

Provision Strategy for Skateboard Facilities

City of Peterborough

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Introduction

The intent of the provision strategy is to report on the nature of current supply and plans, as well as what is known about facility utilization and demand. Current supply will be measured against the recommended provision guideline from Vision 2025. That or a revised guideline will be used to project facility requirements to meet the estimated full build-out population. The provision strategy will recommend how to address any current shortfalls and how to accommodate anticipated population growth and changes in demand.

Current Supply

There is one public skateboard facility in Peterborough. It is located in Bonnerworth Park which is located in the centre of the city. The skateboard facility was constructed in 2002 and is approximately 8,000 square feet in size.

A recent report was prepared by the Peterborough Skateboard Coalition. They examined the Bonnerworth Park facility and surveyed users about their ideal skateboard facility. The Coalition reports that the facility is in a declining state of repair and physical accessibility is poor. The size and scope of the facility is now inadequate for the number and level of users. The facility lacks amenities and parking was limited at the time of the review.



Bonnerworth skatepark

The following is a summary of key comments from the 2021 survey.

- The facility is not very accessible
- There are a limited number of ramps, rails, etc., especially ones that are suitable for new skaters. The design of the facility presents a 'steep learning curve' for beginners. Every obstacle is quite difficult so it's hard to progress if you're a beginner. A lot of the features are 'big' which makes it hard for beginners. The facility is quite small.
- The deteriorating quality is making the facility dangerous.
- I dislike the layout, design, placement, congestion, neighbours, lights, parking, and lack of shade and seating.
- The design is out-dated and the construction is poor.
- The park is not modern for what skateboarding requires today.
- When the skatepark is busy, it's almost impossible to use safely since there isn't anywhere to stand that isn't in the way. The park is very cramped.

Their study emphasized that the Peterborough facility also serves residents from the surrounding townships.

More women and girls are skating locally (this supports the North American trend). Usage increased during the Pandemic. Use was similar from all of the wards in the city.

When asked about building a new facility or upgrading the existing one, 67% of respondents voted for a new facility.

The Coalition noted many reasons for investing in this type of facility, including tourism, culture and community, youth engagement, accessibility and inclusiveness, and mental and physical wellness. In the report, they elaborated on each of the benefits.

The Coalition recommended the following service level:

- 10,000 square feet of skateboard facility for every 25,000 residents, with the following amenities:
 - washrooms
 - drinking fountain
 - LED lighting
 - sunshade
 - picnic tables and bleachers
 - garbage and recycling stations
 - electrical support
 - environmental landscaping

Note: Since the age profile of the city and area population is much older than average, the above suggested ratio should be adjusted. Even if the ratio is reduced to 7,500 square feet of skateboard facilities per 25,000 residents, that would equate to 25,500 square feet of skateboard facilities. With 8,000 square feet of skateboard facility today, the shortfall would be 17,500 square feet.

They further recommended that a new 12,500 square foot concrete skatepark be provided at a different site, at an estimated cost of around \$750,000 (2021 prices).

See below for the summary of additional information and comments from the November 3 2022 workshop with skateboard enthusiasts.

Figure 1: Facility Adequacy (number) and Future Requirements

Current ratio of skateboard facilities to population (est. 86,000)	1:86,000
Current Surplus/Shortfall (based on recommended provision guideline of one facility per community)	No shortfall
Future facility requirement based on full build-out population (135,700)	No additional facility will be required

Notes:

