



May 30, 2022

TO: Park Board Chair and Commissioners
FROM: General Manager – Vancouver Board of Parks and Recreation
SUBJECT: Skateboard Amenities Strategy (CitySkate)

RECOMMENDATION

- A. THAT the Vancouver Park Board adopt the “Skateboard Amenities Strategy (CitySkate),” as outlined in this report and attached as Appendix A, to guide the planning and implementation for skateboard and small-wheeled sport amenities in Vancouver.
- B. THAT the Vancouver Park Board approve the “Quick Wins” identified in this report.

REPORT SUMMARY

The proposed Vancouver Skateboard Amenities Strategy (CitySkate), attached as Appendix A to this report, responds to a growing need for skateboard and small-wheeled sport amenities in Vancouver, and provides the means for the Park Board to plan and implement those amenities. The appendices to the Skateboard Amenities Strategy include Engagement Summaries for Phase 1 and Phase 2, and the Existing Skatepark Scorecards that rate the quality and condition of Vancouver’s current skate infrastructure.

PURPOSE OF THE STRATEGY

Skateboarding, BMX biking, roller skating, inline skating, scootering and other small-wheeled activities are growing in popularity and offer benefits to individuals and the community, especially equity-denied community members. However, there is a lack of amenities to meet the growing demand.

The majority of skate amenities in the city were built in the early 2000’s and while the skate community has since grown dramatically, no new skate amenities in parks have been built since 2011. The result has been aging and overcrowded skate amenities across the city and few places to skate during inclement weather. In addition, the user groups have expanded to include a wider range of ages, genders and styles of rolling, putting additional pressure on infrastructure. On July 24, 2017, the Park Board passed a [motion](#) directing staff to develop a long-range strategy for skateboard amenities. This led to the development of CitySkate, the Vancouver Skateboard Amenities Strategy.

CitySkate takes into account analysis of Vancouver’s existing skate amenities, transportation network, population and growth projections, and other factors to provide a strategic plan for implementing skate amenities over the next 20 years.

VANPLAY

CitySkate is informed by [VanPlay's](#) three bold moves. This strategy prioritizes projects by using VanPlay's Equity Zones incorporates VanPlay's service needs and asset targets applies VanPlay's Connectivity bold move of enhancing nodes and multi-modal connections to create a citywide network of parks and recreation for small-wheeled sports.

VanPlay's service needs and asset targets for skateboarding and small-wheeled sports identified the need to increase the quantity of skate parks, increase the quality and diversity of design to provide a hierarchy of types, sizes and skill levels and accommodate other small wheeled users such as scooters, roller skaters and BMX cyclists (referred collectively throughout this report as "small wheeled sports"). It also identified the need for covered (year-round) skate parks.

BACKGROUND

Vancouver has long been considered a hub for skateboarding and is home to a thriving and diverse skate community, a number of professional riders, as well as several skate-related non-profit organizations. The popularity of skateboarding and small-wheeled sports is surging globally yet locally the City's existing skate amenities are not meeting the needs of everyone who would like to participate. This is particularly true for youth, women, Indigenous youth, and marginalized communities who already face additional obstacles in participating in skateboarding and small-wheeled sports.

The social acceptance of skateboarding has varied over the years but with education and greater exposure to skateboarding, there is a growing level of acknowledgement and integration within the fabric of municipal recreation, public life and culture. In 2005, the Park Board approved an initial Skateboard Strategy which led to the development of a few skate amenities, however no new amenities have been built since 2011. With Vancouver rapidly densifying, current infrastructure is not meeting the user groups' needs.

With this in mind and in response to increasing requests from the community, Park Board directed staff in 2017 to develop a strategy to assess current user needs and service levels to help guide a 20 year implementation plan. This would set the framework for closing this service gap through the creation of new skate amenities and integrating skate related activities into Vancouver's social, cultural and recreational future.

Project Process

This strategy was developed through the following six main project stages:

1. LAUNCH: Data collection, research and planning.
2. LISTEN: Understanding needs through the first phase of public and stakeholder engagement, surveys and open houses.
3. EXPLORE: Policy development and pop-up events
4. ENGAGE: Setting priorities through the second phase of public engagement, surveys and open houses.
5. SYNTHESIZE: Strategy development, recommendations and review.
6. FINALIZE: Confirm strategy with Park Board and City Staff and present to the Park Board Commissioners.

Public & Stakeholder Engagement:

Several approaches to engaging with the community and key stakeholders were used which provided valuable insight that helped shape the direction of CitySkate.

- **Public Engagement:** Due to the pandemic early engagement was predominantly through on-line surveys and social media, however as the project progressed, engagement included open house events, pop-up skate events, public panel discussions, video and documentary collaborations, online and in-person surveys as well as focused consultations with multiple community advisory groups. There were two surveys done for the project:
 - o Phase 1 survey consisted mainly of social media and a survey which garnered over 2,000 responses. The key takeaway was the important role skateboarding and other wheeled sports play in strengthening social ties, personal well-being, and a sense of community among participants. Key issues included the need for more skateable terrain, covered skate spaces and improved distribution across the city \
 - o Phase 2 survey showed that over 50% of respondents selected “Provide Covered Amenities” as their number one choice for their most immediate amenity need. It also showed the need for skate transportation infrastructure and prioritizing underserved neighbourhood locations for new or upgraded skate amenities.
- **Youth Workshops:** Staff engaged youth through a focused workshop and skateboard event to hear their thoughts on the current status and how amenities could be improved to reduce barriers. The key takeaway was that youth, especially young children would like to see more small neighbourhood skate spots that they can easily access, and programming for youth.
- **Skate Advisory Group for Engagement (S.A.G.E.):** An advisory group, S.A.G.E., was created and met 8 times over the course of the project who helped shape the direction of the strategy. It included representatives from a variety of community organizations that collectively form the heartbeat of skateboarding and small-wheeled sports in Vancouver.
- **Skateboard Plan Oversight Team (S.P.O.T):** An interdepartmental team (S.P.O.T.) was formed specifically to help bridge the City of Vancouver’s Engineering, Planning, Operations and Real Estate departments to help develop priorities and criteria for the planning, design and implementation of skate amenities in the public realm.

DISCUSSION

Strategy Framework

Through the public engagement process and the analysis undertaken by the project team, the Strategy has defined the following guiding principles, vision, mission and goals to guide the development of skate amenities.

The **guiding principles** maintain that skateboarding and small-wheeled activities in Vancouver should be:

- Equitable – Easy to participate for those who need it most
- Inclusive - Welcoming for people of all backgrounds.
- Quality - Safe, accessible, and durable.
- Collaborative - Brings benefits to everyone involved

The strategy sets forth a **vision**, refined through feedback from the public which states that: *‘In the year 2040, Vancouver is home to a well-connected network of approachable and welcoming skate amenities that serve a thriving and diverse skate community.’*

In order to achieve this vision, it was determined that the **mission** is: *“To support the skateboarding community through provision of amenities that meet demand, by enhancing user safety and promoting acceptance of skateboarding within recreation culture and are inclusive to a diverse user group with a variety of backgrounds and skill levels.*

A total of seven **goals** were created that enable the implementation of the vision and mission:

1. **More Space:** Increase the overall area of skate-able surfaces to meet Vancouver's growing needs
2. **Year-Round Use:** Provide skate amenities that are dry when it rains
3. **Better Distribution:** Distribute skate amenities around the city with convenient access to rapid transit
4. **Community Support:** Support the skateboarding community through continued collaboration
5. **Connecting the Network:** Improve opportunities for skateboarding as a mode of active transportation
6. **Creative Integration:** Integrate skate amenities in a way that balances user enjoyment, safety
7. **Terrain Variety:** Develop customized and diverse terrain types across the city based on site specific opportunities and community feedback

Inventory of Vancouver's Skate Infrastructure

Vancouver currently has ten skate amenities under the jurisdiction of the Park Board. The majority of skate amenities in the city were built in the early 2000's and while the skate community has since grown dramatically, no new skate amenities have been built since 2011.

Vancouver's skate amenities can be broken into four primary categories based on size: Network Hubs, neighbourhood scale skateparks, skate spots, and skate dots. While community and neighbourhood scale skateparks provide the necessary larger contiguous space for small-wheeled activities, skate dots and spots can improve geographic distribution across the city, improve overall access to skateboarding, and provide relief for the larger skateparks during peak busy times.

In order to understand how Vancouver is doing, it was critical to look at local, regional and international comparison cities that share commonalities of culture, climate, and size. Developed

by the Skatepark Project in the United States, “Skatepark Adoption Model” (SAM) is a well-established method for determining the amount of skate amenity space needed to serve a population. Alongside comparable cities, Vancouver falls behind providing adequate skateable space to meet our population.

Skate Amenity Analysis & Planning

The CitySkate strategy included critical evaluation criteria and factored in how transportation, population density and growth, existing skate facilities and public input, all play a role when considering an equitable network of skate amenities around Vancouver. The three considerations in the analysis were:

- **Policy:** Aligning with other plans, policies, and strategies that have shared interests, For example VanPlay recommends the construction of one skatepark and two smaller skate dots (or spots) per capital plan (4-year period). Beginning in this current capital plan (2019-2022), this would equate to between 9,760m² and 15,800m² by 2042.
- **Prioritizing Locations:** Determining the key criteria needed for evaluating locations and analyzing them to determine recommendations for various implementation areas
 - o **New Skate Parks:** Detailed analysis was conducted to identify the key criteria that are important in considering the locations of new skate amenities. This includes access to transit, current and future population density, provision and access to park space, local gaps in current skate amenity infrastructure, VanPlay’s Equity Initiative Zones and demand in low barrier access to recreation.
 - o **Renewals:** Each skate park within Vancouver’s current network was inventoried and evaluated (See appendix for individual site information and scorecards). To help prioritize which existing parks will be considered for renewal, the following criteria were considered: age, condition, intensity of use, and network ranking (size, location and accessibility within the broader skate network).
 - o **City Spots and Dots:** While locations for spots and dots in the non-Park Board lands in the City is subject to collaboration with the City of Vancouver, three criteria were used to consider potential priority areas including density, gaps in existing parks and park access in general, and public engagement feedback on location preferences.
 - o **Skate-friendly Greenways:** Analysis included a review of the Greenway network to identify potential routes that would benefit from skate-friendly active transportation corridors. Criteria included density and rapid transit access (urban focus areas), slope, and connectivity to existing skate parks.
- **Area Requirements:** Analysis included determining the required space to meet the needs of the skate community now and in the future.. The SAM (see above) was applied to Vancouver, which has approximately 7,762 m² of existing skate amenity space resulting in an unmet need of approximately 16,078 m² by the year 2040

Recommendations

The strategy recommends the following key actions for each of the five implementation areas to implement over the next 20 years. An implementation framework for these key actions can be found in **Appendix A - CitySkate Strategy**, and provides more detail and how these will be implemented over time.

IMPLEMENTATION AREA	KEY ACTIONS IN THE NEXT 20 YEARS
New Builds in Parks	<ol style="list-style-type: none">1. Construct seven new 'network hub' or 'neighbourhood' level skateparks to act as the foundation of the skate amenity network2. Construct 10 new 'skate spots' and 'skate dots' in parks throughout the city as opportunities arise
Existing Skate Amenity Upgrades	<ol style="list-style-type: none">1. Upgrade six existing skate parks with modern construction standards to ensure safe and interesting spaces that meet future demand2. Provide high level oversight on the condition and maintenance needs of skateparks
Between the Parks – City Spots and Dots	<ol style="list-style-type: none">1. Work with the City of Vancouver to locate new or temporary or permanent spots and dots in the public realm2. Collaborate with the Vancouver School Board to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces3. On private lands, encourage private developers to provide skate-able features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses
Skate Friendly Greenways	<ol style="list-style-type: none">1. Collaborate with the City of Vancouver on the integration of skate spots and dots when upgrading existing or implementing new greenways in the city2. Explore with the City of Vancouver the improvement of greenway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.3. Consider small-wheeled accessibility of the overall greenway network to support skateboarding as a pivotal mode of sustainable transportation.
Partnerships and Programming	<ol style="list-style-type: none">1. Seek access to year-round, rain sheltered skate amenities2. Designate existing and new spaces that promote a DIY (Do-It-Yourself) atmosphere where park users can build and change features.3. Expand the Skate Hosts program for each neighbourhood or network hub scale skatepark4. Coordinate skate programming and events internally and/or through partnerships with user groups

NEXT STEPS

Due to the latent demand for skate amenities and to support the growing youth who need skate amenities today, the project process also included the development of “quick wins”.

‘Quick Wins’

Quick wins are defined as opportunities to proceed immediately upon the decision of the strategy and are able to be funded within the current capital plan (2019-2022). The list was generated through stakeholder engagement and staff analysis and were prioritized using a number of criteria: immediate safety implications, resources, cost efficiency, and skate community support. The following are the four top quick wins in the priority list that were identified as priorities for capital investment in the short term and can be implemented using the remaining funding in the current capital budget for 2022 for a total of \$550K. Exact details of the delivery of these quick wins are to be determined and subject to staff resourcing.

1. China Creek Skate Spot Upgrade – Upgrade to one of North America’s oldest skate spots. While this upgrade are included in the Phase 1 implementation plan, project initiation and assembling of a project team to start this year
2. Leeseide Skate Park Upgrades – Provide partial funding and oversight for skatepark upgrades in response to community proposal.
3. Norquay Park Ledge Refurbishment – Improving durability existing ledge walls
4. Hillcrest Programming Support – Support of planning and logistics costs of the modular features project at Hillcrest Curling Rink

With these improvements, the skate inventory will get an immediate boost, while planning for future phases of the Strategy begins.

FINANCIAL CONSIDERATIONS

Skate Strategy – Implementation Cost Overview

With the exception of the Quick Wins this Strategy has no bearing on the current (2019-2022) Capital plan as the funds in this capital plan have been fully allocated. The Strategy suggests projects for consideration in future capital plans, per below.

It is anticipated that it will take multiple Capital Plans and up to \$19.6M (in 2022 dollars) total to implement the identified actions recommended in Strategy (see below). All of this will be weighed against the Park Board's and City's financial capacity and funding priority as determined through the four-year capital planning process and the annual capital budget process, subject to Park Board and Council approval.

Phase	Estimated Proposed Costs (2022 dollars)
Phase 1 (2023-2026)	\$2.5 - \$3.2M
Phase 2 (2027-2030)	\$2.7 – \$4.0M
Phase 3 (2031-2034)	\$3.7 – \$5.7M
Phase 4 (2035-2038)	\$1.7 – \$2.5M
Phase 5 (2039-2042)	\$3.0 - \$4.2M
Total:	\$13.6 – 19.6M

Notes:

**Costs cover amenities only within Park Board jurisdiction*

**Costs account for design and construction related services*

CONCLUSION

Pending Park Board approval, CitySkate marks a significant step forward in improving skate amenities facilities and supporting small-wheeled sport users of all ages and abilities. Implementing the strategy will achieve this through dedicated funding for skate park upgrades, well planned and maintained facilities, and new and improved programming and community partnerships.

The CitySkate Strategy will improve the Park Board's skate amenities and programs by improving equity and access, address significant service gaps throughout the city.

General Manager's Office
Vancouver Board of Parks and Recreation
Vancouver, BC

Prepared by:
Planning, Policy & Environment

/ml/ed



VANCOUVER SKATEBOARD AMENITIES STRATEGY *(Proposed)*

JUNE, 2022

This Strategy encompass the planning of amenities and programming for all small-wheeled sports in Vancouver including skateboarding, BMX biking, roller and inline skating, scootering and other sports. Throughout this report, the word "skateboarding" or "skateboarder" is often used for brevity but is inclusively referring to all of these small wheeled sports and their users

ACKNOWLEDGEMENTS

The Skateboard Amenities Strategy is the culmination of the countless hours of hard work, determination and support from a talented and dedicated group that needs mentioning.

Many thanks to our usergroup volunteers that gave many evenings to attend the Skatepark Advisory Group for Engagement (SAGE) meetings, and also to representatives of various City Departments who sat on the Skateboard Plan and Oversight Team (SPOT).

Thank you to the Vancouver Skateboard Coalition (VSBC), Vancouver's local skateboard advocacy group that has worked tirelessly to advocate for improved amenities. And of course, much thanks to the broader user group community that has completed surveys, and attended open houses to voice their opinions.

Vancouver Park Board Commissioners

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S.A.G.E. (Skateboard Advisory Group of Engagement)

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Emi Tomioka	Vancouver Queer Skate
Rose Archie	Nation Skate Youth
Samantha Shone	Late Bloomers Takeover
Jeff Cole	East Van Skate Club, Undertoe Skate
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This CitySkate Strategy plans for the future of Vancouver's skate amenities all of which are on the unceded territories of the the x^wmə0k^wəyəm (Musqueam), Skwxwú7mesh (Squamish), and səilwətal (Tsleil-Waututh) Nations. We are grateful to learn from the Nations as we live on their lands and commit to supporting each other and the community through collaboration with indigenous youth and spreading the skate tradition of creating truly welcoming and rad spaces for everyone.

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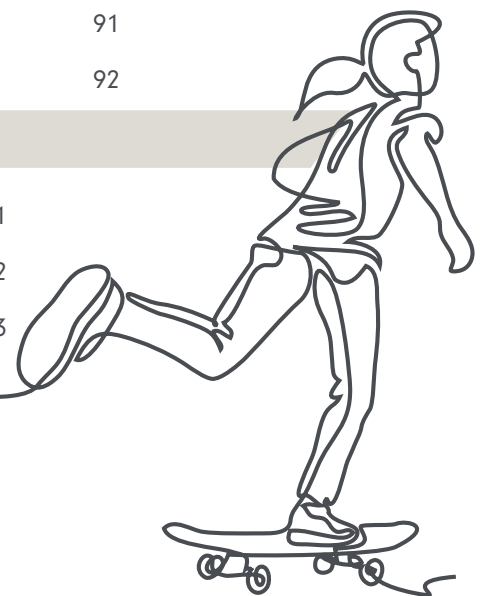
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EXECUTIVE SUMMARY

Skateboarding has a long and rich history in Vancouver and the city continues to foster a thriving and engaged skate community today. Skateboarding, BMX biking, roller skating, inline skating, scootering and other small-wheeled action sports activities are growing in popularity and offer benefits to individuals and the community, especially equity-denied community members. But there is a lack of amenities to meet the growing demand and requests from the community continue to increase. This led to and inspired the need to create CitySkate – a strategy to support Vancouver’s vibrant skate community. CitySkate provides a strategic outlook, with a clear and feasible plan for achieving a new vision and implementing skate amenities over the next 20 years.

In 2021, the Park Board brought together a team of community members, skate advocates and industry professionals to shape the future of skateboarding and small-wheeled sports in Vancouver. A vision for Vancouver’s skate amenities was developed through two phases of public engagement and outreach including pop-ups, open houses, panel discussions, an educational video (Vancouver CitySkate) and two surveys with a total of over 3,300 participants - the highest number in Park Board history for a single sport.

In addition to public input, the project team undertook an extensive analysis of Vancouver’s existing skate amenities, transportation network, population projections, development and growth areas, and a variety of other siting considerations and opportunities. Vancouver’s parks currently host ten skate amenities, only

three of which can be classified as standard skate “parks” (over 600m²). The average age of existing skate amenities is 19 years old, and the most recent skate spot at Mount Pleasant (at 370m²) was built over 11 years ago. Vancouver celebrated the completion of the world-famous Hastings Bowl in 2001, and North America’s first outdoor street style skate park at the Downtown Plaza in 2004. However, the overall age of existing infrastructure and lack of new construction means Vancouver has since fallen behind other cities in quantity and quality of terrain. Vancouver’s skateparks are not equitably distributed across the city, are frequently over-crowded and are currently under-serving the skate community.

Besides planning for the development of skateparks, this strategy recognizes skateboarding and small-wheeled sports as inseparable from the fabric of the city and takes a creative approach to providing skate amenities beyond traditional park settings in order to meet the demand and develop a true skateable city. Providing skate friendly spaces ‘between parks’ in the public realm, along bike routes and greenways, and through innovative programming will improve geographic distribution, equitable access, reduce over-crowding at skateparks, and highlight opportunities for creating a sustainable transportation network between skate amenities.

In keeping with the feedback received through the public engagement process and the analysis undertaken by the project team, the CitySkate Strategy has defined the following principles, vision, mission and goals to guide the development of skate amenities:

GUIDING PRINCIPLES

The guiding principles provide the foundation of how the skate strategy will be implemented.

Skateboarding in Vancouver is:

1. EQUITABLE
2. INCLUSIVE
3. QUALITY
4. COLLABORATIVE

VISION

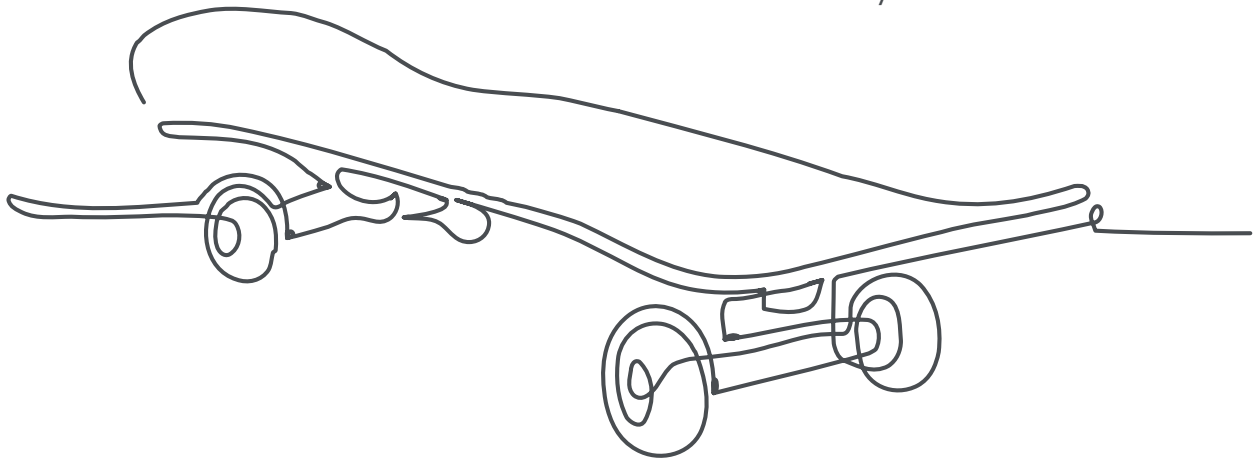
In the year 2042, Vancouver is home to a well connected network of approachable and welcoming skate amenities that serve a thriving and diverse skate community.

