for \$50,000.

These funds will be allocated as part of the capital contribution for CP210013-Park Development-New for 2025/2026 expenditures.

There are on-going discussions with West Bedford Holdings about its participation in the project.

RISK CONSIDERATION

The primary risk in advancing the siting of the identified 6,000 square meter pad is that the actual development of the pump track would be the subject of an approval as part of the 2025/26 Capital Budget. The risk is not high, as although the pad would be sited for the development of the pump track, alternative uses could be found should the funding not be realized.

COMMUNITY ENGAGEMENT

No community engagement was required for the preparation of this report. Engagement was hosted during the development of the Bedford West Park Facilities Plan, which did identify the possibility of a pump track within the community. Additional engagement would likely occur with the development of the recommended pump track plan.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified

ALTERNATIVES

1. Regional Council could choose to direct the Chief Administrative Officer to consider alternative sites and designs for the pad-ready area and prospective pump track.
2. Regional Council could choose to not proceed a pump track as outlined in this report.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, S.N.S., 2008, c.39

Purposes of the Municipality

Section 7A: The purposes of the Municipality are to...

- (b) provide services, facilities, and other things that, in the opinion of the Council, are necessary or desirable for all or part of the Municipality; ...

Municipal expenditures

Section 79A (1): subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if (a) the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality.

Area improvement and promotion

Section 70 (1): The Municipality may (a) beautify, improve, and maintain property owned or leased by the Municipality.

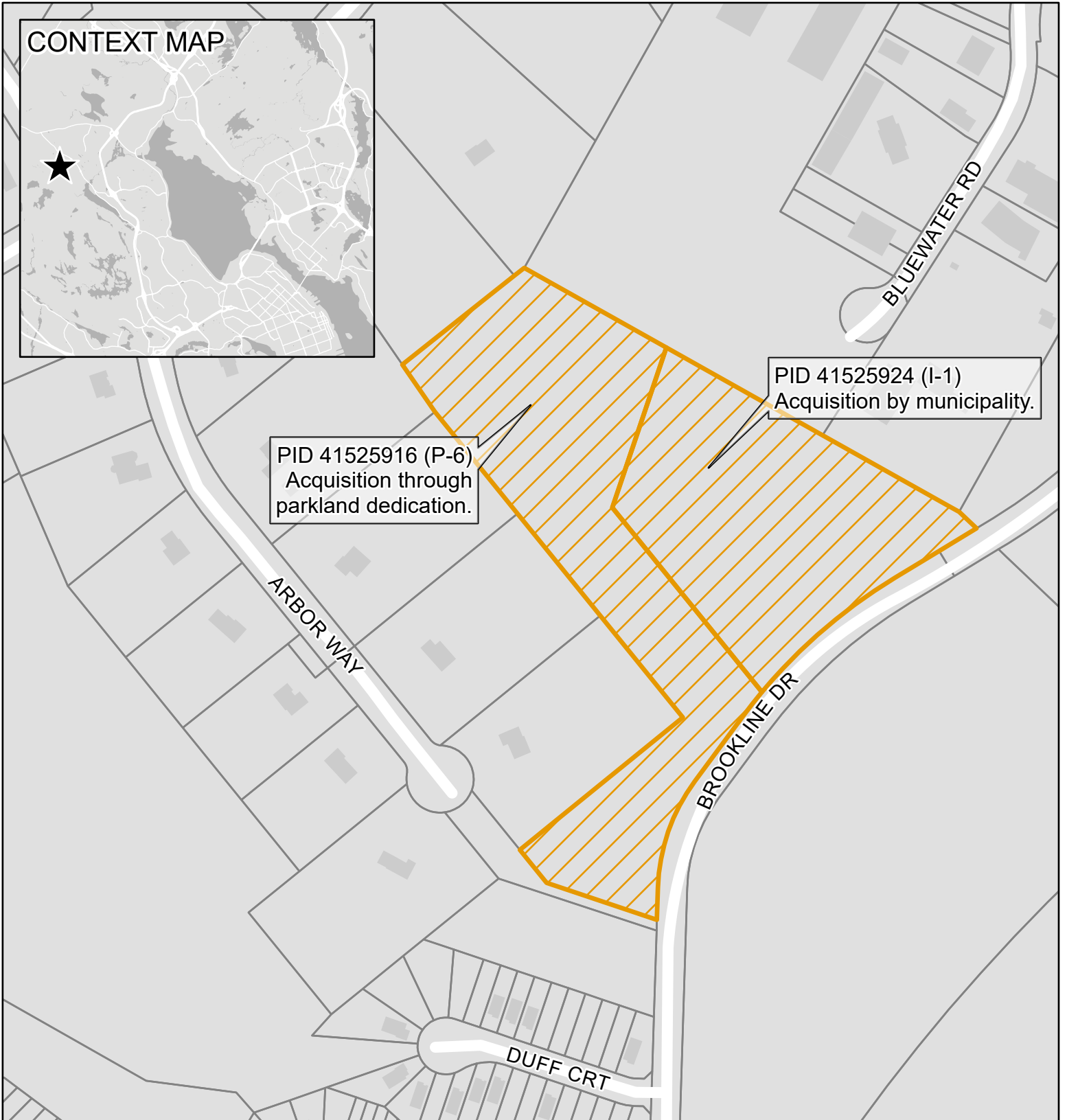
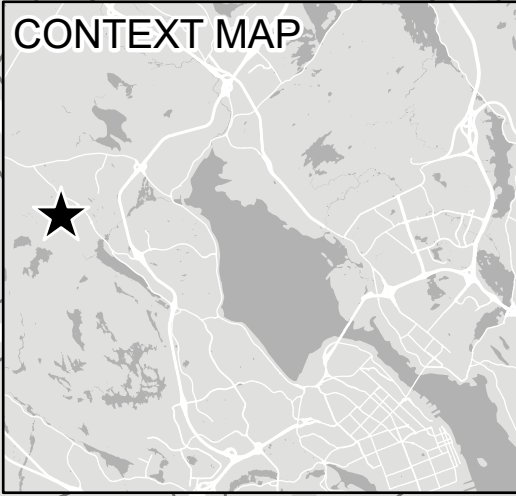
ATTACHMENTS