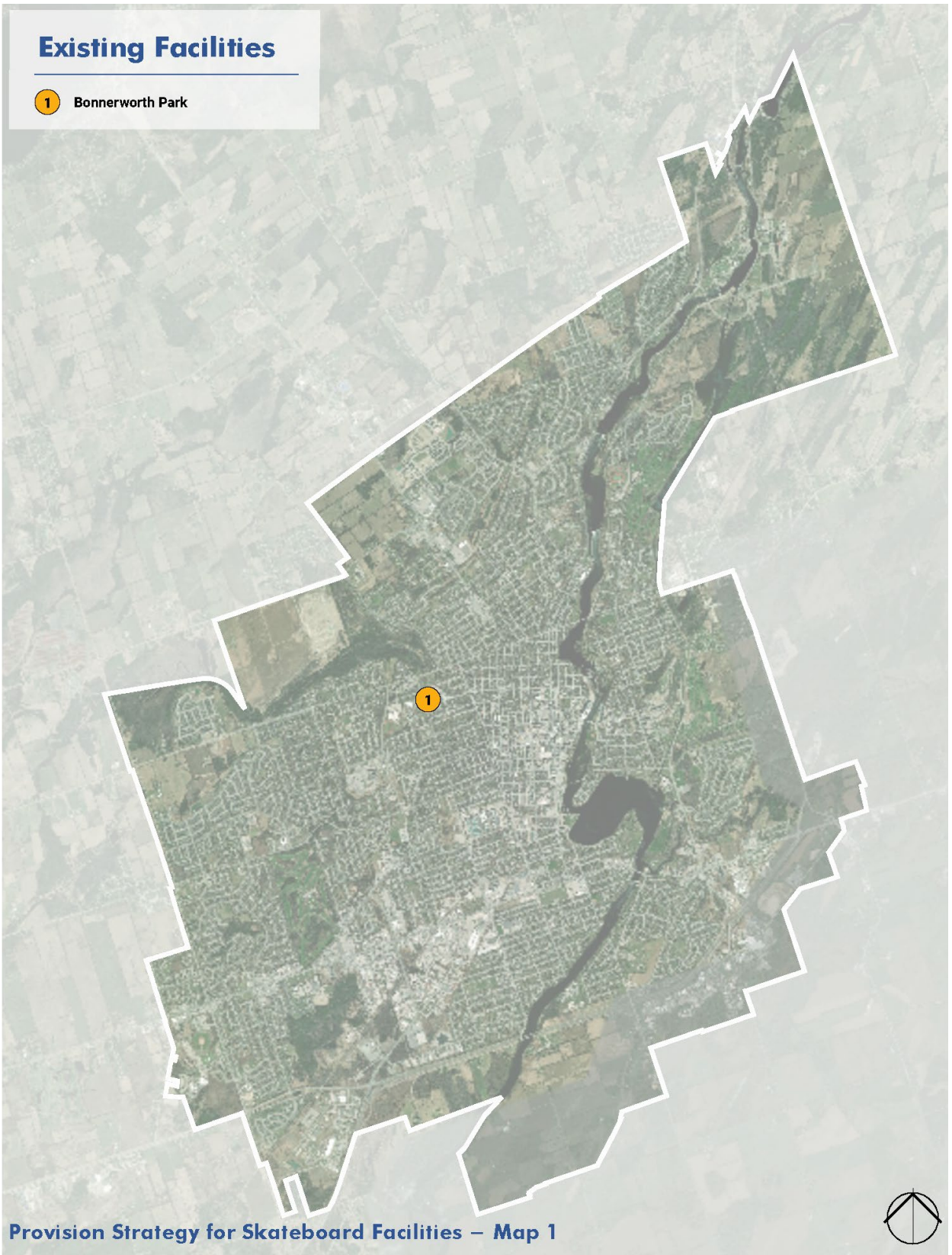
1. Recommended Provision Guideline: 1 skateboard facility per community (Vision 2025, A 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture).
2. No date is tied to full build-out.

If the 2016 provision guideline is amended, the above analysis will be recalculated. Refer to the Provision Strategy below for recommendations.

Refer to **Map 1** for the location of the current skateboard facility.

Existing Facilities

1 Bonnerworth Park



Provision Strategy for Skateboard Facilities – Map 1

Utilization and Demand

The age profile of the city and surrounding area continues to age and will do so for the next decade and beyond. The age profile is already considerably older than the provincial average. The age 65+ cohort comprises a much larger percentage of the population locally than the provincial average (24.5% for Peterborough and the surrounding townships and two First Nations (the Peterborough CMA) compared to the provincial average of 18.5%). The percentage of the age 65+ population for the Peterborough CMA increased from 20% to 24.2% over the past decade. The 65 to 74 age cohort increased from 8.9% in 2011 to 12.7% in 2021 as the leading edge of the big Baby Boom generation aged into that cohort. The age 75+ demographic could almost triple by 2051.

Since 2011, the growth rate of the City of Peterborough has been well below the provincial average and that of the surrounding townships.

Looking at the potential market for another skateboard facility in Peterborough, the 2021 national census reported that there are nearly 30,000 residents aged 5 to 34 in the city, representing 35.8% of the population. However, that percentage is down slightly from 36.7% in 2011. Within that age cohort, the 15-24 age group decreased significantly over the last decade (down to 12.2% from 14.7%), due in part to the aging of the Echo and Millennial generations out of this age bracket. The age 0-4 cohort increased slightly between 2011 and 2021. That means that the 5-9 age group will see an increase in percentage and number over the next decade.