MISSION

To support and expand the skateboarding community through provision of amenities that meet demand, by enhancing user safety and promoting acceptance of skateboarding within recreation culture and are inclusive to a diverse user group with a variety of backgrounds and skill levels.

GOALS

- **More Space:** Increase the overall area of skateable surfaces to meet Vancouver's growing needs
- **Year-Round Use:** Provide skate amenities that are dry when it rains
- **Better Distribution:** Distribute skate amenities around the city with convenient access to rapid transit
- **Community Support:** Support the skateboarding community through continued collaboration
- **Connecting the Network:** Improve opportunities for skateboarding as a mode of active transportation
- **Creative Integration:** Integrate skate amenities in a way that balances user enjoyment, safety
- **Terrain Variety:** Develop customized and diverse terrain types across the city based on site specific opportunities and community feedback



To determine the amount of skate terrain required to serve the user group over the next 20 years, the project team referred to both VanPlay recommendations and the Skatepark Adoption Model (SAM). Analysis shows that Vancouver's current skate infrastructure is greatly lacking, so in order to address the need for more skateable terrain, CitySkate looks at **five implementation areas** to creatively address demand across the city:

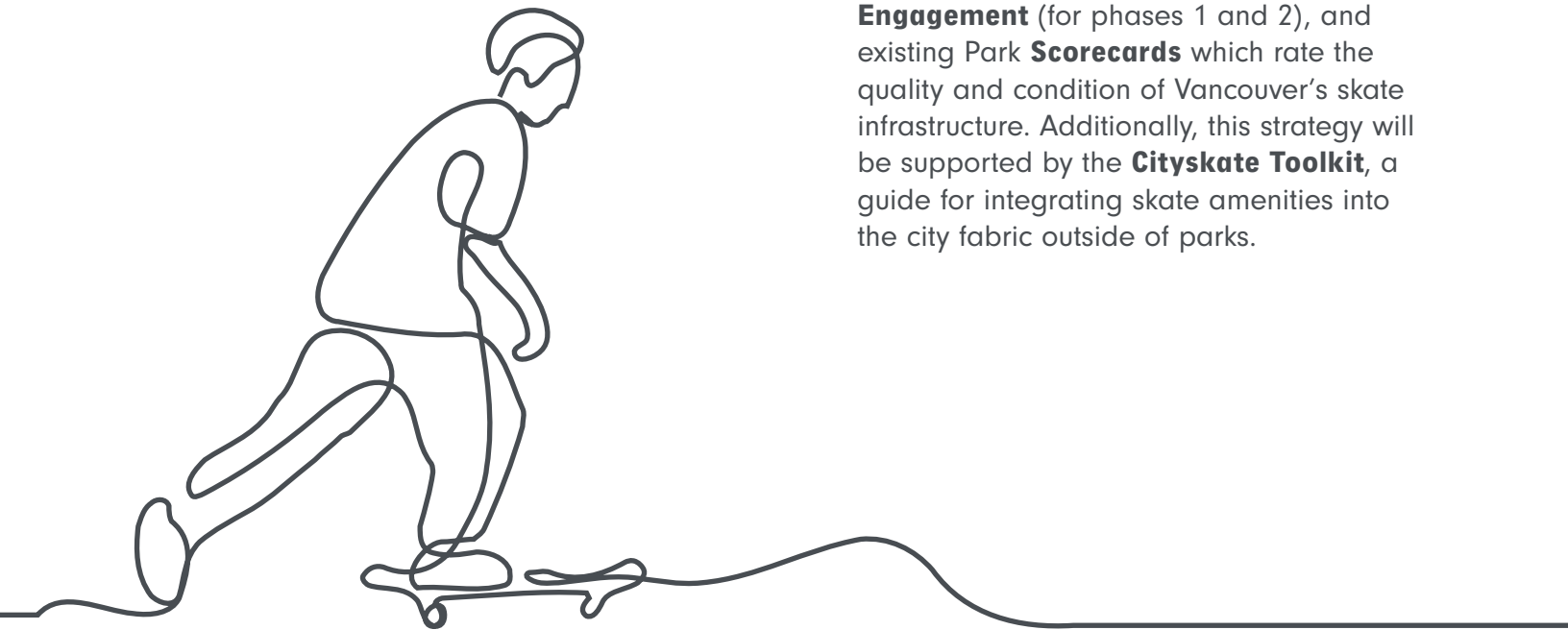
1. New Builds in Parks
2. Existing Skate Amenity Upgrades
3. Skateable City Spaces
4. Skate Friendly Greenways
5. Programming and Partnerships

RECOMMENDATIONS

By 2042, Vancouver's skate amenity network will aim to achieve:

- Four new network hub scale skateparks
- Four new neighbourhood skateparks
- Ten new skate spots and dots in parks
- Over 11,000m² of new skate amenity space in parks for a total of 18,000 m² of space in parks
- Rain sheltered skate amenities for year-round participation.
- Multiple sanctioned DIY skate amenities
- Ongoing maintenance and care program ensuring safe and high-quality spaces
- Park Board supported skate events and programming

This strategy is supported by three appendices including **Summaries of Engagement** (for phases 1 and 2), and existing Park **Scorecards** which rate the quality and condition of Vancouver's skate infrastructure. Additionally, this strategy will be supported by the **Cityskate Toolkit**, a guide for integrating skate amenities into the city fabric outside of parks.



IMPLEMENTATION AREA	KEY ACTIONS
New Builds in Parks	1. Construct three new “network hub” and four new “neighbourhood” scale skate parks to act as the foundation of the skate amenity network
	2. Construct 10 new skate “spots” and “dots” in parks throughout the city as opportunities arise
Existing Skate Amenity Upgrades	1. Upgrade six existing skate amenities with modern construction standards to ensure safe and interesting spaces that meet future demand
	2. Provide high level oversight on the condition and maintenance needs of skateparks
Skateable City Spaces	1. Work with the City of Vancouver to explore opportunities for new or temporary or permanent spots and dots in the public realm
	2. Collaborate with the Vancouver School Board to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces
	3. On private lands, encourage private developers to provide skate-able features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses
Skate Friendly Greenways	1. Collaborate with the City of Vancouver’s Engineering department on the integration of skate spots and dots when upgrading existing or implementing new greenways in the city.
	2. Explore with the City of Vancouver’s Engineering department on the improvement of greenway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.
	3. Consider small-wheeled accessibility of the overall greenway network to support skateboarding as a pivotal mode of sustainable transportation.
Partnerships and Programming	1. Park Board to seek access to year-round, rain sheltered skate amenities
	2. Designate existing and new spaces that promote a DIY (Do-It-Yourself) atmosphere.
	3. Expand the Skate Hosts program for each neighbourhood or network hub scale skatepark
	4. Coordinate skate programming and events internally and/or through partnerships with user groups



CHAPTER 1: INTRODUCTION, BACKGROUND & HISTORY



BACKGROUND & HISTORY

The unique history of skateboarding and its cultural roots on the west coast of North America set the foundation for the vibrant skate culture we see in Vancouver today. This chapter will briefly outline the purpose of the skateboard strategy, recount the origins of skateboarding, its integration within urban landscapes and the benefits skateboarding brings to a city as both a culture as well as a recreational activity.

1.1 ABOUT THE SKATEBOARD STRATEGY

PURPOSE

The purpose of this strategy is to support the community by identifying opportunities to enhance and increase the inventory of skate amenities in Vancouver and develop a long term plan with priorities for capital investment.

BACKGROUND

Vancouver has long been considered a mecca for skateboarding and is home to a thriving and diverse skate community, a number of professional riders, as well as several skate-related non-profit organizations. The popularity of skateboarding and other small-wheeled sports is surging globally and locally is overwhelming the city's existing skate amenities creating barriers for people looking to participate. This is particularly true for youth, women, indigenous youth, and marginalized communities who already face additional obstacles in participating in other small-wheeled sports

The social acceptance of skateboarding and other small-wheeled sports has varied over the years but with education and greater exposure to skateboarding, there is a growing level of acknowledgement and integration within the fabric of municipal

recreation, public life and culture. In 2005, the Park Board created an initial Skateboard Strategy led to the development of a few skate amenities, but no new amenities have been built since 2011. With Vancouver's population increasing and current infrastructure at capacity there is a strong need to renew, update and expand our network.

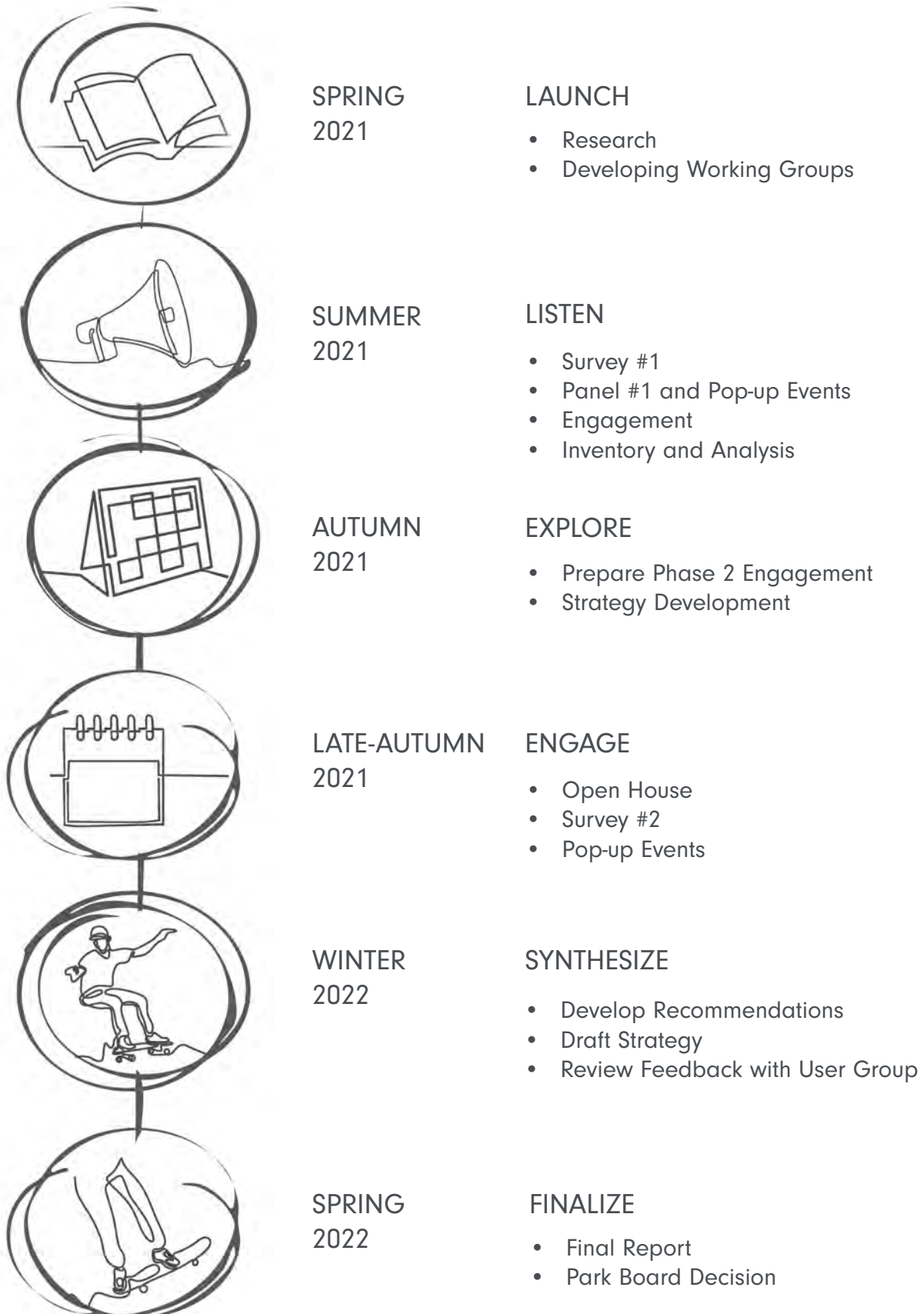
In response to increasing requests from the skate community, Park Board directed staff in 2017 to develop CitySkate to assess current user needs and service levels to help guide a 20 year implementation plan and sets the framework for closing this service gap through the creation of new skate amenities and integrating skate related activities into Vancouver's social, cultural and recreational future.

PROCESS OVERVIEW

This strategy was developed through the following six main project stages (Flow chart on right.):

1. **LAUNCH:** Data collection, research and planning.
2. **LISTEN:** Understanding needs through the first phase of public and stakeholder engagement, surveys and open houses.
3. **EXPLORE:** Policy development and pop-up events
4. **ENGAGE:** Setting priorities through the second phase of public engagement, surveys and open houses.
5. **SYNTHESIZE:** Strategy development, recommendations and review.
6. **FINALIZE :** Confirm strategy with Park Board and City Staff, and present to the Park Board Commissioners.

PROCESS TIMELINE



1.2 BRIEF HISTORY OF SKATEBOARDING

Skateboarding was invented in the 1950s in California as an alternative to surfing when wave conditions were poor. Some of the first skateboards were essentially wooden planks modified with roller skate wheels and were ridden barefoot down sidewalks, mimicking the turns and manoeuvres performed in surfing.

In the early 1970s, skateboarding tipped from the subcultures of California into the mainstream with technological advances in the design of skateboards (refer to Figure 1). The emergence of polyurethane wheels gave skateboards grip on the roads and allowed for much more sustained rolls between pushes. The improved grip and control of these new skateboards inspired people to find new places to skate. Drained swimming pools emerged as the new frontier for skateboarding and provided a brand-new way for skaters to express themselves. With the boom in the popularity of skateboarding, private companies began building the first purpose-built skateparks all across the world. Unfortunately, poor design and substandard construction of these early parks made maintenance and upkeep very costly and proved to be a less than profitable business venture in most cases causing a widespread closure and decommissioning of these early parks.

Skateboarding continued to grow with informal wooden ramps and emptied swimming pools as the primary setting for skateboarding's progression through the 1980s, however access to these spaces remained limited to a privileged few and excluded much of the skateboarding

population. The scarcity of skate space combined with the continued growth of the sport pushed skaters to reimagine the terrain necessary for skateboarding. The resulting innovations in skateboard tricks opened an entirely new direction for the sport in urban streets, plazas and public spaces.

1.3 STREET SKATING

The emergence of street skating in the late 1980s and early 1990s brought skateboarding out of the purpose-built ramps and bowls and into the urban sphere. It provided an opportunity for skaters from all different backgrounds to skate regardless of whether or not they had access to a drained pool or vert ramp. Benches, handrails, ledges, curbs, stair sets and other typical features of the cityscape were given alternate purpose as skate amenities reimagined by the new street skaters. The accessibility of this form of skateboarding propelled the sport into the limelight in the 1990s creating a whole suite of spin-off cultural industries in fashion, arts, music and entertainment. Parallel advancements in camera technology and media further drove skateboarding into centre-stage as skateboard movies, magazines and even video games became popular in households across the world.

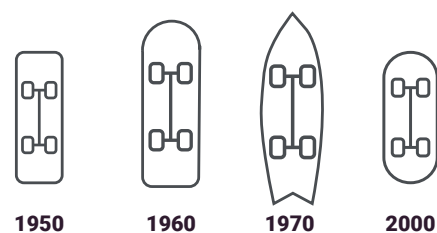


Figure 1. The Evolution of Skateboards

1.4 SKATEBOARDING IN VANCOUVER

Vancouver is one of the largest metropolitan regions in Canada and is characterized by its prominent location nestled between the Pacific Ocean and British Columbia's Coastal Mountains. Its unique geography also brings a more mild, coastal climate when compared to most other cities in Canada – a great asset for supporting skateboarding as a year-round activity. Its location just up the coast from the birthplace of skateboarding in California also made Vancouver one of the early adopters of the sport and has fostered a robust skateboard scene over the past several decades. With the mild coastal climate however, comes a tremendous amount of rainfall ranking Vancouver as the fourth wettest city in the country¹. This is a significant obstacle for year-round participation in the city, with wet conditions making skating very dangerous and causing irreversible damage to equipment.

Support for the new and exciting sport was widespread in the early years of skateboarding in Vancouver, with the city constructing some of the first skate amenities in Canada including the iconic China Creek bowls in 1979. International events and competitions such as the Slam City Jam (North American Skateboard Championships) were also held in Vancouver annually from 1994 to 2005, cementing the city's place on the global forefront of the sport. Iconic locations across the city were even featured in a 2003 release of the cult classic "Tony Hawk" video game series.

Despite the popularity of the sport and clear trajectory of growth in the city, there were still many who saw the sport as a risk to public safety and property. In the mid-1990s, defensive attitudes towards the sport appeared in the widespread use of knobs, caps, and 'skate-stops' deployed



Figure 2. Kensington Skatepark (built in 2010) from above



Figure 3. Youth enjoying the Downtown Plaza Skatepark

at popular skate spots across the city. This effort to regulate skateboarding was reinforced by the City of Vancouver with the endorsement of Bylaw 77 which prohibited skateboarding and related sports in the streets. The effort to restrict street skating was justified by city officials through the provision of sanctioned skate parks where skateboarding could occur without potential overlap with other public users.

The unique combination of restricting street spots while providing new skateparks led to the creation of one of the first “street-style” skateparks in North America – the Downtown Plaza skatepark (2004). At that time, skatepark design was typically focused on more traditional transition terrain such as bowls, banks and ramps,

whereas the Plaza pulled inspiration from many of the iconic street spots that had been shut down in the preceding years. The development of this skatepark also marked a turning point in Vancouver’s skateboard history with the unlikely coalition of local skateboard advocates, city planners, landscape architects and the Vancouver Police Department all working together to create something that was beneficial to everyone. Not long after the plaza was built, the City of Vancouver amended Bylaw 77 restricting skateboarding and began to take a proactive approach to integrating skateboarding back into the fabric of the city.

1. Government of Canada Environment and Natural Resources, Canadian climate Normals 1981-2010

1.5 THE BENEFITS OF SKATEBOARDING

Skateboarding has grown as much as a culture as it has as a sport and as a result, brings a broad range of benefits to a city. Skateboarding creates opportunities for recreation, supports mental and physical health, builds community particularly among urban youth and increases economic activity in a wide range of spin-off industries such as fashion, music and arts².

LOW BARRIER

Skateboarding is considered to have very low barriers to entry in that the equipment is relatively affordable and it can be practiced nearly anywhere with a hardscaped surface³. This puts skateboarding and other small wheeled action sports in the unique position to cross social and economic boundaries improving social ties between groups that may otherwise be divided. Providing equitable access to skate amenities across the city creates recreational opportunities for people facing barriers with more traditional sports and recreation.



Figure 4. First time skateboarders at Strathcona

AVERAGE AGE OF PARTICIPANT BY SPORT

Skateboarding	14.0
Soccer	17.2
Football	17.9
In-Line Skating	19.8
Baseball	20.0
Basketball	23.7
Softball	29.1
Tennis	30.5
Golf	39.0

Figure 5. Average Age of Participant by Sport (Source: City of Seattle)

PHYSICAL AND MENTAL HEALTH

Skateboarding has been proven to provide a wide range of positive health outcomes for participants. Skateboarding is a physically demanding activity that improves flexibility, strength, coordination, endurance and can provide participants with the daily cardiovascular exercise as recommended by the Centers for Disease Control⁴. Regularly meeting these exercise recommendations has been proven to reduce the occurrence of chronic diseases such as high blood pressure and coronary heart disease⁵. In addition to physical health benefits, skateboarding has been proven to provide a wide range of mental health benefits to participants ranging from stress reduction to improved self-confidence⁶. Physical activity among youth has dropped off considerably in recent years, and 1 in 5 teens suffer from a form of mental illness^{7,8} however skateboarding is a sport that has tremendous appeal to teens and therefore plays a significant role in the health

2. Borden, I. (2019). Skateboarding and the city: A complete history. London, UK.

of the youth in our City. CitySkate’s public engagement process supports these findings with survey respondents citing “staying active” and “relieving stress” as primary reasons for participating in skateboarding and related sports.

SOCIAL CONNECTION AND COMMUNITY

Skateboarding teaches important qualities such as creativity, confidence, perseverance, patience and resilience through the practiced effort of skateboarding⁹. These character traits are directly transferable into other aspects of life and are particularly important in the development of positive life skills among youth. Skateparks and skate amenities can be safe havens for young people in cities that often lack dedicated space to recreate, socialize and participate in urban life¹⁰. In addition to health benefits, people cited “hanging out with friends” and “meeting new people” as top reasons for participating in skateboarding and related sports¹¹. Furthermore, the high degree of knowledge sharing, teaching, and supportive spectator culture builds bridges between demographics, and helps strengthen a sense of community, while building social resiliency across the city.