- Attachment A: Brookline Drive Pump Track Context
- Attachment B: Brookline Drive Pump Track Context 2
- Attachment C: Brookline Drive Sport Park Concept

A copy of this report can be obtained by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Stephen Cushing, Landscape Architect, Policy & Planning, 902.292.1565

CONTEXT MAP

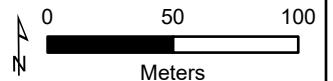


BROOKLINE DRIVE PUMP TRACK CONTEXT

 Subject Properties

HALIFAX

Parks & Recreation
Policy & Planning



Date: 9/17/2024

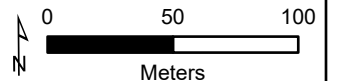


BROOKLINE DRIVE PUMP TRACK CONTEXT 2

 Subject Properties

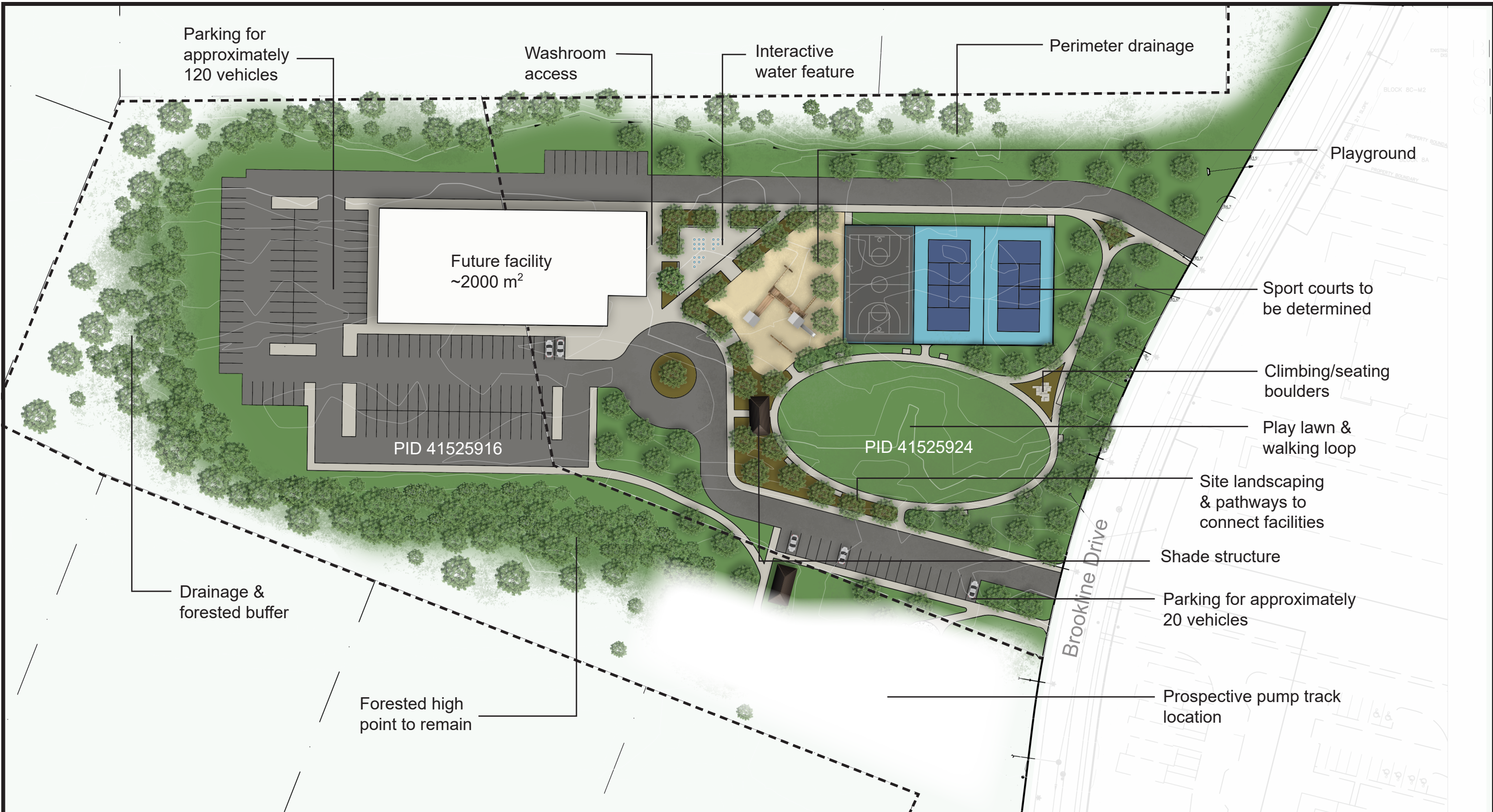
HALIFAX

Parks & Recreation
Policy & Planning



Meters

Date: 9/13/2024



Brookline Drive Sport Park Concept
September 2024

HALIFAX

Parks & Recreation
Policy & Planning