Even with a slightly declining share of the population, at 30,000 and 36% of the population of the city alone, the potential pool of enthusiasts for another skateboard facility is sizable. With a growing city and area population, that figure should hold through at least the next decade.

Demand Indicators from Recent Studies and Plans

The community engagement program that informed Vision 2025, a 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture, identified the need for “facilities to support youth leisure activities” and “facilities to support improved health and wellness”, including fitness facilities and walking tracks. Outdoor facilities, including skateboard facilities ranked high at 76% for “importance of parks and recreation to the community”. Survey respondents were reasonably satisfied (at 61.8%) with “recreation and culture facilities and parks and outdoor facilities, including skateboard facilities”. However, satisfaction was higher for other types of facilities and parks.

In terms of investing in public infrastructure, skateboard facilities ranked second last, due in part to the limited and specialized market that the sport serves. Among enthusiasts and their families, the priority would be much higher. One other point that flowed through the community engagement responses is that “clustering complementary facilities” such as skateboard parks and specialized bicycle facilities is an important planning consideration.

Other Trends

In recent years, interest in skateboarding has increased around the world, influenced by the following:

- The Covid-19 Pandemic encouraged people to get outdoor to discover what’s in their neighbourhood and in an activity that was supported by public health measures. Skateboarding is a great and inexpensive way to accomplish those goals.
- The Tokyo 2020 summer Olympics included skateboard competition for the first time and it will once again be included in Paris 2024.

- Social media platforms (especially Tik Tok and YouTube) have promoted and helped to legitimize the sport, as well as to connect enthusiasts.
- Females are joining the sport in increasing numbers.
- An increasing number of people are skateboarding into their 40s.

Workshop with Local Skateboard Enthusiasts

On November 3, 2022, a workshop was hosted for skateboard, rollerblading and bicycle enthusiasts. Skateboard enthusiasts were represented by the Peterborough Skateboard Coalition and many individual skateboarders and rollerbladers who use the Bonnerworth Park facility and skate throughout the city, always looking for features and environments to enhance their skating experience.

Below is a summary of the key points raised at the workshop.

- At 20 years old, the Bonnerworth Park skateboard facility is no longer of a design and size that meets the needs of today's skateboarders and is in need of repair. For most skaters today, the sport has evolved from 'extreme/big tricks' to more 'moderate' maneuvers. A facility that encourages beginners to take up and learn the sport in a safe environment is what most modern facilities strive to accomplish.
- The other evolution of skateboarding is to complement a formal skateboard facility with smaller-scale skateboarding features designed into parks and trails/walkways throughout the city. These facilities and landscape features are often called 'skate dots'. Orillia and Cambridge are two communities who've begun to create this type of city-wide environment to support skateboarding. See photos below.



Example of a 'Skate Dot' within a park creating a multipurpose space. La Grange, Illinois, USA



**Rue Leon Cladel Alley Skatepark, Paris, France
Illustrating management of space conflict between different users**

- The Peterborough Skateboard Coalition wants to repair and retain the Bonnerworth Park facility.
- They reinforced the need for a second high profile, contemporary skateboard facility that would be in the order of 12,500 square feet. It would be designed to accommodate both younger and older skaters, as well as skills development and tricks. A new 12,500 square foot facility plus the existing 8,000 square foot facility will provide 20,500 square feet of skateboarding space in the city. Those signature facilities would be complemented by the introduction of 'skate dots' and landscape features in all levels of existing and new parks, and along pathways and trails, where appropriate. In total, that would eventually equate to the recommended 25,500 square feet of skateboard space for a population of 86,000. As the population increases, additional skateboard space will be required.
- They noted that the current demographic of skateboarders are mostly in their 20s, but there are younger and older participants.