3. Snyder, G. J. (2017). Skateboarding LA: Inside professional street skateboarding..

4. Wiles, T., et al. (2020). Characterization of Adult Heart Rate Responses During Recreational Skateboarding at Community Skateparks. International Journal of Exercise Science.

5. Surgeon General (1999) Physical Health and Activity. Centers for Disease Control.

6. Health Fitness Revolution (2014) The Health Benefits of Skateboarding. <https://www.healthfitnessrevolution.com/health-benefits-skateboarding/>

7. Canadian Mental Health Association (2021) Fast Facts about Mental Health and Mental Illness. <https://cmha.ca/brochure/fast-facts-about-mental-illness/>

8. Canadian Institute for Health Information (2020) Child and youth mental health in Canada. <https://www.cihi.ca/en/child-and-youth-mental-health-in-canada-infographic>

9. Corwin, et al (2019) Beyond the Board: Findings from the Field

10. Borden, I. (2019). Skateboarding and the city: A complet history. London, UK.

11. CitySkate (2021) Engagement Summary Reports 1 & 2

1.6 COMMON MISCONCEPTIONS OF SKATEBOARDING

Through past engagement, research and experiences with implementing skate amenities, many myths about skateboarding have made the rounds in the industry, with broader technology and data sharing available. The following are some common misconceptions around skateboarding that are owed some clarification.

“SKATEBOARDING IS DANGEROUS”

Skateboarding has traditionally had a reputation for being perceived as dangerous, however this has been widely disputed by communities across North America. According to the NSC (National Safety Council), skateboarding ranks lower on the injury list than many other sports ¹². The three highest positions are taken up by hockey, football and baseball. Skateboarding injuries tend to be relatively minor, consisting of ankle and wrist injuries and fatalities have only typically been associated through interactions with vehicles on the road.

INJURIES PER 1,000 PARTICIPANTS	
Hockey	2.7
Football	2.2
Baseball	1.8
Basketball	1.6
Bicycling	1.1
Skateboarding	0.7

NOTES: Skateboarders skating less than one week account for 1/3 of all injuries. Irregular riding surfaces accounted for over half of the skateboarding injuries due to falls

Figure 6. Average Age of Participant by Sport (Source: City of Seattle)

“SKATEPARKS ATTRACT DELINQUENTS”

Skaters are often associated with “unsavoury behavior”. Bad behavior in skateparks can often be attributed to the fact that skate parks are located in remote or secluded locations designed to remove skaters from public view. However, locating skateparks in central locations which are lit and visible to passersby, support more vibrant, activated spaces and are far less conducive to bad behavior. The Tony Hawk Foundation (THF) Law Enforcement Study (2009)¹³, interviewed law enforcement officers from communities across the US after new skateparks were built in their community and 85% actually reported a significant reduction in complaints from local businesses and property owners on bad behaviour and crime, while officers widely agreed that giving youth “something to do and somewhere to go greatly reduces their chances of getting into trouble.

“SKATEPARKS ARE NOISY”

Noise has been a common worry for some residents in anticipation of any skatepark. However, noise impact assessments validate the fact that skateboarding emits the same level of noise than many other park uses and residential settings. A study done by the City of Portland (2001)¹⁴, reported that skateboarding noise was negligible at 50 feet, with tricks reaching 65-71 decibels, while playgrounds (65 db) normal street noise of passing cars or outdoor conversations (70 db), noisy restaurants (85db) and passing trucks (100 db) were found to be higher. There are several noise mitigating methods that can be included in the design of structures, along with siting in parks and planting buffer techniques, which help minimize concerns especially when considering benefits to the community.

“SKATEBOARDING IS FOR WHITE BOYS”

Although participation in skateboarding has been traditionally dominated by young white males, those demographics are shifting. Survey responses gathered during the engagement period of CitySkate suggests the diversity of skateboarders is growing with an average of 32.5% of participants not identifying as male¹⁵. A healthy skate community naturally fosters diversity and has been found to cultivate a greater sense of safety from judgement among skaters of colour than in non-skate contexts¹⁶. This has led to a new wave of organizations promoting diversity such as ‘Skate Like a Girl’, ‘Make Life Skate Life’, ‘Nation Skate Youth’ and ‘Skateistan’ which emerged to support marginalized groups that have historically been excluded from skateboarding.

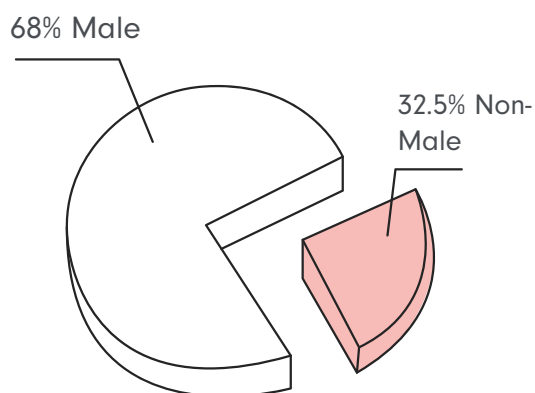


Figure 7. In Vancouver 32.5% of skaters don't identify as male.

12. NSC Safety Statistics - <https://skateboardsafety.org/injury-statistics/>

13. <https://publicskateparkguide.org/advocacy/thf-police-study/>

14. <https://publicskateparkguide.org/maintenance-and-operations/noise/#:~:text=The%20chief%20noise%20officer%20for,between%2054%20to%2065%20decibels.>

15. Vancouver Park Board (2021) Engagement Summary #1 + #2

16. Seattle Skate Park Plan (2007)

1.7 TRENDS AND PRECEDENTS OF SKATE AMENITIES

The CitySkate process involved the review of current and growing trends in skate amenities across the world. Seven unique methods and types of spaces were identified:

- Do-it-yourself (DIY)
- Modular and Moveable
- Skateable Art
- Indoor and Sheltered Facilities
- Greenways and Paths
- Skate Plazas
- Iconic Locations

DO-IT-YOURSELF (DIY)

Do-it-yourself (DIY) skate amenities are grassroots initiatives that reclaim under-utilized spaces and repurpose them as skateparks. DIY skate amenities are typically composed of numerous “homemade” skate features that are donated or constructed by the community. The dedication and work that goes into creating DIY skate amenities cultivates a strong sense of community and responsibility over the space. While these amenities are well loved by the community, they can pose challenges identifying ownership and liability.



Figure 8. The Courts' DIY at Britannia



Figure 9. Malmö, Sweden “Skate Malmö”

MODULAR AND MOVEABLE

Moveable and modular skate amenities have gained popularity in the last several years for their adaptability to different spaces and relatively low barriers to implementation. Using heavy and durable materials ensures the features stay put but can still be removed or rearranged. Modular skate amenities can activate under-utilized plazas, parking lots and urban space and be moved around the city to new locations as needed.



Figure 10. Rotterdam “Character Type” Modular Pieces



Figure 11. Embâcle Fountain in Quebec

SKATABLE ART

Much like skateboarding, public art contributes positively to the cultural identity of the community and invites creativity into the fabric of the city. Skateable public art brings these two worlds together by creating skate amenities in public space that double as aesthetically interesting art pieces. Involving people with an understanding of skateboarding is critical in making these unique features functional.



Figure 12. Blue Carpet Square, Newcastle England



Figure 13. Indoor: The Edge Skatepark, Winnipeg

INDOOR & SHELTERED FACILITIES

Skate amenities are often impossible to use safely in wet or rainy conditions making year-round participation in skateboarding and other small-wheeled sports very challenging in many parts of the world. As a result, many cities are finding ways to create rain-sheltered skate amenities to support skateboarding as a year-round recreation opportunity. Existing covered spaces below bridges, awnings and overhangs can often be repurposed and indoor skate amenities in community centres and indoor skate facilities have been used around the world as highly popular and successful community hubs.

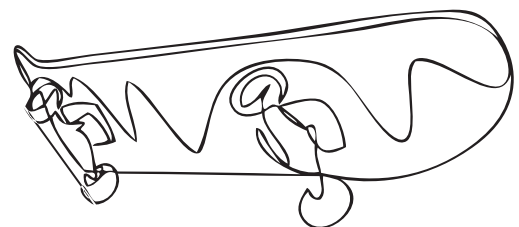




Figure 14. Wavewalk Pier Skatepark in Portland



Figure 15. Israels Pads in Copenhagen

GREENWAYS AND PATHS

Skateboarding and other small-wheeled sports are popular and efficient ways to get around the city especially for youth. Skateable features integrated into greenways, paths and active transportation corridors have been a natural progression in many cities and invites an element of play into the transportation network. Ensuring skate amenities are thoughtfully designed with safety and cohabitation in mind is key in achieving a successful skate amenity on greenways and paths.



Figure 16. Skate path in Utah by Spohn Ranch

SKATE PLAZAS

Large, flat and smooth surfaces characteristic of many public plazas can make them ideal spaces for skateboarding and small-wheeled sports. The sharing of space between incongruous uses can create dynamic, diverse and accessible urban spaces. To ensure these spaces work for everyone, careful design and space planning can mitigate conflict and enhance harmony between different user groups. Cities that take this approach are blurring the lines between traditional plazas and skateparks by deliberately including skate elements in their design.



Figure 17. Peace Park in Montreal

ICONIC LOCATIONS

Iconic landmarks in a city help define its identity on the global stage as well as in the hearts of its residents. Skateparks are no longer relegated to back alleys and industrial areas. Internationally, you can find skateparks in visually stunning locations that showcase the city's defining features and unique geography. Exciting and iconic locations also lend themselves to mainstream skate media, establishing the city as a skate-friendly destination for visitors from all over the world. Locating skateparks in iconic locations shows a commitment to and celebration of skateboarding while creating vibrant destinations for the non-skate community to enjoy.



Figure 18. Banff Skatepark



Figure 19. St. Kilda Australia

SUSTAINABILITY

Skate amenities are also becoming increasingly innovative and responsive to their surrounding environments as sustainable design and construction techniques become more prevalent. The use of alternative cement and fiber materials, incorporating local and recycled materials and including storm water management and bio-filtration practices are techniques being utilized as a means to both reduce environmental impacts and create engaging and unique skateable features.



Figure 20. Sculptural skate feature at the Ed Benedict Skate Plaza in Portland, Oregon.



Figure 21. Bio-retention island at the Ed Benedict Skate Plaza in Portland, Oregon.

An aerial photograph of a park during the golden hour of sunset. A large, leafy tree stands on the left, casting a long shadow across a green lawn. In the distance, a group of people are sitting on the grass, and a bicycle is parked nearby. In the foreground, a person is riding a skateboard on a paved path that runs along the edge of the lawn. The overall scene is bathed in warm, orange light.

CHAPTER 2 : INVENTORY OF VANCOUVER'S SKATE INFRASTRUCTURE



2 INVENTORY OF VANCOUVER'S SKATE INFRASTRUCTURE

It is important to understand the skateboard infrastructure that exists today to help inform decisions regarding how best to build a skate friendly city for the future. While the emphasis of the existing skate infrastructure has been in the provision of skateparks on parkland, it is also necessary to acknowledge the importance of skate spaces that occur outside of traditional park settings. Furthermore, the state of skateboarding in Vancouver would not exist were it not for the thriving skateboard community that breathes life into these spaces.

2.1 EXISTING SKATE AMENITIES

Vancouver currently has three skate parks and seven skate amenities in parks and engineering jurisdiction across the city including iconic parks like the Downtown Plaza, Hastings Skatepark and the China Creek Bowls. In the early 2000s, Vancouver pushed to develop several skateparks across the city constructing 6 of the 10 skate amenities we have today. The initial push to establish skate amenities came as the sport was booming in popularity in Canada and while Vancouver was home to the Slam City Jam (North American Skateboard Championships). After this initial blitz of development in the early to mid-2000s, Vancouver has only established two additional skate amenities with the most recent at Mt. Pleasant Park being built in 2011. This lack of new parks of high quality national and international level skate facilities has forced competitive athletes to relocate to train. This issue was brought to the forefront during skateboarding's inaugural Olympic Games in Japan where it was noted that BC's top riders train in California. In the last decade the skate community has also grown, further intensifying pressures on the limited skate space across the city.



Figure 22. Andy Anderson skating Vancouver in 2015

KEY TAKEAWAY

Vancouver has 10 skate amenities including four skateparks. The majority of skate amenities in the city were built in the early 2000's and while the skate community has since grown dramatically, no new skate amenities have been built since 2011. The result has been aging and overcrowded skate amenities across the city.

”

Sometimes the parks are too busy for beginners so I will often go with my daughter to a less crowded area to roll around...

“

Survey 1 respondent, Summer 2021

EXISTING SKATE AMENITY INVENTORY

	Name	Type (refer to page 26)	Size (m ²)	Year	Notes
1	Downtown Plaza	Network Hub	2,000	2004	Iconic street style skatepark located under the Georgia and Dunsmuir Viaducts.
2	Hastings	Network Hub	1,300	2001	Large flow bowl with separated street course located in Hastings Park.
3	Leeside	Neighbourhood	670	2005	Sanctioned Do-it-yourself (DIY) skatepark located in the tunnel under the Cassiar St. Connector adjacent Empire Field.
4	Quilchena	Neighbourhood	630	2001	Includes a range of beginner to intermediate street-style terrain located adjacent the Arbutus Greenway.
5	Kensington	Spot	560	2010	Vancouver's only pool style bowl with a miniramp, street-style features located in the Kensington-Cedar Cottage neighbourhood.
6	China Creek	Spot	520	1979	One of North America's first concrete bowls located along the Broadway Corridor at Clark.
7	Strathcona	Spot	480	2003	A mix of asphalt surfacing and concrete features located in the Strathcona Park.
8	Mt. Pleasant	Spot	370	2011	Approachable for beginner and intermediate riders in the Mt. Pleasant Park.
9	Coopers'	Dot	140	2003	Partially covered skateable features located under the Cambie Bridge in Coopers' Park.
10	Adanac-Vernon Plaza	Dot	130	2017	Neighbourhood plaza at the Union-Vernon-Adanac intersection which features seating, a ping-pong table, and two skateable ledge features.

* Informal or temporary spaces are not included in the above inventory listing.



Figure 23. Map of Existing Skateparks in Vancouver

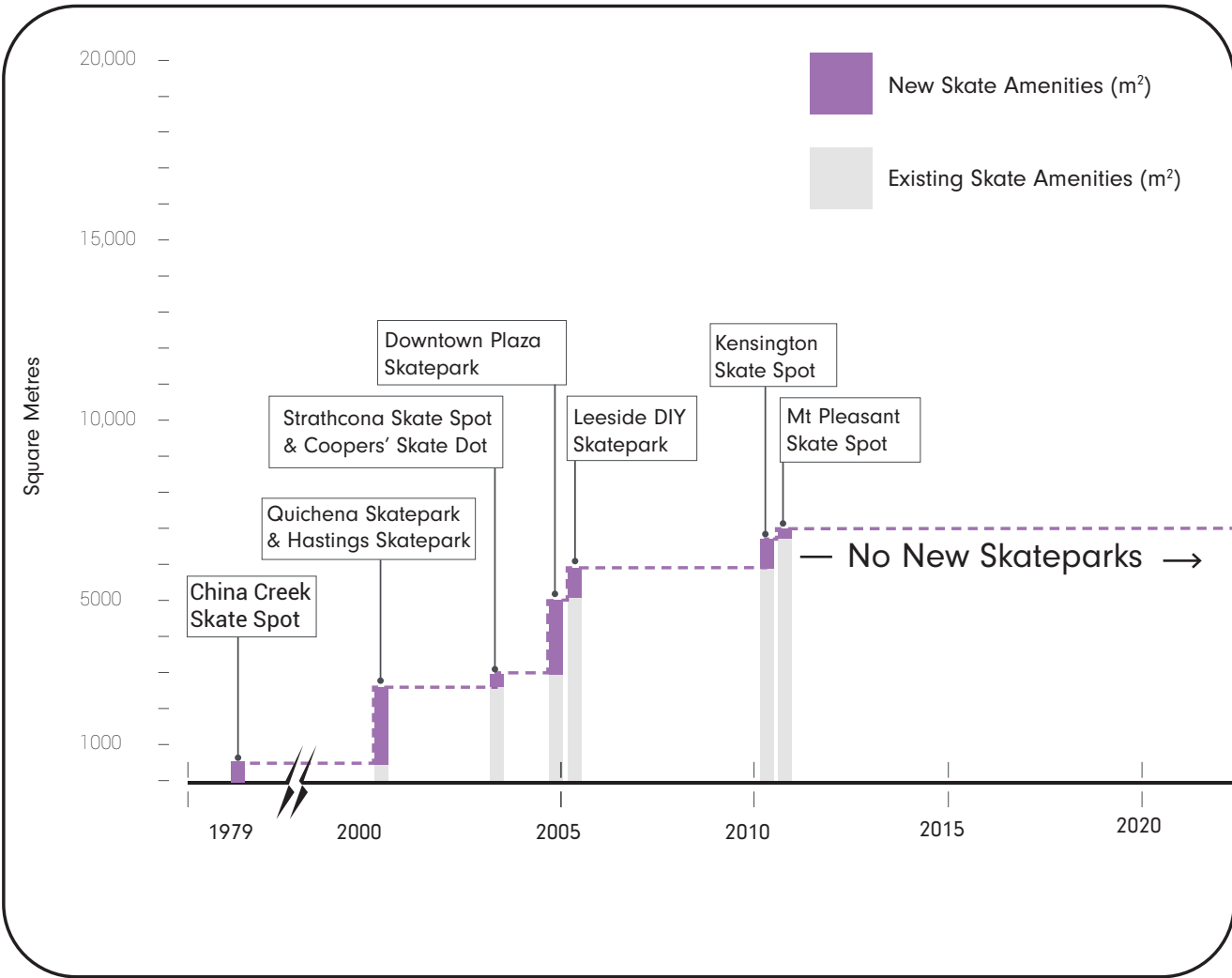
SKATEPARK DEVELOPMENT OVER TIME

After the relatively rapid development of Vancouver’s skate amenities in the early 2000s, the creation of new skate amenity spaces has dropped, with no new skate amenities being built since Mt. Pleasant in 2011.



Figure 24. Downtown plaza under construction in 2005



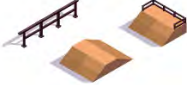





Inventory



2.2 SKATE AMENITY TYPOLOGIES

Skate amenities come in many shapes and sizes. Vancouver's skate amenities can be broken into four primary categories based on size: network hub skateparks, neighbourhood scale skateparks, skate spots, and skate dots. While network hub and neighbourhood scale skateparks

provide the necessary larger contiguous space for small-wheeled activities, skate dots and spots can improve geographic distribution across the city, improve overall access to skateboarding, and provide relief for the larger skateparks during peak busy times.

	CHARACTER	EXAMPLE	SETTING + ACCESS	TYPICAL SIZE
DOT			Ideally highly accessible by walk, roll, bike or transit in a local park or more urban setting	> 150m ²
SPOT			Ideally highly accessible by walk, roll, bike or transit in a local park or more urban setting	150m ² - 600m ²
NEIGHBOURHOOD			Flexible in location, generally in larger parks/ plazas. High density areas will reach capacity more quickly in urban areas. Access to local and rapid transit is ideal.	600m ² - 1,200m ²
NETWORK HUB			Ideally located at larger destination parks or community centres. Adjacent to greenway or rapid transit is necessary for equitable city-wide access.	1,200m ² - 2,500m ²

2.3 SKATE SPACES BETWEEN PARKS

Skateparks are a valuable resource for skateboarding in a city and provide opportunities to design for a variety of users, manage programming and uses, and provide a structural anchor to the network of skate amenities across a city. Nevertheless, the identity of skateboarding is deeply embedded in the urban fabric and cannot be limited to the extents of skateparks regardless of how many are built.

Urban squares, plazas, sports courts and other public urban spaces have long played an important role in providing the diversity of skate spaces that are fundamental to a thriving skateboard culture. As an early adopter of street skating, Vancouver is home to world renowned spots that are part of what make the city a global skate destination.

Geographic constraints, incompatible land uses and other contextual factors limit the number of ideal skatepark locations in Vancouver and affect the ability to provide equitable distribution for all residents. Finding opportunities to integrate skate amenities into streetscapes, public realm, and other under-utilized spaces will work to improve equitable distribution and access across Vancouver.



Figure 25. The iconic "Commerce Place"

While these non-traditional skate spaces are critical to the identity of skateboarding in Vancouver, they are also the source of friction between skaters and the other users of the space including residents, business owners and people who walk, roll . By taking a proactive approach and intentionally designing for skateboarding outside of skateparks in suitable locations that minimize conflicts, Vancouver has the opportunity to foster better cohabitation and improve outcomes for everyone.

KEY TAKEAWAY

Skateboarding and small wheeled activities are tied to urban space and are practiced beyond the boundaries of purpose-built skateparks. Skating in public spaces outside of skate parks has been a point of contention between different user groups but can typically be managed for through proper consideration of design, use, and scheduling. Incorporating skate amenities between the parks will improve distribution and access to skating and related sports across the city.

2.4 RAIN-SHELTERED SKATE AMENITIES

While many sports such as basketball and tennis are not typically played in the rain, there are indoor gyms available for use. Skateboarding is not possible in the rain due to surfaces becoming dangerously slippery to ride on and equipment becoming irreparably damaged (ie. rusted bearings and water-logged or delaminating decks).

Despite having one of the wettest climates in North America, Vancouver only has one functionally rain-sheltered skate amenity at the Leaside DIY skatepark and two partially covered skate amenities at Coopers' Park and the Downtown Plaza Skatepark. As a result, the rainy months of the year present significant barriers for skate related activities and limits the ability for Vancouver's skate community to participate in the sport.

There are a number of challenges in creating rain-sheltered skate amenities in Vancouver including equitable programming, encampments, appropriate siting and additional costs of construction and maintenance. Overcoming these barriers to implementation will require a creative approach and could include identifying opportunities to create skate amenities under existing bridges, awnings, and other covered spaces. Temporary, fabric or other deployable shelters may also offer a viable option to meet this need in the short-term while testing the operational feasibility of the infrastructure moving forward.

Partnering with Vancouver's numerous recreation and community centres could be another viable solution for providing fully enclosed temporary or permanent skate amenities. In addition to ensuring

skate amenity space through the rainy months, locating a purpose built indoor facility offers a number of additional benefits including a safe and clean facility, adequate supporting amenities like water fountains and washrooms, as well as improved opportunities for programming like lessons and events. Vancouver's 24 community centres are well dispersed across the city, but each have their own specific opportunities and limitations with regards to supporting skate amenities and would need to be investigated on a case-by-case basis.

A key element of achieving a robust skate amenity network will be finding ways to provide rain-sheltered spaces across the city that allow for year-round participation in the sport. Developing a specific rain sheltered skate amenities study may be necessary to determine the best way to ensure skaters have a place to go when it rains.

KEY TAKEAWAY

Throughout the public engagement process for CitySkate, the provision of a covered skate amenity was the top priority. Rain-sheltered skate amenity spaces are an important piece of achieving year-round equitable access to skateboarding and other small-wheeled sports, particularly in Vancouver's climate. Despite the many challenges, there are a number of opportunities to creating skate amenities that are functional in the rain including repurposing existing covered spaces, collaborating with community centres, and deploying temporary shelters. A detailed study focusing on rain-sheltered skate amenities may be necessary to fully understand the options for meeting this need in Vancouver.

2.5 SMALL WHEELED SPORTS AS TRANSPORTATION

Developing a world class network of bike lanes, greenways and active transportation corridors has been a priority in the city and has paid off with Vancouver ranking in the top 20 bike friendly cities in the world¹⁷. The integration of other modes of active transportation however has been less developed. Skateboarding and related sports offer a number of key advantages to improving sustainable transportation within the city, primarily in their flexibility.

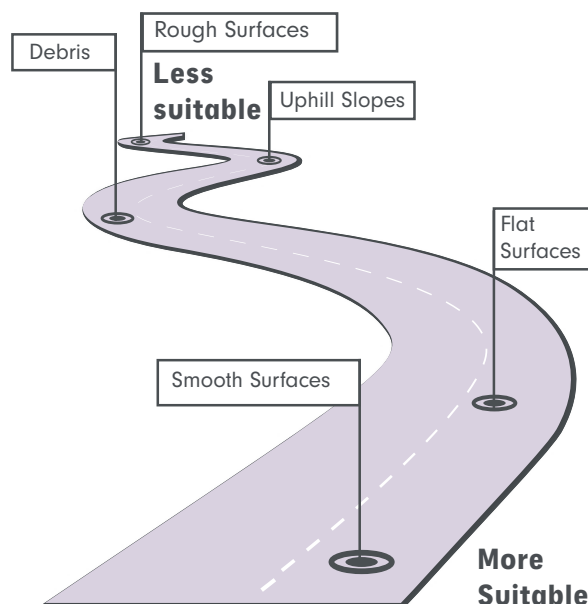
In transportation planning, the “Last-Mile” problem describes a barrier to rapid transit access due to inadequate access to fast and reliable transit service from an individual’s trip origin. If the distance to the nearest transit stop or station is more than an easy walk or roll away, individuals may need or want to make the trip by personal vehicle. The compact size and portability of a skateboard naturally lends itself to multi-modal transportation and has the potential to greatly improve access to transit for those skateboarding and using other small-wheeled devices. By combining public transportation options with pedestrian and active transportation routes, skateboarding has the potential to unlock new possibilities for the city’s sustainable transportation network.

Skateboarding as transportation also has several constraining factors. Travelling efficiently by skateboard requires a certain level of skill and is less accessible to beginners or individuals with less confidence in their abilities. Skateboarding is also highly weather dependent, with wet surfaces reducing the viability of skateboarding for transportation. Topography dramatically impacts the practicality of skateboarding as a means of transportation with small to moderate uphill slopes as well as steep

downhill slopes reducing skateability. Surface variability also plays a key role in the potential for skateboarding as a viable means of transportation with debris, cracks, rocks, and generally less smooth surfaces being substantially less suitable to skateboarding for sustained distances. Understanding the opportunities and the constraints of skateboarding as a means of transportation will highlight areas of the city with the highest potential for skateboarding as a means of transportation.

KEY TAKEAWAY

Skateboarding, scootering and other small-wheeled activities are popular forms of transportation and are an efficient way to get around the city. Skateboards and other small wheels are very portable and naturally lend themselves to multi-modal transportation. Small wheels are more easily caught on cracks, debris and other inconsistencies on the surface and are safer on flat areas than steep slopes. Considering skateboarding and other small-wheeled activities in transportation planning will advance sustainable transportation and improve accessibility for all.



2.6 THE VANCOUVER SKATE COMMUNITY

The Vancouver Skateboard Coalition (VSBC) has been a foundational organization in cultivating the vibrant skate scene in Vancouver. Formed in the mid-1990s, the non-profit volunteer led organization formed to advocate for acceptance of skateboarding and to help develop new skateparks in the city. The VSBC was critical to the development of the historic Downtown Plaza and Hastings skateparks, the preservation of the China Creek bowl, and continues to be at the heart of all things skateboarding in Vancouver.



Figure 26. Britannia DIY Park

The skateboard community in Vancouver is larger than ever and with the sport's recent adoption into the Olympic Games, promises to continue to grow into the future. The growth of skateboarding as well as an increasing popularity of related sports like freestyle BMX and roller-skating has overwhelmed Vancouver's current skateboard infrastructure and pushed the community to innovate through the creation of "Do-It-Yourself" (DIY) skate spaces such as the Britannia Courts in east Vancouver. The grassroots atmosphere of DIY skate spaces often contributes to a strengthened sense of community amongst users creating a valuable social gathering space for people to connect with one another.

KEY TAKEAWAY

Vancouver is home to a vibrant and diverse skate community that is growing every year. Do-It-Yourself spaces spearheaded by the skate community have emerged in Vancouver over the years and are some of the most popular skate amenities in the city. The skate community holds a unique understanding of the needs of skateboarding and can contribute an important perspective in decisions around skate amenities.

17. <https://copenhagenizeindex.eu/> (2019)

2.7 HOW VANCOUVER STACKS UP

In order to understand how Vancouver is doing, it was critical to look at local, regional and international comparison cities that share commonalities of culture, climate, size. The following cities have benefited from skate positive culture or the implementation of a skate strategy and were used in a benchmarking analysis:

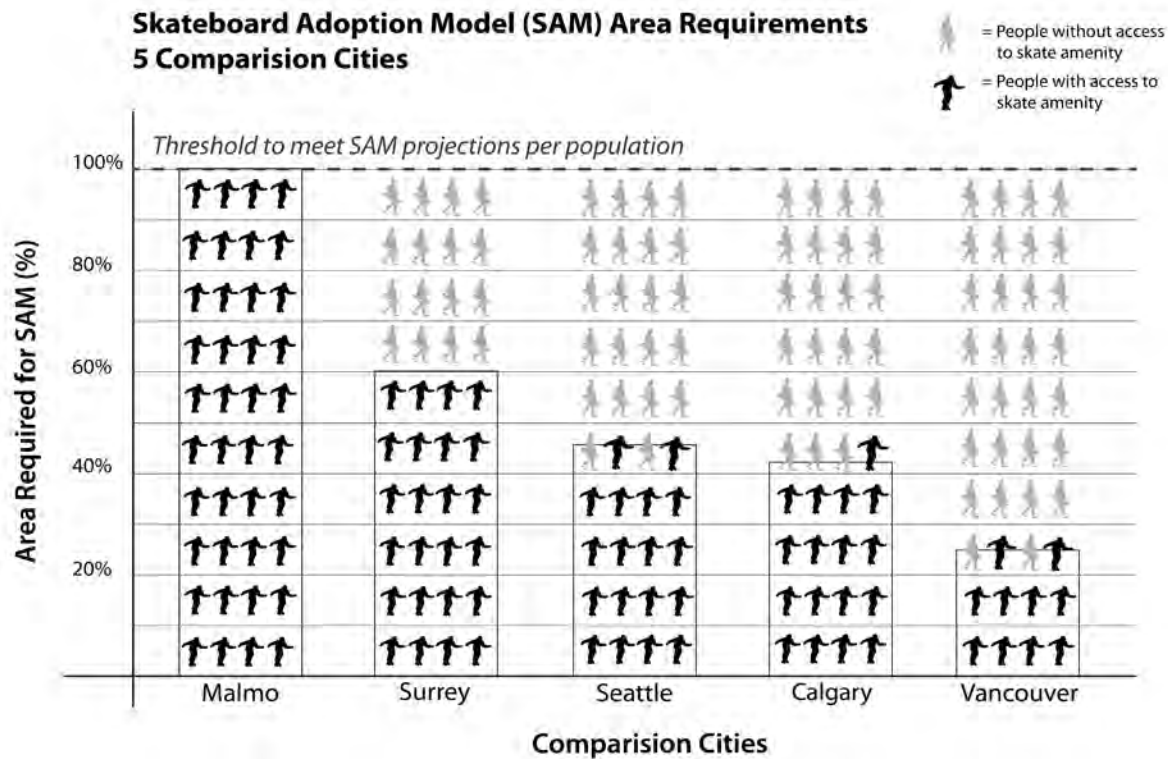
- **Malmo** is a world leader that has both achieved the goals of the Skateboard Adoption Model terrain calculation in skate amenities through skateparks and by developing a number of skateable plazas throughout the city.
- **Surrey** is a close neighbour that has recently implemented a large amount of skatepark terrain by combining skatepark development projects with larger multi-purpose site renewals and community centre redevelopments.
- **Seattle** is a regional neighbour with similar climate and culture that implemented a skate strategy in 2007. As a result, has developed a number of skateparks for good coverage across the city.
- **Calgary** is a Canadian city that implemented a Skate strategy 10 years ago and has reaped the benefits of a well distributed skatepark network. It had a single park until 2012 and has since increased to 13 and growing.
- **Vancouver** has the most hospitable climate than any other major city in Canada. While it has had some impressive firsts in skatepark development, it has fallen behind the status quo.

City Benchmarking Analysis Table

City	Malmo Sweden	Seattle USA	Surrey Canada	Calgary Canada	Vancouver Canada
Population	350,000	737,000	518,000	1,285,000	675,000
Population per 1,000m ² Skate Terrain	43,000	62,000	47,000	67,000	90,000
Total Skateable Area	12,300	13,130	11,045	19,177	7,390
Area of Skateparks (>600m ²)	8,000	11,960	10,015	17,040	5,693
Number of Skateparks (>600m ²)	8	10	6	8	5
Skatepark average size	1,300m ²	1,074m ²	1,670m ²	1,000m ² **	1,138m ²
Area of Skate Spots and Dots (<600m ²)	4,300	1,170	1,030	2,137	1,697
Number of Skate Spots + Dots (<600m ²)	11	3	2	5	6
Urban Plazas that are Skate Friendly	4	0	0	0	1
Distribution of Skate Spaces*	Good	Good	Fair	Excellent	Poor
Fun Facts	Malmo has a skateboard high school and a strong DIY culture High level of festivals and events	New 'Plaza' Streetstyle Skatepark below the Space Needle Implemented a Skate Strategy in 2007	Surrey has two covered skate parks, one at Chuck Bailey and the other at Cloverdale Youth Park	Built Canada's largest skate park at the turn of the Millenium (6,900m ²) Implemented a Skate Strategy in 2011	One of North America's first bowls was China Creek in 1979 Built North America's first plaza style skatepark beneath the viaducts

*Distribution assessment based on coverage by residential/urban areas. Poor = small portion of City with coverage, Fair = Some parts of City have coverage, Good = Generally equitable coverage, Excellent = optimal coverage

**Excludes Calgary's Millenium Skatepark at 6,900m²



Developed by the Skatepark Project in the United States, “Skatepark Adoption Model” (SAM) is a well-established method for determining the amount of skate amenity space needed to serve a population. The calculation is described in section 4.12 Determining Required Space. The following table shows this calculation for each city in the benchmarking analysis table.

PANEL DISCUSSION “LESSONS FROM MALMO”

As part of CitySkate process, a virtual panel was held in March of 2022 with industry experts Gustav Eden (City of Malmo, Sweden), Kanten Russel (Pro-Skateboarder turned Designer, New Line Skateparks), Travis Martin (CitySkate Project Manager, van der Zalm & Associates) and Evertt Tetz (manager of community outreach). Below are excerpts from discussion with Gustav:



Gustav Eden, Skateboard Coordinator
(and Skateboarder) City of Malmo

“Since I started, I’ve tried to develop the urban side of skateboarding, to introduce skateboarding as a function out of many in the urban context, to adapt spaces for street skating, and also to activate them and encourage the development of social spaces for skateboarding, that aren’t necessarily skateparks. Skateboarders don’t necessarily want to be separated from the urban life, we want to be part of it.



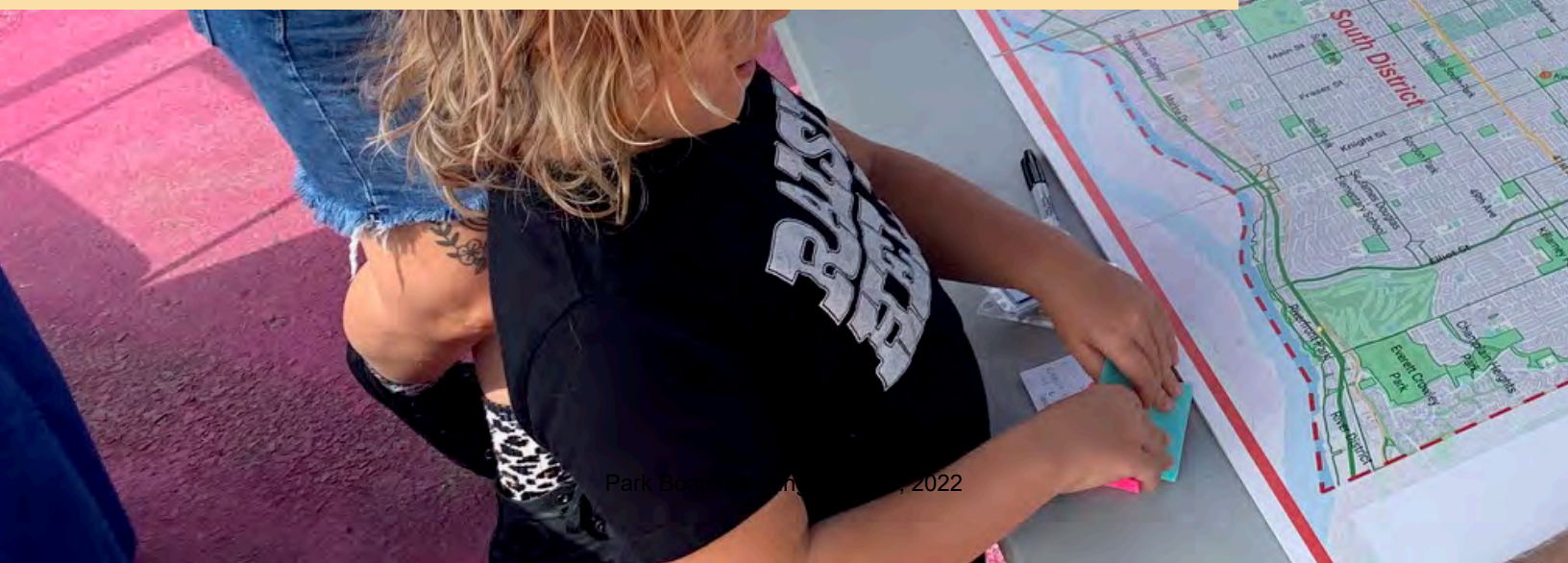
Kanten Russel,
Pro-Skateboarder
turned Designer,
New Line
Skateparks

So we’d rather go to the square where people are walking their dogs and playing chess, and hanging out and doing all kinds of things and skate there on something simple like a bench or rail or bank, and be part of the life of the city, than being told to go somewhere else. That means the city can really save money because you can introduce some simple skate friendly furniture in a square and have people skate there at certain times.

If you have young people and old people hanging out in the same space then they learn how to navigate around each other, then you’re building more sustainable citizenship.”



CHAPTER 3 : PUBLIC & STAKEHOLDER ENGAGEMENT





3 PUBLIC & STAKEHOLDER ENGAGEMENT

3.1 PUBLIC ENGAGEMENT AND OUTREACH

Public engagement was the cornerstone in developing CitySkate and was carried out through two main phases. In both phases, a series of public outreach campaigns were conducted to build interest in the development of the strategy and encourage public feedback. The outreach efforts included social media posts, open house events, pop-up skate events, public panel discussions, video and documentary collaborations, online and in-person surveys as well as focused consultations with multiple community advisory groups. The engagement also was designed to reach out to and consider the needs of non-skaters in the community to understand their needs. The following section outlines these two phases with a high level summary, but for more detailed information on the engagement findings, refer to Appendix 1 & 2.

PHASE 1

The foundation of phase one engagement and outreach activities was an online survey hosted on Shape Your City website in May and June of 2021. Over 2000 people responded to this survey, highlighting the vibrant and active skate community in Vancouver. A key insight from this survey is that participants cited skateboarding and other wheeled-sports as key in strengthening social ties, personal well-being, and a sense of community. Nearly 90% of respondents cited skateboarding and related activity as a way to stay active, relieve stress, and hang out with friends or meet new

”

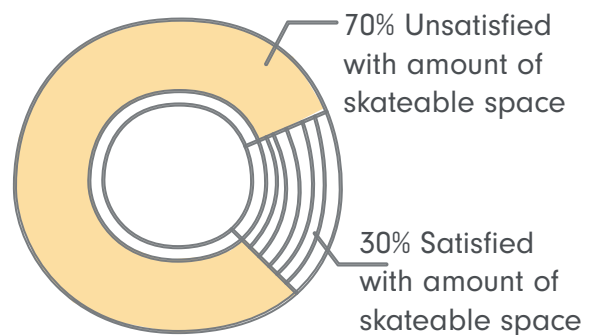
In general the parks are quite small so when you get more than 5 people it feels really crowded.

“

Survey 1 respondent, Summer 2021

friends. This first survey also brought to light that participants cited skateboarding as a mode of transportation, with 50% of participants listing it as a way they move through the city.

Respondents to Survey 1 also highlighted key issues that helped shape the direction of CitySkate early on, listing a need for more skateable terrain, covered skate spaces and improved distribution across the city as top priorities for the strategy to address.



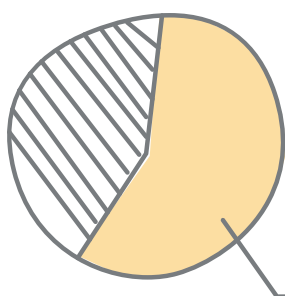
Phase 1= 2,146 online respondents



Figure 27. Riley Park Pop-Up

PHASE 2

The second phase of the engagement strategy built on the insights gained from phase one and dove deeper into specific needs, prioritization, as well as levels of support for new skatepark locations. A second survey was available on the Shape Your City website in October and November of 2021, and reinforced many of the findings from the initial survey, particularly highlighting the importance of providing covered skate amenities, improving skate transportation infrastructure and prioritizing locations of skate amenities across the city. At the Sunset Beach and Cambie bridge pop up events, over 50 participants identified on a map “where they skate” and “where they want to skate”, which has been included in the analysis and planning of skate amenities (refer to Chapter 4).



Over 50% of respondents listed covered amenities as the most important element of the skateboard strategy to them

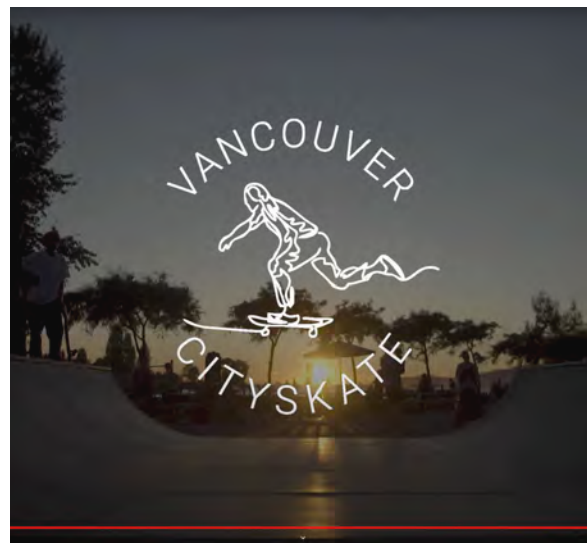
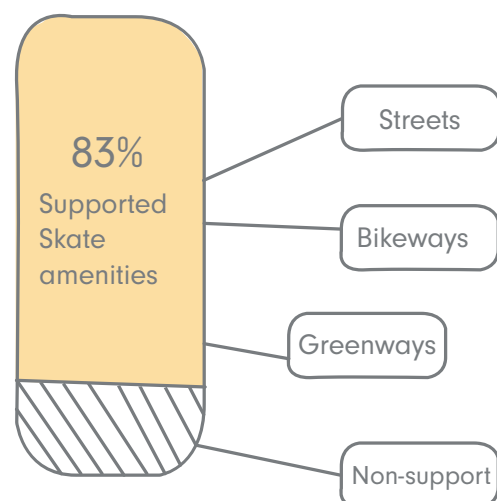


Figure 28. Uytas's video “Vancouver CitySkate Full”
https://www.youtube.com/watch?v=ZiGTmp_QW8s



83% of survey 2 respondents supported incorporating skate amenities into streets, bikeways and greenways

”

Add to the existing skateparks and cover them so we can use them more than 3 months of the year.