- They noted that visiting students and youth and young adults from the surrounding region use skateboard facilities in Peterborough.
- Some young people are moving away from Peterborough to communities that are more supportive of skateboarding.
- If designed properly, a skateboard facility could be co-located with a pump bike track. Given the significant crossover of people among the two sports, such an integrated facility would be even more popular.
- If allowed, small temporary skateboard parks could be constructed in parks and other appropriate places. Within parks, underused hard surfaces like tennis courts, basketball courts, multipurpose sport pads and parking lots would be suitable for this purpose. The skateboard community would supply the materials and complete the construction.
- The Peterborough Skateboard Coalition requires a mechanism/organizational structure that would allow individuals and businesses to contribute to the fundraising campaign for the new skateboard facility.
- By-law 14-096 (Active Transportation by-law) was noted as a deterrent to the ability of skateboarders, rollerbladers and push-scooter riders from 'getting around' the city. The by-law allows in-line skaters, roller skaters and skateboarders to use multi-use trails, sidewalks outside of the downtown area, and bicycle lanes (unless otherwise signed). Those activities are not allowed on roads and downtown sidewalks, as defined in Schedule A in the by-law.
- By-law 19-074 regulates and promotes responsible, shared use and enjoyment of parks and related facilities. Relating to skateboarding, rollerblading and rollerskating, the by-law regulates use of any city park between the hours of 2:00 am and 5:00 am; erecting a structure without a permit; be subject to conditions and restrictions regarding use of a skateboard, rollerblades or rollerskates (see By-law 14-096); and may not encroach from an adjacent property into a park with any structure.

Provision Strategy

Recommended Provision Strategy

Provide 7,500 square feet (700 square metres) of skateboarding space per 25,000 population. That includes major skateboard facilities, smaller 'skate dots' and appropriate landscape features that are built into the infrastructure of parks and trails/walkways.

Second Signature Skateboard Facility

In the near future, provide a second signature skateboard facility at an approximate location (see below for a list of candidate sites). The size of the facility should be in the order of 12,500 square feet (1,200 square metres). The facility should be contemporary in design and support younger and older skaters, as well as skills development and tricks.

Ideally, this proposed second signature skateboard facility would be co-located with the proposed pump bike track (refer to the Specialized Bicycle Facility Provision Strategy).

Complementary Skateboard Infrastructure

Bonnerworth Park Skateboard Facility

Since the Peterborough Skateboard Coalition showed strong interest, it is recommended that the Bonnerworth Park skateboard facility be retained and repaired as required to maintain the facility in a safe condition for the next decade and beyond if it continues to be deemed a desirable facility.

Skate Dots and Supportive Landscape Features

In some existing and new Neighbourhood, Community and City-wide/Regional parks, as well as along trails and walkways where appropriate, introduce 'skate dots' and landscape features that support a variety of skateboard activities. In deciding where to introduce these features, select parks and trails/walkways that can support these activities and create equitable distribution throughout the city. Give high priority to locations where there are younger populations, as well as high density residential areas. It may be possible to create partnerships/agreements with school boards and owners of family-oriented rental apartment buildings to establish some of these features.

Temporary Skateboard Facilities

Assuming liability is not a deterrent, allow the Peterborough Skateboard Coalition to organize and construct small temporary wooden skateboard facilities in parks and school yards where there are underutilized hard-surface infrastructure (e.g., underused tennis and basketball courts, a portion of an underutilized parking lot, etc.). This solution represents 'low hanging fruit' in that these facilities can be created quickly and at little to no cost to the City. Locations that would create a well distributed pattern of facilities include:

- One of the unused tennis courts at Kenner CVI
- Barnardo Park tennis court
- Chelsea Gardens tennis court
- Northland Park tennis/pickleball court
- Stillman Park tennis/pickleball court
- Kawartha Heights basketball court
- Valleysmore Park basketball court
- Waverly Heights Park basketball court
- St. Teresa school basketball court (Wedgewood Park adjoins this school)
- Knights of Columbus Park basketball court
- Nicolls Oval Park basketball court

Location Options for the Proposed Second Signature Skateboard Facility

Location options for a second signature skateboard facility include at least the following. A comprehensive site analysis and facility-fit exercise, as well as an analysis of other relevant factors will be required for each candidate site to confirm if the desired facilities are appropriate and can be accommodated. The facility-fit analysis will also evaluate and prioritize the sites. Other facilities have been identified for some of the following candidate sites. Based on how all of the facility strategies are implemented, decisions will have to be made re: what facilities are best suited for each of these and other possible candidate sites. **The following sites are not in priority order; however, parks that cannot accommodate the proposed new skateboard facility as well as the proposed pump bike track have lower priority since these facilities would benefit from co-location.**

Bonnerworth

If another suitable location can be found for the two existing ball diamonds, there will be space in the western half of the park for a number of facilities that may be better suited to this park and its location within the city. A skateboard facility is one of the facilities that could be considered for this park. Ideally, this facility should be collocated with the pump bike track that is also proposed for this park. 16 lit pickleball courts are also being considered for Bonnerworth Park. Additional parking will be provided, along with shade shelters and a picnic area.