“

Survey 2 respondent, Fall 2021



Figure 29. Sunset Pop-Up and Panel

3.2 STAKEHOLDER & STAFF ENGAGEMENT

SKATE ADVISORY GROUP FOR ENGAGEMENT (S.A.G.E.)

The Skate Advisory Group for Engagement (S.A.G.E.) was a committee of representatives from a variety of community organizations that collectively form the heartbeat of skateboarding and small-wheeled sports in Vancouver. The committee was made up of representatives from the:

- Vancouver Skateboard Coalition (VSBC)
- Nations Skate
- The BMX community
- The roller skating community
- Vancouver Queer Skate / LGBTQ+ Community
- The longboarding and skate as transportation community
- The East Van Skate Club
- Under Toe Skate
- The Late bloomers/Takeover +
- Adult Skate Club
- Skate Canada.

The S.A.G.E. provided important insight and feedback throughout the process on what was most important to the skate community and how CitySkate could be most effective in meeting the community's current and future needs.

THE SKATEBOARD PLAN & OVERSIGHT TEAM (S.P.O.T.)

The Skateboard Planning and Operations Team (S.P.O.T.) was a committee formed specifically to help bridge the Park Board and the City of Vancouver's departmental and institutional boundaries in the planning, design and implementation of CitySkate outside of traditional park land. The committee included City of Vancouver Engineering Department's Street Activities and Transportation Divisions, Planning Department, Real Estate Facilities Management as well as Park Operations and Recreation. Each representative offered unique expertise on the barriers and opportunities for integrating skate amenities into spaces beyond parks. Maintaining communication and collaboration across these departments will be important in establishing a truly connected network of skate amenities in Vancouver.

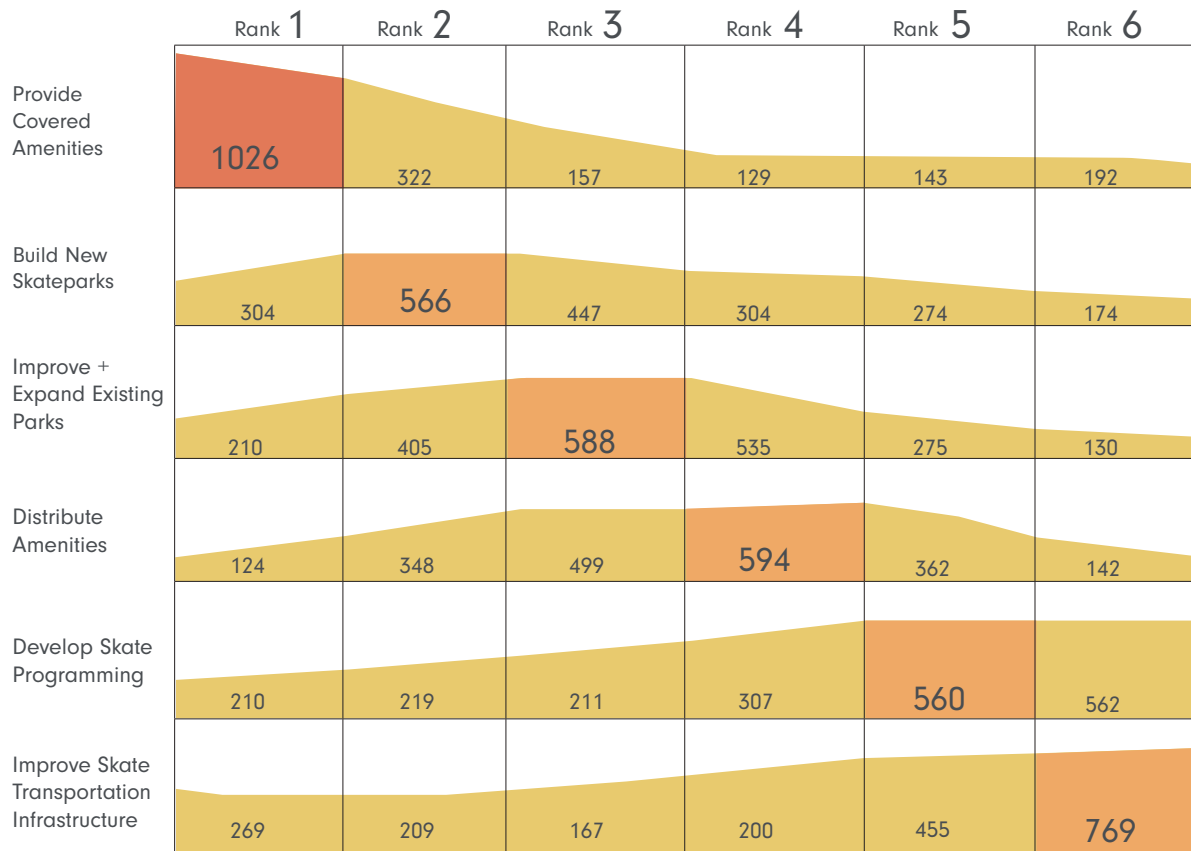
YOUTH WORKSHOP

Youth are typically a hard to reach demographic on most Park Board and city wide engagements, especially those who are equity-denied. And so in October of 2021 a targeted workshop was run with youth in the Strathcona area. Attendees participated in a workshop, discussion group, and beginner pop-up skateboard event to explore the topic of accessibility of skateboarding for youth in general as well as for youth in high barrier neighbourhoods such as Strathcona. This survey was valuable as it provided excellent insight to how youth use the skate parks and included suggestions on how to support youth through amenities and programming.

3.3 KEY TAKEAWAYS

Full details of the engagement outcomes can be found in Appendix 1 & 2, but the following section summarizes the key takeaways at a high level, in order to understand how these were incorporated into the project process and recommendations.

TOPICS MOST IMPORTANT TO THE COMMUNITY:



PUBLIC PRIORITIES ON SKATE AMENITIES

- The above chart shows respondent preferences by ranking the six options. Over 50% of respondents selected “Provide Covered Amenities” as their number one choice. It is clear this is in high demand. Ranking is not representative of a lack of desire for these amenities, however it does showcase immediate need.
- Respondents have identified covered space as their most immediate need. This is followed by the construction of new parks, the expansion and improvement of existing parks, further distribution of skate amenities throughout the city, developed programming for skateboarding, and finally improved skate transportation infrastructure.



CHAPTER 4: SKATE AMENITY ANALYSIS + PLANNING



4 SKATE AMENITY ANALYSIS + PLANNING

Skate amenities require a wide range of qualities to be successful both individually and within the city-wide network. In a growing city like Vancouver, vacant public space is relatively limited and generally in high demand adding further complexity to dedicating space for new skate amenities. Evaluating locations based on key criteria helps determine how suitable a location may be for a skate amenity and informs the skate amenity planning process.

This chapter highlights critical evaluation criteria for the CitySkate strategy and explains how transportation, population density and growth, existing skate facilities and public input, all play a role when considering an equitable network of skate amenities around Vancouver.

STEPS IN PLANNING FOR SKATE AMENITIES

Policy

Aligning with other plans, policies, and strategies that have shared interests

Prioritizing Locations

Determining the key criteria needed for evaluating locations and analyzing them to determine recommendations for various implementation areas

Area Requirements

Determining the required space to meet the needs of the skate community now and in the future



Figure 30. Gathering Public Input at Sunset Beach

Park Board Meeting - June 6, 2022

4.1 SUPPORTING PLANS AND STRATEGIES

Aligning with existing Park Board and City of Vancouver plans and strategies ensures the implementation of the CitySkate Strategy delivers the most for the city and its residents. Through a detailed literature review and building on the feedback gathered during the public engagement phases, four City policies have been identified as most important for aligning the CitySkate Strategy with: VanPlay, the Vancouver Sport Strategy, the Transportation 2040 Plan, and Culture|Shift.

Policies	Description	Aligning Goals
VanPlay	As the guiding document for all the work of the Vancouver Park Board, VanPlay sets the framework for connecting people to green space, active living and community.	CitySkate contributes to VanPlay's "Strategic Bold Moves" by creating equitable access to quality and low barrier social, cultural and recreational activities through a connected network of skate amenity assets.
Vancouver Sport Strategy	Approved in 2008, the Vancouver Sport Strategy provides the roadmap for planning and implementing sports opportunities, facilities and programming for all Vancouver residents.	The CitySkate Strategy has the potential to contribute to the "Sport for Life" model in multiple ways including by addressing the gap in the "excellence" area by creating new skate amenities that allow for elite level training.
Transportation 2040	Transportation 2040 is the City's long-term strategic plan to guide land use and transportation decisions towards a future with efficient, sustainable, safe, and accessible transportation system.	Small wheeled activities offer many of the same benefits as low barrier forms of active and multi-modal transportation. The CitySkate Strategy will contribute to the Transportation 2040 goals of increasing the proportion of trips made by active transportation, integrating transit with other modes of transportation.
Culture Shift	In recognition of the importance art and culture play in the identity of Vancouver, the City has created Culture Shift, a plan for supporting and growing the arts and culture community of Vancouver.	By improving the quantity, accessibility and distribution of skate amenities, the CitySkate strategy contributes to the key directions of Culture Shift to put arts & culture at the centre of city building as well as improve access for Vancouver audiences to experience arts & culture.

Figure 31. Key Policies that the CitySkate Strategy Aligns With

4.2 PRIORITIZING LOCATIONS

The location prioritization process for new skate amenities can be summarized in three steps. The first step is to identify the key criteria that are important in considering the locations of new skate amenities. This includes access to transit, current and future population density, provision and access to park space, demand for low barrier access to recreation, local gaps in current skate amenity infrastructure and feedback

gathered through the public engagement process. The second step is to overlay the data that is relevant to the type of skate amenity being prioritized. This overlay process highlights locations where multiple criteria can be met. Finally, the third step involves prioritizing the resulting locations for implementation. Areas with the most criteria met are categorized as highest priority while areas that met fewer criteria are categorized as lower priority.



4.3 DETERMINING THE 'URBAN FOCUS AREA'

There are a variety of key characteristics that help determine the need for skate amenities across the city. For this reason, a combination of community characteristics were considered as a complimentary evaluation model for a variety of planning objectives related to skate amenities. These data sets include transportation, population density and growth, and a service gap analysis, and each of them play a role in how they influence the success of a skate amenity in properly servicing the community.

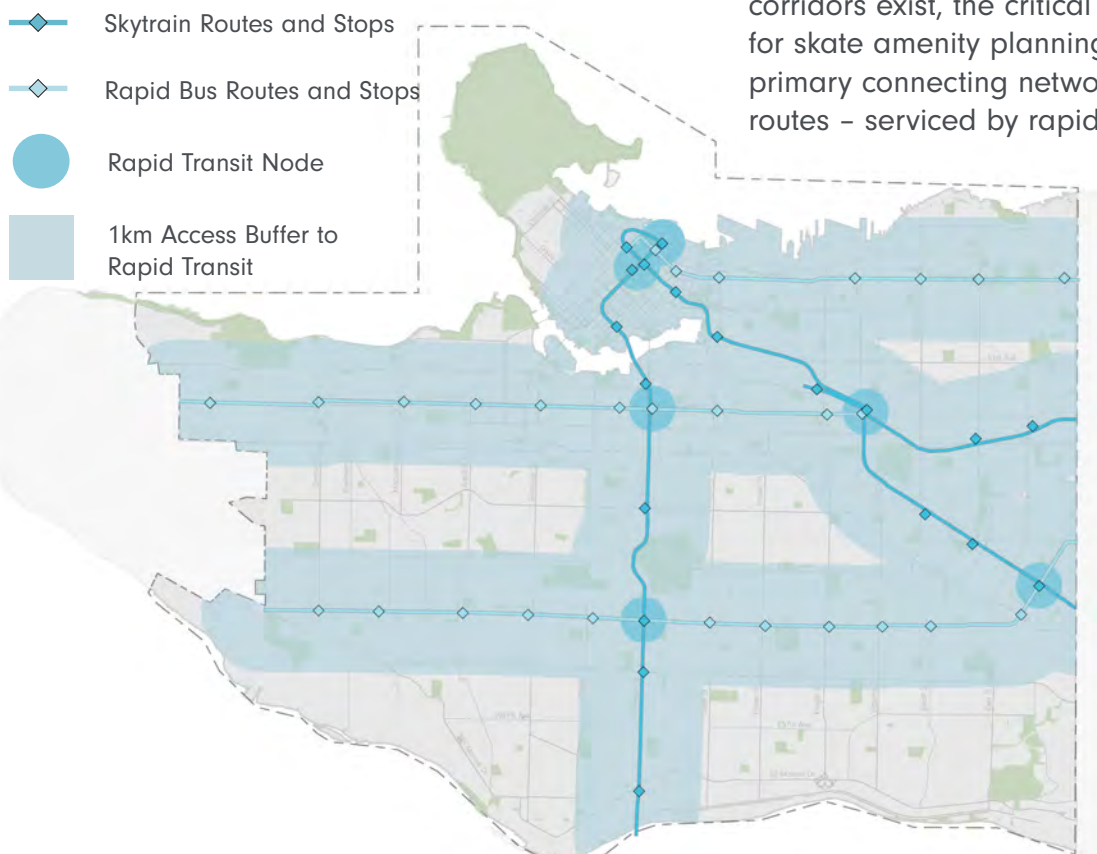
TRANSPORTATION AND CONNECTIVITY

In the second public engagement survey, 49% of respondents listed skating as a way to connect to local transit and 40%

of respondents were willing to skate over 3km as a means of transportation. In areas where a suitable location for a skatepark is not immediately accessible by rapid transit, active transportation and greenway options with skate-friendly improvements can act as a skateable link to the nearest rapid transit stop.

Planning to enable the city's public and active transportation networks to act as the primary modes of transportation to skateparks, ensures the most equitable, affordable, and sustainable access to these city-wide assets. For this reason, access to transit is a critical criteria for locating skate amenities - particularly larger 'network hub' skateparks.

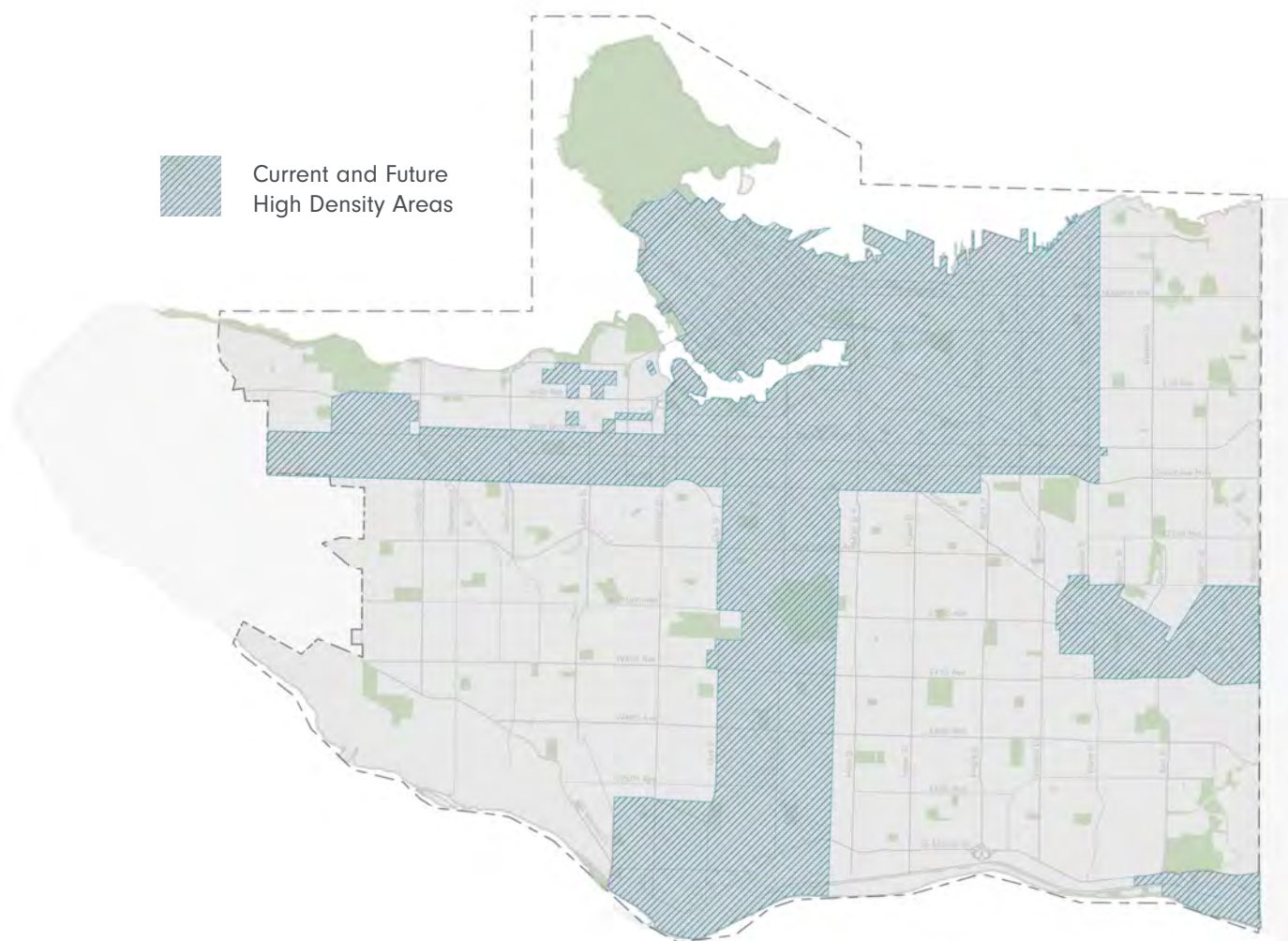
The data set below highlights a 1km buffer zone from major transit routes through the city. Although a greater sub-network of transit corridors exist, the critical criteria considered for skate amenity planning focused on the primary connecting network of major transit routes - serviced by rapid bus and skytrain.



POPULATION DENSITY AND FUTURE GROWTH

The City of Vancouver is growing, and changes are needed across the city to meet shifting needs of residents. Large-scale neighbourhood redevelopment projects create a high demand for community amenities including skate features. In addition - new densification projects can displace known skate spots in currently under-utilized spaces - further complicating the deficit of available skate terrain.

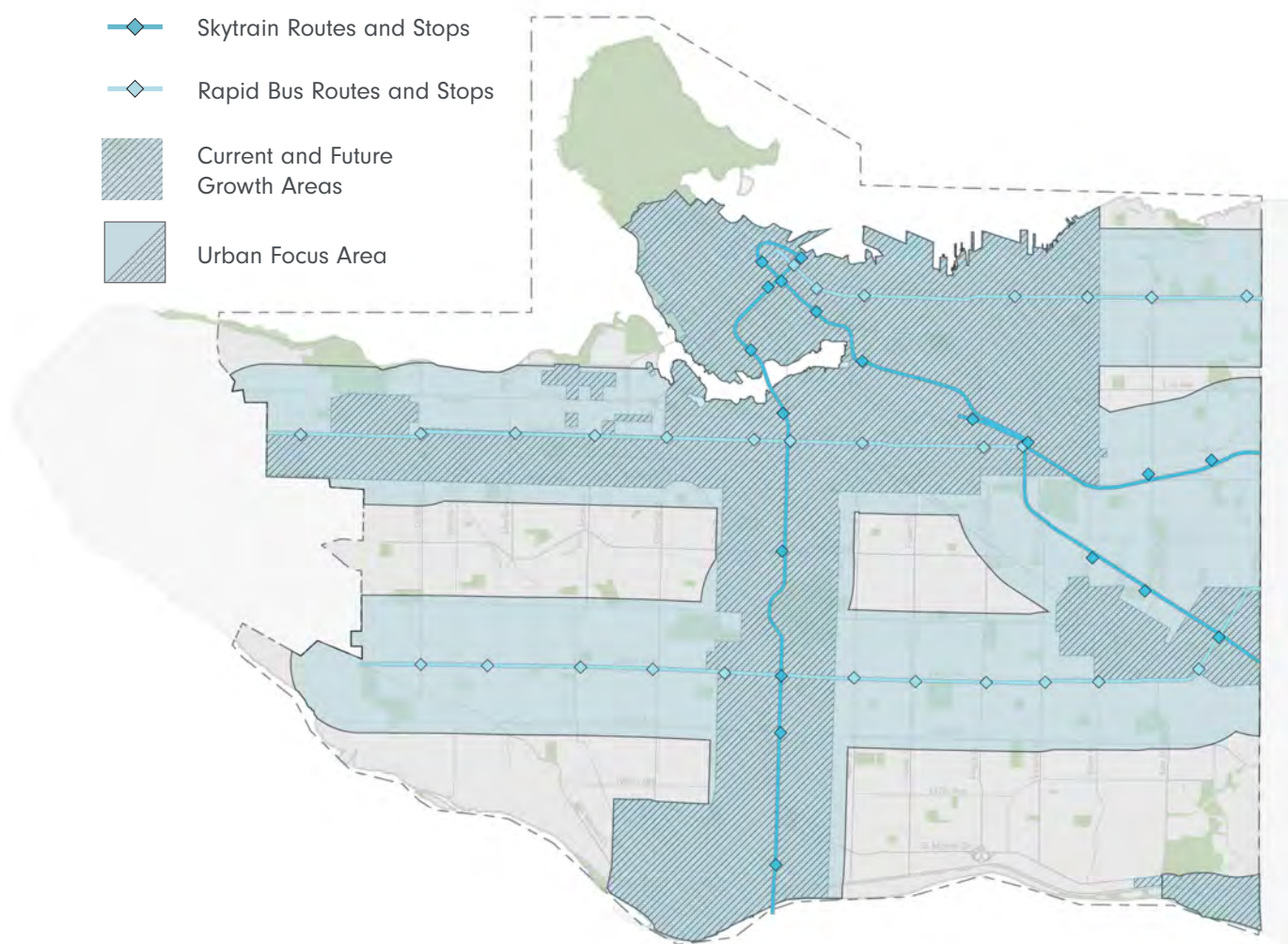
Higher density and future growth areas will continue to have high populations resulting in increased demand for and use of skate amenities. In lower density areas where future population growth is not expected to the same degree, smaller scale opportunities (spots and dots) can improve accessibility for residents, particularly children who cannot travel far distances by transit or vehicle to get to skate amenities.



COMPOSITE MAP - URBAN FOCUS AREA

A composite map of areas with easily accessible rapid transit and areas with current and future growth areas creates the 'Urban Focus Area' of the CitySkate strategy. The overlap of these spaces recognizes the natural co-location of growth areas and major transportation

arterials that commonly occurs. Combining these two critical pieces of data results in clearly prioritized areas that can be used in conjunction with low park provision, demand for low barrier recreation, and an existing skate park gap analysis to inform recommendations.



4.4 DETERMINING SERVICE GAPS

LOW PROVISION OR ACCESS TO PARK SPACE

The 'Park Access Gaps' concept was introduced in VanPlay's 'Bold Moves' equity initiative and was determined by considering the distance to parks and the density of population within a 10-minute walk of each park. Areas with less than .55 park hectares per 1,000 people and/or no park access within a 10-minute walk

are considered to have a low provision or access to parks. The highlighted area on the map below shows areas with low amounts of park space per person. Improving access to amenities in this area will help improve equity of park access for all skatepark users.

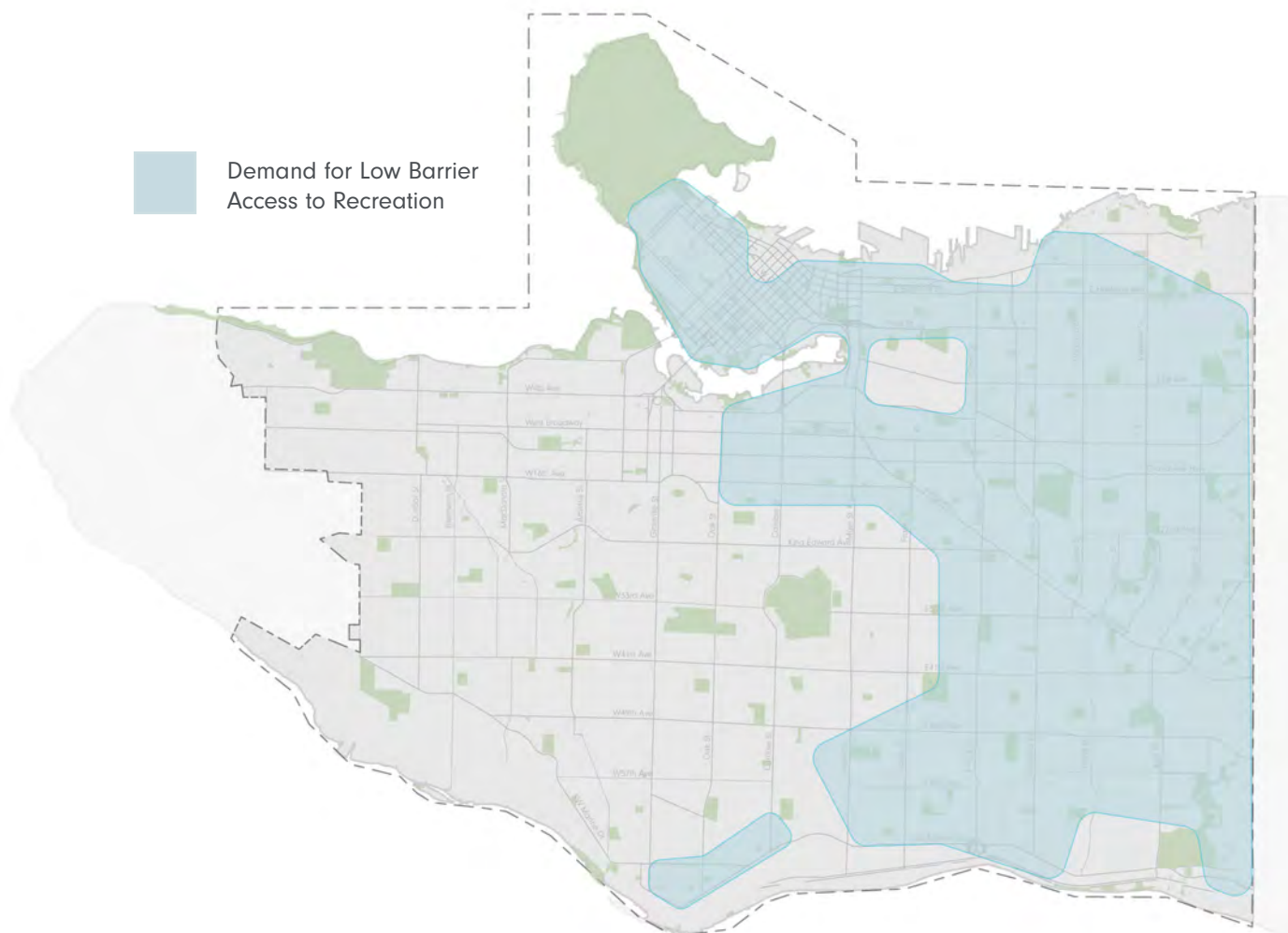


*Adapted from VanPlay's Equity Initiative Zones

DEMAND FOR LOW BARRIER ACCESS TO RECREATION

The 'Demand for Low-Barrier Recreation' was introduced in Vanplay and was determined by surveying residents that had applied for discounted access to Park Board programming at pools, rinks and participating fitness centres and community centres. People in low barrier zones were three times more likely to apply for the

Park Board's discounted Leisure Access Program. The highlighted area on the map below shows areas with a high demand for recreation with reduced barriers. Improving access to low barrier amenities in this area will help improve equity of recreation.



*Adapted from VanPlay's Equity Initiative Zones

LOCAL GAPS IN EXISTING SKATE AMENITIES

The city’s existing skate amenities are disproportionately focused in the northeast of Vancouver. Significant gaps exist in the south and west of the city. Locating new skate amenities in current network gaps that are high density or in planned growth areas will serve a greater number of people and are likely to be most successful.

Gap areas that have lower densities or projected lower future growth can still benefit from the addition of skate amenities, or the upgrade of existing infrastructure.

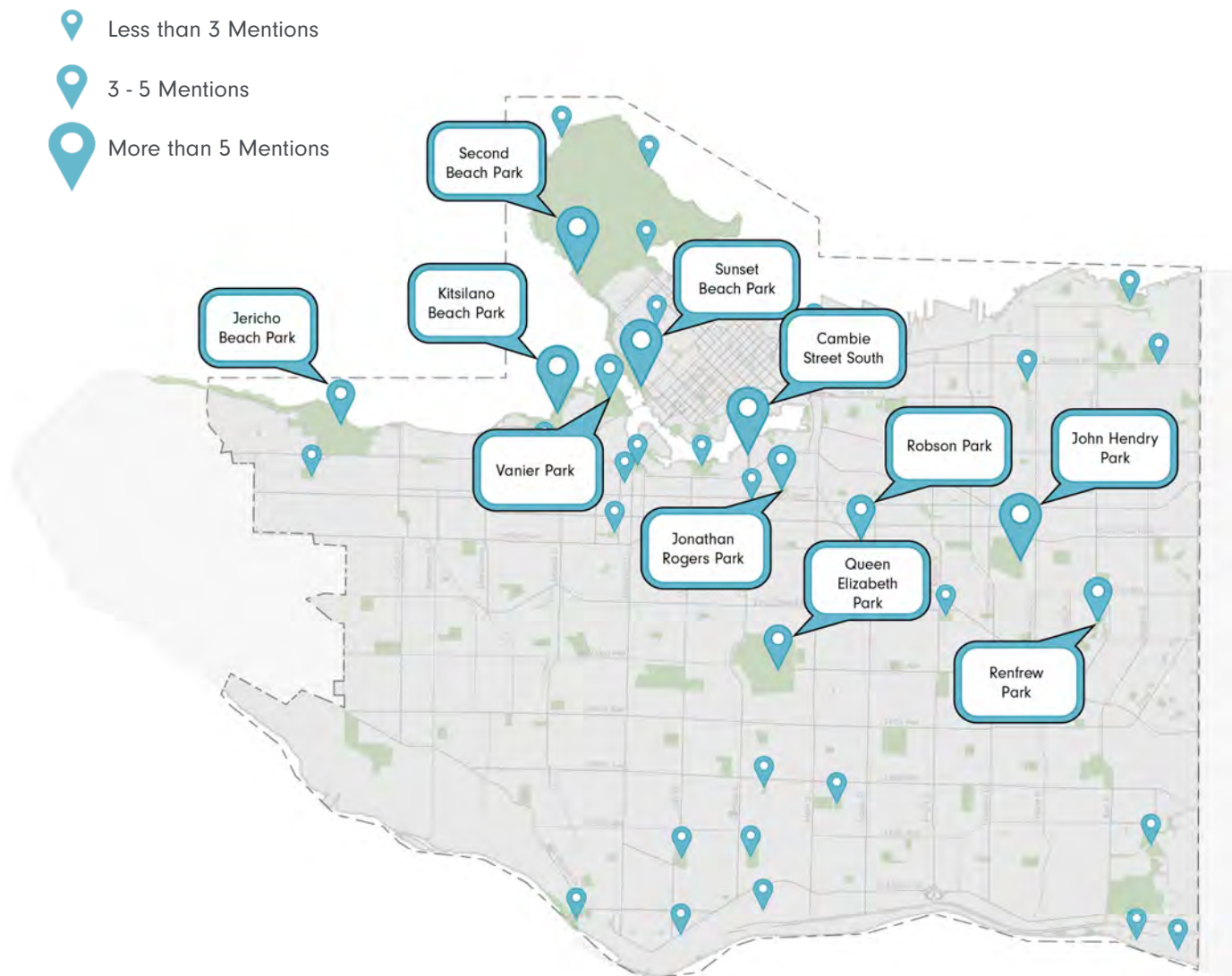
The diagram below shows existing skate amenity locations as ‘points’ with a 1 km walkshed. The blue areas are more than 1 km from a skate amenity.



4.5 PUBLIC ENGAGEMENT - "WHERE I WANT TO SKATE"

During the engagement process the user group was asked in Survey 1 and at the Sunset Beach Pop-up event to identify 'Where I want to skate'. The map below identifies all locations mentioned and shows three scales of bubbles based on the number of mentions by respondents. A small bubble is up to 2 mentions, a medium bubble 3-5 mentions and large bubble is more than 5 mentions.

There is most notable interest in three distinct areas. Firstly the beaches zone from Jericho and Kitsilano all the way around to Sunset and Second Beach. Secondly, at Broadway/City Hall and John Hendry Park. A number of other locations around the city received mention.



4.6 PRIORITIZING AREAS FOR NEW SKATEPARKS

Vancouver is home to over 230 parks that make up approximately 11% of the City's total landmass²⁴. Finding suitable locations and creating new skate amenities in these parks will form the foundation of the CitySkate network. This implementation area is supported by data gathered during the engagement phases of the project, with 88% of survey two respondents strongly supporting incorporating skate amenities into existing and new parks.

Larger scale network hubs and neighbourhood scale skateparks will act as the core of the skate network, providing destination locations for riders from all over the city.

SKATE AMENITY TYPOLOGIES



NEIGHBOURHOOD
SKATEPARK
600m² - 1,200m²



NETWORK HUB
SKATEPARK
Larger than 1,200m²

WHAT IS IMPORTANT IN LOCATING NEW SKATEPARKS?

To determine where to locate key skateparks and how to prioritize their implementation a number of factors were taken into consideration. Since these parks are intended to serve the entire city they will be located within the 'Urban Focus Area' developed through a combination of the rapid transit network and current and future population density. The service gaps have also been considered in two ways. Firstly local gaps in the existing skate amenity infrastructure, which are areas beyond the 1km walkshed of existing skateparks, and secondly consideration was given to areas identified by VanPlay to have a greater demand for low barrier access to recreation. Finally, we consider public feedback gathered through survey and open house input about 'Where I want to skate'.

The Urban Focus Area outlines the extents of potential new parks and the three other factors establish priority. The highest priority areas meet all criteria, whereas the second priority meet less criteria. The greatest priority is in the South East and West End of the City. The second priority areas essentially follow the Urban Focus boundary with omissions near existing skate amenities.

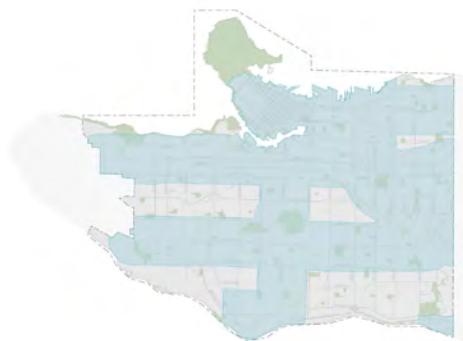
It is notable that a number of significant urban areas do not have skate amenities. These include: West End, West Broadway corridor, Cambie Corridor, Kingsway East, and the River District. Of these zones the West End, and Kingsway East are prioritized by the service gap criteria.

24. Retrieved from the City of Vancouver's "Parks, Gardens and Beaches" website viewable at: <https://vancouver.ca/parks-recreation-culture/parks-gardens-and-beaches.aspx>

PRIORITY AREAS FOR NEW SKATEPARKS MAP

LAYER 1

Urban Focus Areas (High Density Areas
+ Proximity to Transit)



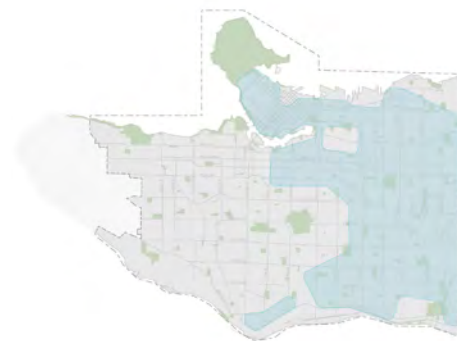
LAYER 2

Gaps in Existing Skate Amenities

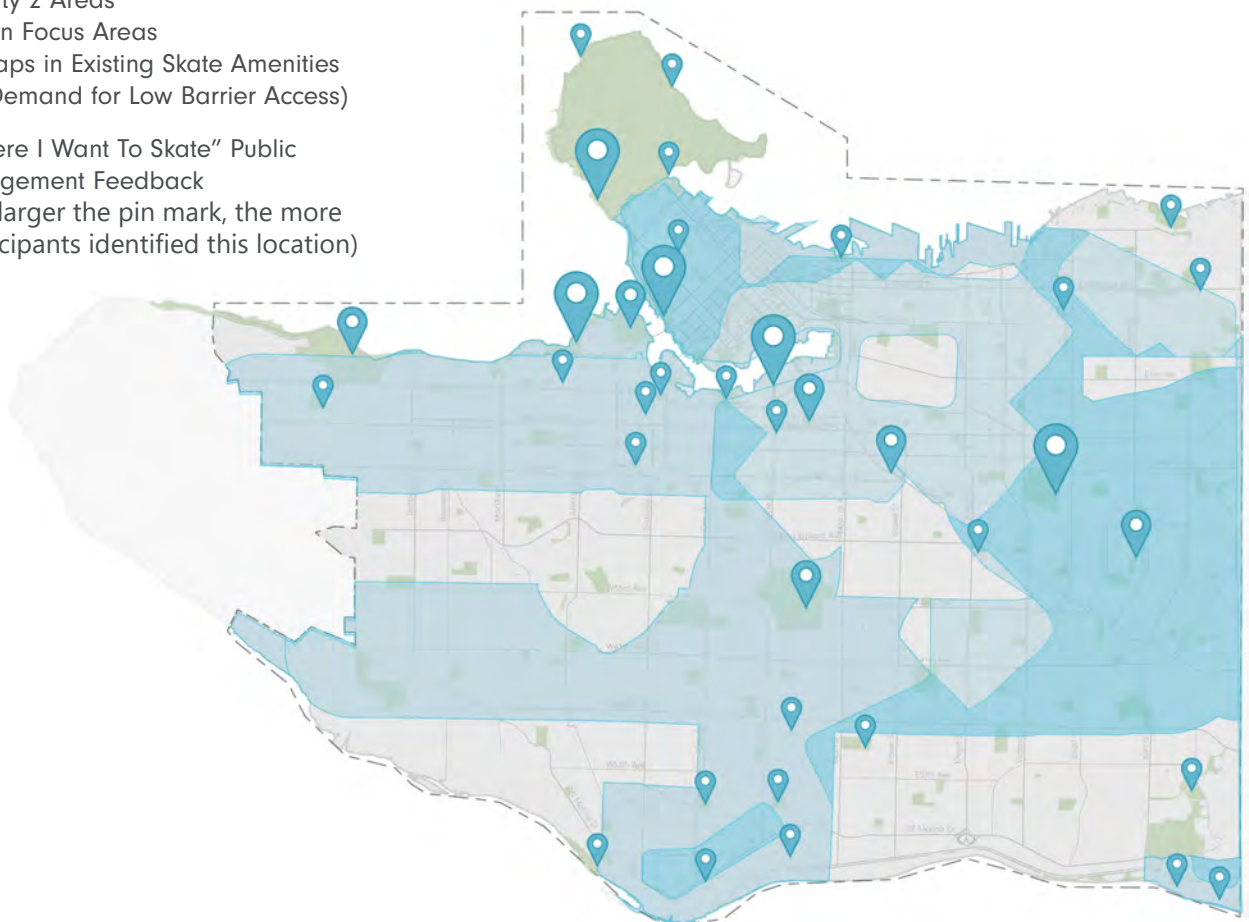


LAYER 3

Demand for Low Barrier Access to
Recreation



- Priority 1 Areas
Urban Focus Area
+ Gaps in Existing Skate Amenities
+ Demand for Low Barrier Access
- Priority 2 Areas
Urban Focus Areas
+ (Gaps in Existing Skate Amenities
OR Demand for Low Barrier Access)
- "Where I Want To Skate" Public
Engagement Feedback
(the larger the pin mark, the more
participants identified this location)

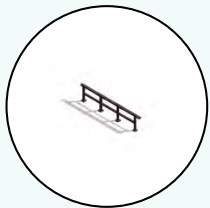


4.7 PRIORITIZING AREAS FOR NEW SKATE SPOTS AND DOTS IN PARKS

WHY SKATE SPOTS AND DOTS IN PARKS?

While larger skateparks (neighbourhood scale, and network hub scale) serve the greater city, skate spots and dots will improve network connectivity and amenity distribution around Vancouver. Spots and dots are important elements in the overall CitySkate strategy, and should be considered in both 'Urban Focus' zones, as well as less densely populated areas of the city.

SKATE AMENITY TYPOLOGIES



SKATE DOT
Less than 150m²



SKATE SPOT
150m² - 600m²

WHAT IS IMPORTANT IN LOCATING SKATE SPOTS AND DOTS IN PARKS?

As the network is built-out, decision-makers should consider compatible spaces where opportunities arise. When renewing existing parks or undertaking new park designs, skate amenities can be included as one of the program items for public input through the design process. Since the Park Board is redeveloping parks in each capital plan and funding may not be available for skate amenities in each new project, using the analysis in the CitySkate Strategy can help guide decisions around which projects should be prioritized over others.

To determine priority locations the following data maps are used. The local gaps in skate amenities map is combined with the demand for low barrier access to amenities map. In addition, engagement feedback regarding "where I want to skate" is layered on top to help prioritize further and synthesize the planning and user group data. The Southeast and West End of the city are in greatest need, while much of the city is secondary, with the exception of already served areas in the walksheds surrounding Quilchena and Kensington skate amenities.