Washrooms are already available adjacent to the tennis courts. Additional parking is available at the lawn bowling facility across McDonnell Street.

Chemong and Sunset Park

This four-hectare park is undeveloped. The Parkway Trail parallels the park along the north side. The Parkway ROW may be able to contribute to the size of this park. A pump bike track would be complementary to a skateboard facility and there may be enough space to accommodate both. Sufficient parking will have to be provided, along with other support facilities such as a picnic area, spectator space, shaded areas and washrooms. Access to bicycle and skateboard facilities via and adjacent to the city's trail network is considered a functional asset that would allow city-wide users safe access to the skateboard facility and pump bike track.

Kinsmen Park

There is a triangular-shaped area of undeveloped land north of the water reservoir and more space along the western edge will become available if the Parkway ROW becomes parkland. A skateboard facility would be complementary to a pump bike track and there may be sufficient space to accommodate both. Regardless of which facilities are selected for this park, sufficient parking will have to be provided, along with other support facilities such as a picnic area, spectator space and shaded areas. Washrooms at the Kinsmen Arena should be available. Access to bicycle and skateboard facilities via and adjacent to the city's trail network is considered a functional asset that would allow city-wide users safe access to the skateboard facility and the pump bike track.

King Edward Park

There are two undeveloped areas within the park south of the soccer pitch, on either side of the playground. If the playground was moved to north of the basketball court and closer to the waterplay facility (which would be desirable), a larger area would be available for other facilities. In the winter, an outdoor skating rink is maintained by local residents to the west of the playground. This rink is a prominent location for the neighbourhood rink program and is well cared for by residents. A skate board facility would be complementary to a pump bike track, and there may be sufficient space to accommodate both facilities. Support facilities such as a picnic area and spectator space would have to be provided for both facilities. Shaded areas already exist in this part of the park. It will be challenging to also provide on-site parking. Street parking has been supporting other uses of the park and the PMC. Of note is that there will be a significant cost associated with moving the playground, and a facility-fit analysis will be required, along with consultation with the local community.

Knights of Columbus Park

Three areas within this park have been identified as potential development zones. The area south of the basketball court may be suitable for a skateboard facility. The parking lot is an asset, as are the other recreation facilities. If a pump bike track can be accommodated in this park, one of the other noted areas may be suitable for the proposed new skateboard facility. If the Level C ball diamond was relocated to another suitable park or school, a much larger area would become available for facilities like a skateboard facility and pump bike track. The ball diamond's small outfield space limits its value. To optimize the park, a redesign of this park is recommended.

Hamilton Park

There are two undeveloped areas within this park that are large enough for a skateboard facility. Additional parking can be provided, and it would not be difficult to create a picnic area. Washrooms are available adjacent to the tennis courts in nearby Bonnerworth Park. The Trans Canada Trail is routed along the eastern edge of Hamilton Park. Another positive is that one of

the undeveloped spaces could be utilized for a pump bike track, which would complement the skateboard facility. A flood plan evaluation should be prepared to ensure fill can be imported onto the site for the pump bike track. Access to bicycle and skateboard facilities via and adjacent to the city's trail network is considered a functional asset that would allow city-wide users safe access to the facility.

Rotary Park

This park was identified by the bicycle groups as a prime candidate site for a pump bike track. It may also be suitable for a skateboard facility. Access to the site via the Rotary Greenway Trail is considered a functional asset that would allow city-wide users safe access to the facility. The area where the park widens, and the trails converge near the foot of Hazlitt Street and Dufferin Street and south of the foot of Hazlitt Street is likely the best location for either the skateboard facility or the pump bike track. A second area to the southeast has been identified as having potential for either a pump bike track or a skateboard facility. If one or both facilities are located there, the trails will have to be routed around them. Within the larger triangular area bounded by the converging trails, numerous small coniferous trees have been planted. Depending on their perceived value, they may limit development within this relatively open area. Given that many local and all out-of-town users will arrive by vehicle, adequate parking will be required for either or both facilities and traffic impacts on local roads may be an issue. A site analysis and facility-fit exercise will be required to determine if the site is suitable.

Kawartha Heights Park

There are two relatively undeveloped open, turfed areas within this park that could accommodate a new skateboard facility and a pump bike track. If these facilities were located in this park, parking would have to be improved to support meets and everyday use, given that most of the users (children and youth) would have to be driven to the park from across the city and wider region.

Future Sports Park

Locations for one or more large future sports parks are being sought. Depending on the size, shape, location and other facilities being considered for each of these parks, one or more may be candidate sites for a skateboard facility and pump bike track .