PRIORITY AREAS FOR SKATE SPOTS AND DOTS IN PARKS

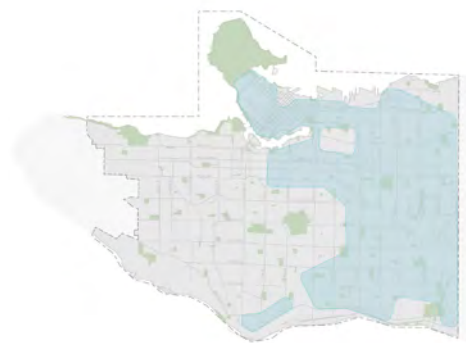
LAYER 1

Gaps in Existing Skate Amenities



LAYER 2

Demand for Low Barrier Access to Recreation



LAYER 3

"Where I Want to Skate" Public Engagement Feedback



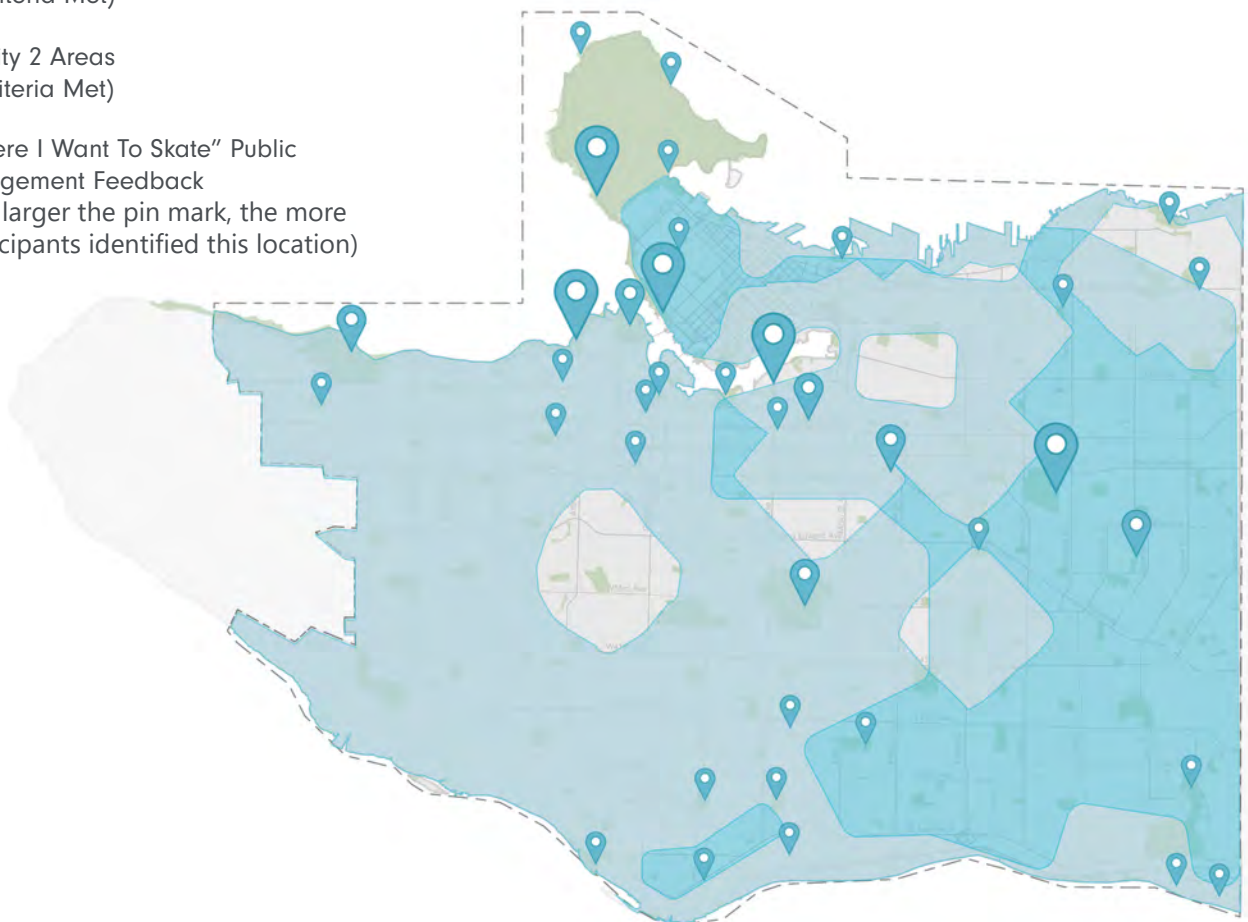
Priority 1 Areas
(2 Criteria Met)



Priority 2 Areas
(1 Criteria Met)



"Where I Want to Skate" Public
Engagement Feedback
(The larger the pin mark, the more
participants identified this location)



4.8 SKATEABLE CITY SPACES

INTEGRATING SKATE SPOTS AND DOTS OUTSIDE OF PARKS

WHAT ARE SKATEABLE CITY SPACES?

While locating skate amenities in parks forms the foundation for the skate amenity network, the CitySkate public engagement feedback identified an ardent desire for skate spaces outside of parks and in the public realm (89% of respondents). This section responds to this feedback by highlighting opportunities for integrating skate amenities outside of park land.

WHAT ARE THE BENEFITS OF SKATEABLE CITY SPACES?

Skateboarding can help activate public spaces in successful and creative ways with good planning. Exploring opportunities to incorporate skate features in street right-of-ways and public lands could help integrate skating into the city and bolster the skate amenity network. The Park Board and City of Vancouver departments should explore the creation of a "Toolkit" for establishing site suitability and design options to help City staff make informed decisions for locating new skate spots and dots outside of parks.

Private institutional lands also present an opportunity for creating skate spaces. Schools and Community centres are especially well suited to host skate amenities as they draw many youth on a daily basis and are publicly accessible buildings offering washrooms, drinking fountains, and adult oversight.

New private building developments in Vancouver offer opportunities to integrate skate amenities in the design of the

privately owned public space edges. This may include skateable public art, fortified skate-friendly site furnishings and designated urban sports areas where features are purpose built for skating and deterrents are not installed. The skate community will benefit from any institutional or private development that includes skate amenities.

WHAT IS IMPORTANT IN LOCATING SKATEABLE CITY SPACES?

Three criteria are considered for prioritizing areas for Skateable City Spaces:

Current and Future High Density Areas This shows the more heavily used urban areas.

Gaps in Access to Parks

This shows the parts of the city with less access to parkland. Creating amenities outside of parks will help offset this local park deficit.

Public Engagement

"Where I Want to Skate"

This mapping shows the locations that engagement participants "want to skate".

The resulting composite map highlights two levels of priority for implementation. The highest priority area achieves at least two of the above criteria. The second priority achieves at least one of the criteria. When considering priority areas, co-locating skate amenities near community centres, schools and along greenways provide additional access to services, improved viability, and aligns with engagement feedback. This analysis highlights preliminary prioritization and further refinement with collaborating departments will be

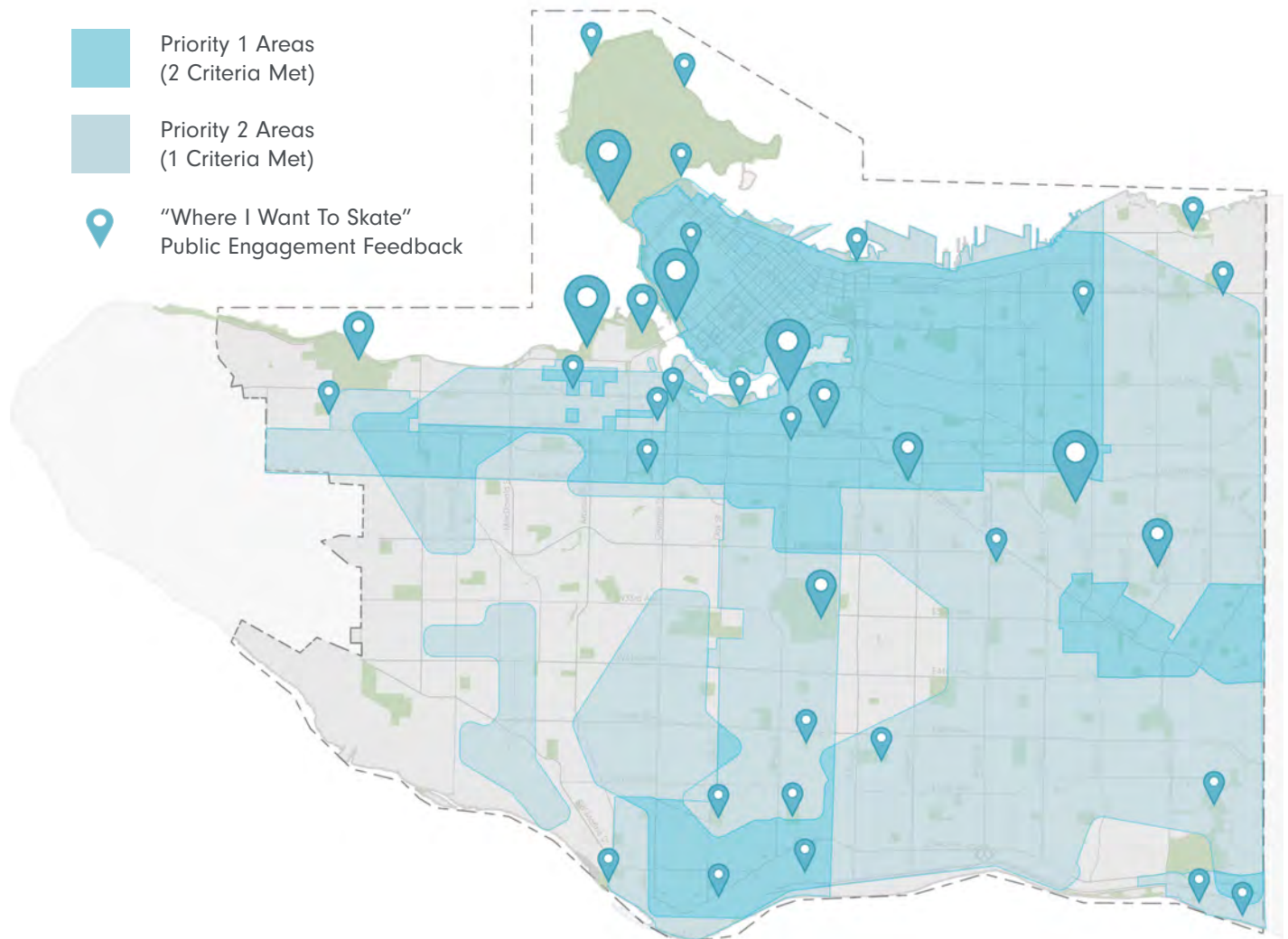
PRIORITY AREAS FOR SKATEABLE CITY SPACES

Layer 1
Current and Future High Density Areas

Layer 2
Demand for Low Barrier Recreation and
Low Access to Park Space

ADDITIONAL CONSIDERATIONS

There are a wide range of site-specific qualities that impact how suitable a site may be for integrating a skate amenity. For more information on creating skateable city spaces, see the 'CitySkate Toolkit'.



4.9 UPGRADES

WHAT ARE UPGRADES?

Well-constructed skate amenities last a long time but require ongoing maintenance to ensure they continue to be accessible and safe to use. Heavy use accelerates wear and tear with chipped ledges, damaged features and spalling or degraded surfaces considerably reducing the useability of the amenity. Scheduled and periodic renovations are needed to address the regular wear and tear of a skate amenity to ensure it continues to serve the community.

Half of the existing skate amenities in Vancouver are less than 600 square metres and are classified as skate spots or dots. Expanding key existing skate amenities takes advantage of familiar and established sites while creating more skateable terrain and building stronger anchors for the city-wide skate amenity network. As with any skate amenity project, community stakeholders should be thoroughly consulted throughout the replacement process to ensure historic or significant features are maintained in new designs.



Figure 32. Each skatepark within Vancouver's current network was inventoried and evaluated (See appendix for individual site information and scorecards).

WHAT IS MOST IMPORTANT WHEN CONSIDERING UPGRADES?

To help prioritize which existing parks will be renewed the following criteria are considered:

Age – If the park is over 15 years of age it will likely require some minor updates to surfaces and features. If it is over 20 years of age it will likely require more significant replacements.

Condition – The condition as determined by a skatepark expert is number one factor determining safety. See the "Skatepark Scorecards" in the Appendix for discussion about the skatepark facility assessments.

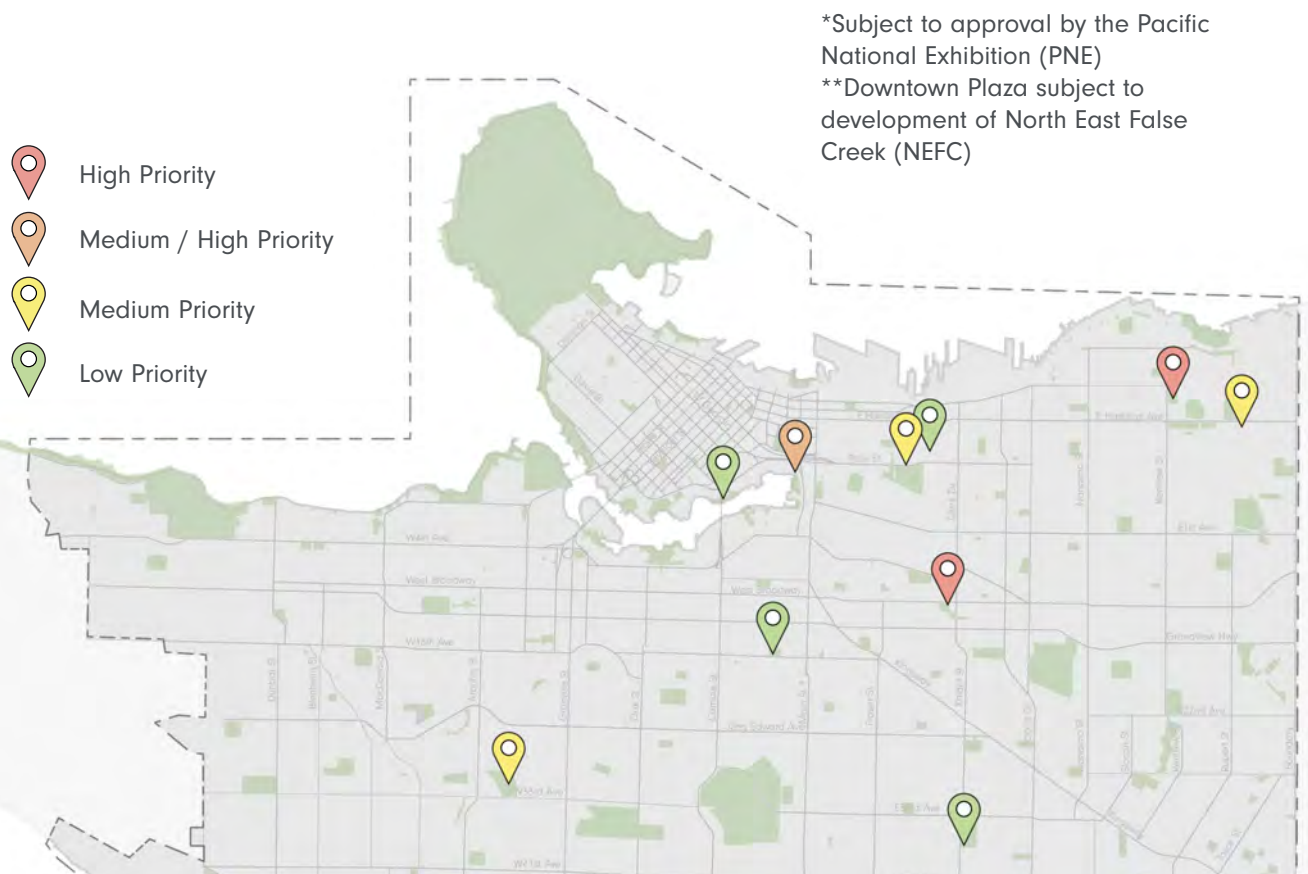
Intensity of Use – This is determined through feedback in Survey 1 which asked the user group "Where I Skate". This feedback was augmented through site observations and pop-up events.

Network Ranking – This relates to the size, location and accessibility within the broader skate network. Skateparks that are larger or within a kilometre of a major transit exchange gain higher importance as accessible city-wide facilities. This factor also reflects feedback gathered from stakeholder groups and through the public engagement process as to which skate amenities are in greatest need of upgrade.

The result of this analysis is that China Creek and Hastings Park are in greatest need for upgrades.

PRIORITIZATION OF EXISTING SKATE AMENITY UPGRADES

SKATE AMENITY	AGE	CONDITION	INTENSITY OF USE	NETWORK RANKING	PRIORITY
China Creek	Old	Moderate	High	High	High
Hastings*	Old	Moderate	High	High	High
Downtown Plaza**	Medium	Moderate	High	High	Medium - High
Leeside DIY	Medium	Moderate	Medium	Medium	Medium - High
Strathcona	Medium	Poor	Low	Moderate	Medium
Quilchena	New	Good	High	High	Medium
Coopers'	Medium	Moderate	Low	Low	Medium
Kensington	New	Good	Medium	Moderate	Low - Medium
Mt. Pleasant	New	Good	High	Low	Low - Medium
Adanac - Vernon Plaza	New	Moderate	Low	Low	Low



4.10 SKATEBOARDING AND GREENWAYS ANALYSIS

THE IMPORTANCE OF GREENWAYS TO SKATEBOARDING

Skateboarding as transportation was a key takeaway from the public engagement process with 78% of survey two participants using skating as a mode of transportation. Accessing skate amenities by sustainable and affordable modes of transportation is not only a reality for many users, it is also aligned with City of Vancouver policy including the Transportation 2040 plan, Climate Action Plan, and supports the guiding principle of equity by continuing to provide low-barrier access to skate amenities without requiring private vehicle ownership.

WHAT MAKES A GREENWAY "SKATE FRIENDLY?"

In the second phase of public engagement, 76% of participants cited rough ground as a main challenge for skating as transportation, with 38% and 34% of participants citing too many vehicles and other road users and not enough space to feel safe, respectively. Site-specific characteristics play a critical role in the ability for skateboards and other small-wheeled activities to be viable forms of active transportation.

The primary concerns among users are:

1. Ensure smooth, clean, and consistent surfacing
2. Maximize the width of useable hardscape for passing, slowing, and stopping
3. Reduce and/or slow down vehicular traffic where applicable

The City's greenways network provide an opportunity for skateboarders and other small wheeled sports to connect to various amenities across the city. As these routes are upgraded, surface conditions are improved and vehicle volumes on greenways are reduced, these links will be further improved for small-wheeled riders. Safely locating skate spots and dots adjacent multi-use pathways (MUPs) where appropriate can introduce an element of play and increase user engagement along active transportation routes. The City's Engineering and Active Transportation departments support exploring opportunities to include skate amenities along active transportation corridors and will continue collaboration with the Park Board to locate spots and dots as opportunities arise.

The greenways across the city that connect existing skate amenities can and likely already do play a role in enabling users to get to their skate friendly destinations. Criteria that have emerged in early conversations to encourage skating and small-wheeled modes of transportation on greenways include urban focus areas (density and proximity to transit), slope, and proximity. These criteria can be further considered by City of Vancouver and Park Board staff in the future.

1. Urban Focus Area

Earlier in Chapter 4, an analysis defined the urban focus areas, which reflect areas of the city that are higher in density, and proximity to transit, which both imply an increased demand on existing greenways within this zone. This emphasizes those greenways that are likely more heavily used and important to a skate-able network.

2. Major Greenway Slope Mapping

Through the public engagement phase, “hills are too steep and/or too long” was identified as one of the top barriers to using skateboarding as transportation in the city. Skateboard and small wheeled sports are challenged by steeper slopes and Vancouver’s topography varies in elevation. Based on this, a mapping analysis was done to determine the slopes of major greenways across the city. The

slope analysis map represents slopes with four colours of green, yellow, orange and red (green being low or more level, and red being high or steep). Some routes have very low slope, such as False Creek and the Arbutus Corridor. Moderate slopes affect north-south routes like the Ontario Greenway, and east-west routes like 37th Avenue Greenway.

3. Proximity & Alignment with Existing Skate Amenities

All ages and abilities (AAA) greenways typically have separated routes and/or traffic calming measures as they are implemented, which provide a safer and more enjoyable travel experience for skateboard and small wheeled sport users. This map reflects the segments of existing greenways that link the existing skate amenities in the most direct route possible while also having separated routes and/or traffic calming measures already in place.



Figure 33. Skaters cruise along a downtown bike lane. While not ideal, skaters will use what space is available to explore the city. Photo: Budgeron Bach

THE RELATIONSHIP BETWEEN GREENWAYS AND SKATEBOARDING

This mapping analysis demonstrates the primary greenways within the 'Urban Focus Area' as well as greenways connecting skate amenities to create a cross-city network that links to major transit facilities and waterfront locations. According to this analysis, the Arbutus Greenway connects Quilchena Skatepark to the future Broadway Skytrain, and continues over to Coopers Park and the Downtown Plaza via the Seaside Greenway. In addition, the proposed greenway routes of Midtown Way (as well as the Adanac bikeway),

connect several existing skate amenities to each other and to major transit routes and neighbourhoods. Although not a designated greenway, the Adanac bikeway is an important active transportation link in the skate amenity network and is included in this analysis. These greenway routes are extremely important and show high potential for increased use by skateboarders, are important to the existing skate amenity network, and play a role in supporting more sustainable modes of transportation.



Figure 34. A skater pushes down a separated greenway. Photo: Maksim Oncharenok

SLOPE ANALYSIS



Figure 35. Existing Greenway Slope Analysis + Proposed Greenways
 < 3% 3 - 5% 5 - 7% > 7%

URBAN FOCUS AREAS + EXISTING SKATE AMENITIES

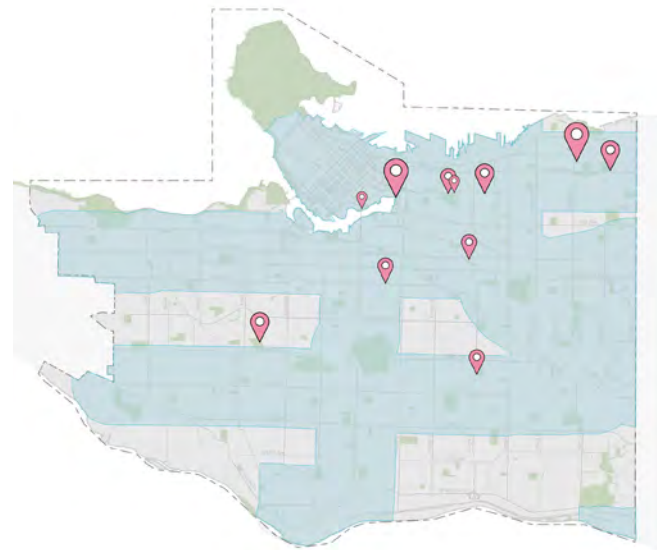


Figure 36. Urban Focus Areas + Proximity & Alignment with Existing Skate Amenities



*Future updates to the Greenways Plan are anticipated. For greenway names, see Chapter 5.4.