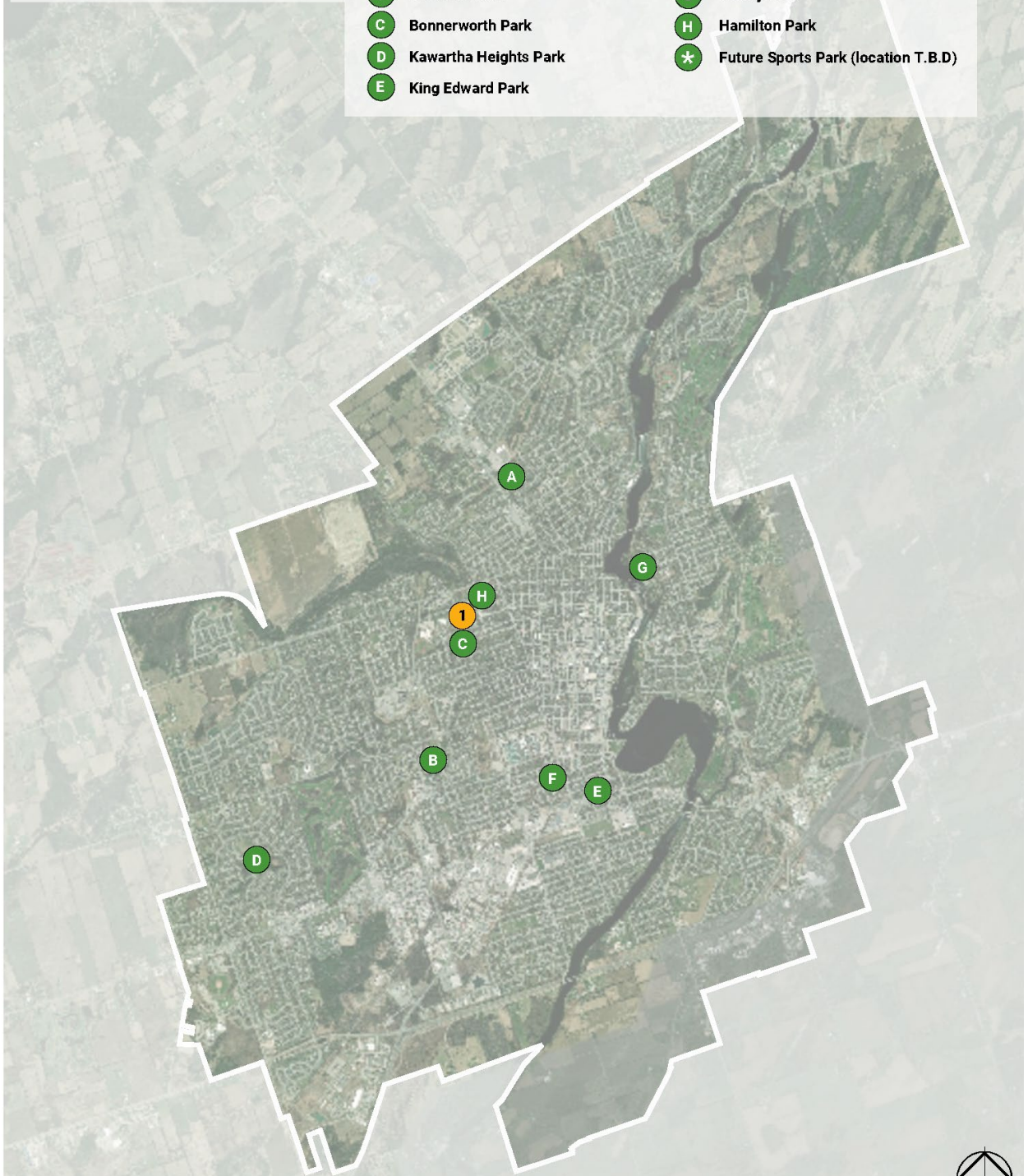
Refer to **Map 2** for existing facilities and candidate sites for the recommended second signature skateboard facility.

Existing Facilities

- 1 Bonnerworth Park

Proposed Candidate Locations

- A Chemong and Sunset Park
- B Kinsmen Park
- C Bonnerworth Park
- D Kawartha Heights Park
- E King Edward Park
- F Knights of Columbus Park
- G Rotary Park
- H Hamilton Park
- * Future Sports Park (location T.B.D)



Provision Strategy for Skateboard Facilities— Map 2