4.11 PARTNERSHIPS AND PROGRAMMING

Skate-related programming and partnerships can optimize opportunities for skateboarding, by supporting lessons and events and enriching the skate community. The Park Board is fostering the relationship with Community Centre Associates which can help realize shared visions and common goals for delivering recreation to the community.

YEAR-ROUND SKATE OPPORTUNITIES

Lack of year-round opportunities for skating was a top concern among survey participants. It was noted that the lack of covered and indoor facilities leads to limited options during the rainy months, which impacted their ability to use uncovered spaces in wet weather. It is also well documented that Vancouverites who want to train and compete at elite or professional levels must leave the city to find year-round skating opportunities. Without creating or finding indoor or rain-sheltered skate amenities, the Park Board will not be meeting the needs of the skate community.

SKATE HOSTS

A skate host is a Park Board employee who oversees the safe use of a skate park, helps keep it clean, and provides assistance and support to skateboarders during set times during the week. This is a popular program and one that youth requested more of during the CitySkate engagement process. The program also supports the Park Board's efforts to increase equity and inclusion through recreation programs.

LESSONS, CAMPS, AND LEARNING OPPORTUNITIES

Skate-related lessons and camps provide youth and beginners with the confidence and security of learning the sport in a safe and welcoming environment. Introductory lessons and drop-ins help reduce barriers to skateboarding such as fear of injury, while also teaching new skills and providing opportunity to gain experience with the sport. Programs also provide occasions for like-minded youth to meet skate friends. During the CitySkate engagement process, participants noted that without programs or drop-ins, they only meet each other at occasional skateboard events or contests which don't meet the needs for long term community building. A common theme from women, young girls and people in the LGBTQ+ community was that skate programs provided them with a safe place where they felt accepted when there were few other outlets for them to be active and social.

DIY SPACES

Building a strong skate community is about involvement and empowerment. Skateboarders naturally interact with and change spaces to create opportunities to challenge themselves and progress in the activity. The Do-It-Yourself (DIY) culture may have started out of necessity, but it is an important act of creativity and discovery. Supporting DIY opportunities will contribute to these benefits and have a beneficial impact on the skate community. DIY skate amenities may be on vacant spaces or incorporated as an area within new skateparks.



Figure 37. People gather to skate the “green ramp” at a pop-up event at Sunset Beach



Figure 38. A group of friends hangs out at the local DIY skate space. Photo: Olia Danilevich

4.12 DETERMINING REQUIRED SPACE

Skateboarding is different than many other sports and present a unique challenge in determining how much space is required to support the skate community. Unlike sports such as basketball and tennis, skateboarding and other small-wheel sports are not always confined to a designated area for participation.

Participation is therefore much more complex to determine and requires a multi-pronged approach to estimating spatial needs for the user group. Nevertheless, determining the area required to meet the needs of Vancouver's skate community is important in selecting, prioritizing and distributing sites across the city.

Two methods of estimation are used to determine the current and future gap in skate amenity space. The first estimation for spatial needs is drawn from VanPlay and the second is based on population data, participation rates, and projected growth over the next 20 years.

Utilizing both methods provides validation on strategic quantification of spatial needs and is important for confidently planning future facility development around the city. It should be noted that both estimations include the assumption that as much functionally covered skateable space will be provided as feasibly possible.

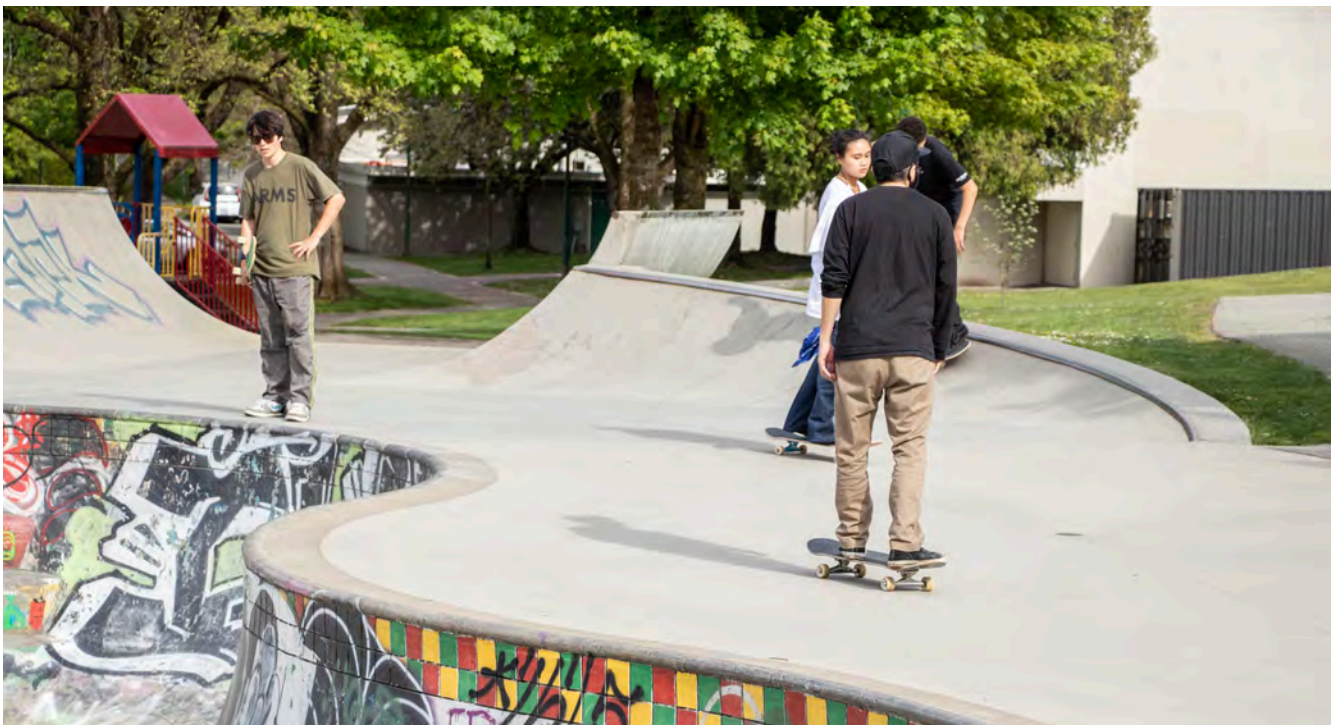


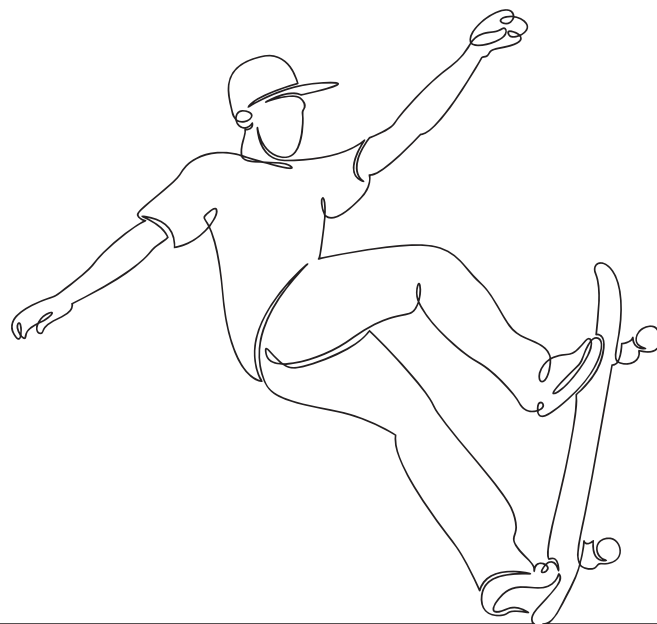
Figure 39. Skaters Enjoying Kensington Skatepark

VANPLAY SKATE AMENITY SPACE ESTIMATE

Adopted in 2018-2019 by the Vancouver Park Board, the VanPlay Master Plan sets the over-arching framework to guide all Park Board activity connecting people to active living and community. In an inventory analysis, VanPlay identified a deficiency in the supply of skate spaces as well as their distribution across the city. The document notes that “smaller parks are currently not meeting the needs of local users as they are often overcrowded and not big enough to have multiple skateboarders skating simultaneously¹⁶.” The identified need for more skateable terrain and lack of distribution across the city is consistent with the public feedback gathered during the CitySkate public engagement process and are key priorities for the CitySkate Strategy recommendations¹⁷.

VanPlay also highlights the lack of covered skate spaces in Vancouver and the limitations that poses to skateboarding year-round in Vancouver’s wet climate. This sentiment was reinforced throughout the CitySkate public engagement process.

In a preliminary survey of existing skateboard infrastructure, VanPlay recommended the construction of one skatepark and two smaller skate dots (or spots) per capital cycle (4-year period). Beginning in the next capital plan, this would equate to between 9,760 m² and 15,800 m² of new skateable terrain by 2040¹⁹.



16. VanPlay Inventory & Analysis – Skate Park Analysis, July 2018

17. See “Engagement Summary Phase 1” in the Appendix

19. Based on 5 capital cycles, from 2019 to 2042

POPULATION, PARTICIPATION AND GROWTH ANALYSIS

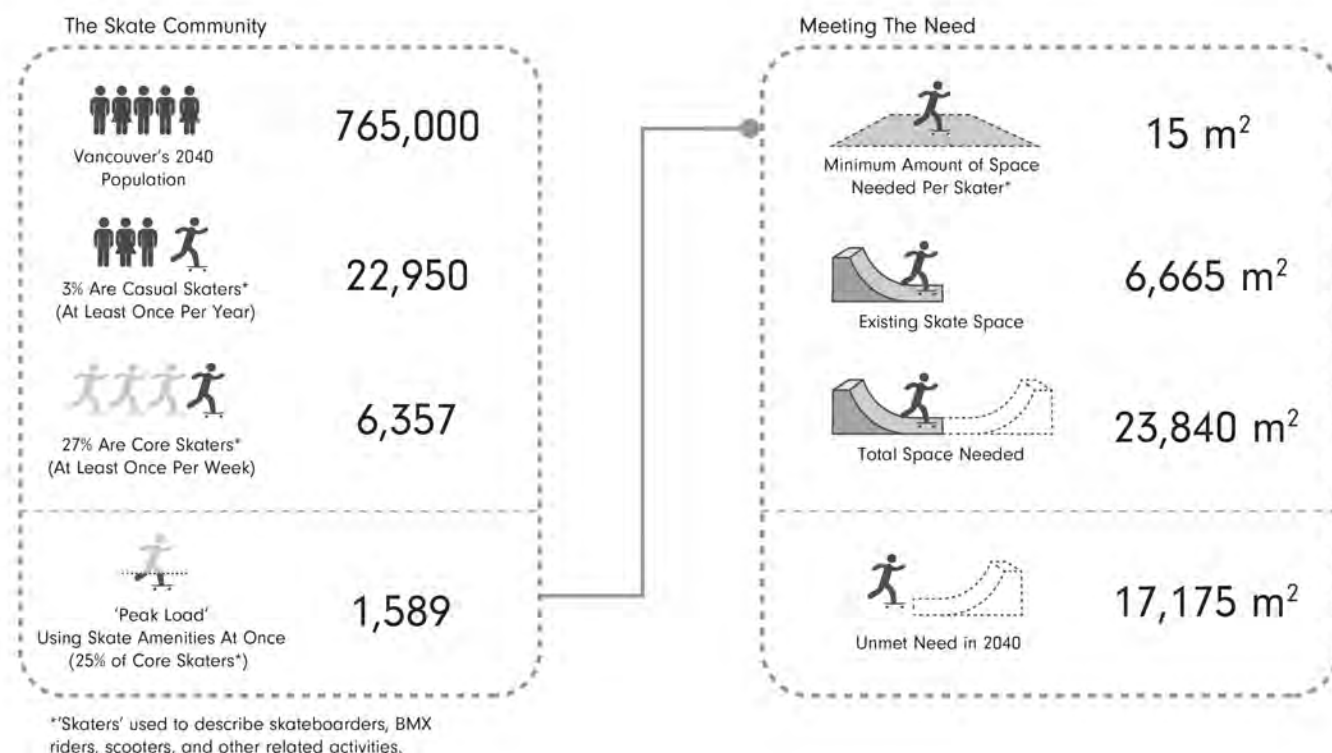
Analyzing population data, participation rate and growth projections is another useful approach in understanding how much skateable space is needed to adequately meet the needs of Vancouver's skate community. In 2020, the City of Vancouver was home to an estimated 675,000 people. By 2040, the City of Vancouver's population is projected to grow 13% to over 765,000 people²⁰.

Developed by the Skatepark Project in the United States, "Skatepark Adoption Model" (SAM) is a well-established method for determining the amount of skate amenity space needed to serve a population. The SAM estimates that 3% of the overall population participate in skateboarding based on census data. Assuming this projection includes participation in skate-

related sports like inline skating, scootering and BMX riding among others, there will be an estimated 22,951 riders in Vancouver by 2040.

A recent survey conducted by Statistics Canada noted 27.7% of British Columbians reported regularly participating in some form of sports²¹. Using this statistic as a measure of "core skaters" the CitySkate strategy conservatively projects that at peak demand only 25% of the core group are skating at one time. This extrapolation predicts that approximately 1,589 riders are estimated to be using Vancouver's skate amenities at one time in 2040.

Another conservative estimate of spatial needs involves the practical consideration that skateboarding is a very social activity that typically includes friends gathering together at a given skate spot to "session" an obstacle or engage in casual skateboarding. The SAM model discusses



the reality that up to 10 or more skaters can utilize a space at one time - with only a single skateboarder actually performing a trick on a given obstacle at any given moment. For this reason, the diagram of spatial needs below (Figure 49), shows a group of skateboarders watching the action, yet occupying amenity space around the "deck". Taking the social reality of skateboarding into consideration, a reasonable space for execution of a trick requires 150m². When that number is divided by a projected user group of 10 individuals occupying the skate amenity space at one time - we result in 15m² of space required.

It is estimated that 23,840m² of skate amenity space will be needed to meet the base demands of skateboarding and related activities in Vancouver by 2040. Vancouver currently has approximately 6,665m² of existing skate amenity space resulting in an unmet need of approximately 17,175m² by the year 2040.

Estimated Cost By Skate Amenity Based on \$650 / m ²		
Type	Size	Construction Cost*
Skate Dot	< 150m ²	Up to \$100k
Skate Spot	150m ² - 600m ²	\$100k - \$400k
Neighbourhood Skatepark	600m ² - 1,200m ²	\$400k - \$800k
Network Hub Skatepark	> 1,200m ²	\$800k - \$1.6m

*Estimates based on costs in 2022 dollars. Does not include costs for consulting services, development related off-site improvements, site servicing, additional site amenities and contingencies

20. Metro Vancouver 2040: Shaping Our Future - Appendix A. (2010).

21. 'Regularly' means at least 2 or 3 times a month in a season for a certain period of the year. Retrieved from Statistics Canada. "Regular participation in sports by sex and other demographic characteristics"

22. Skatepark capacity suggested by the Public Skatepark Guide (2021)

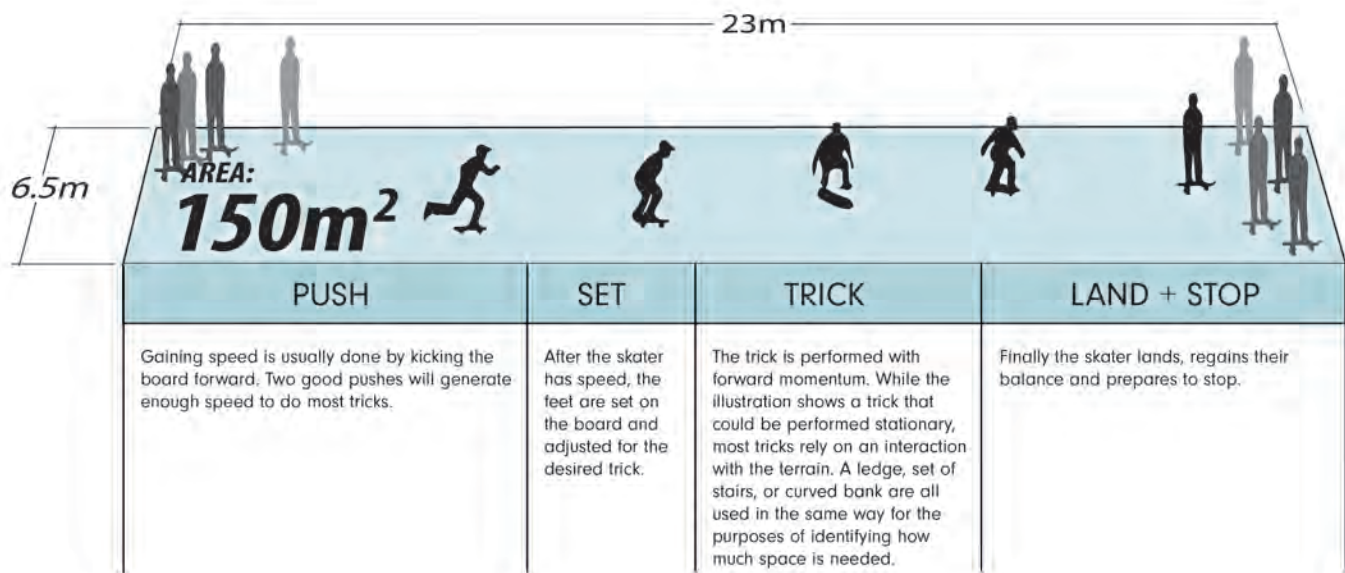
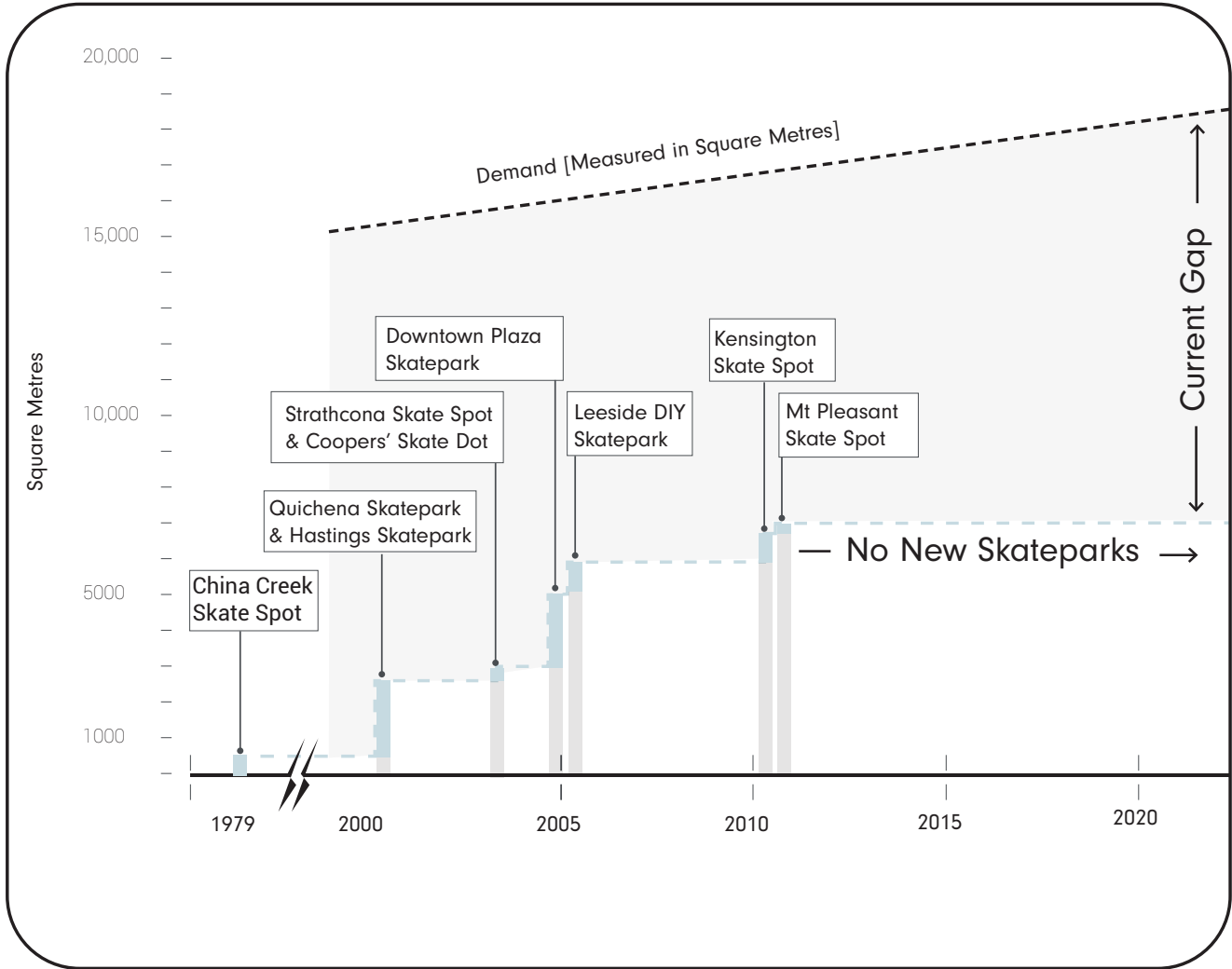


Figure 40. Diagram Explaining How Much Space is Needed Per Skate Amenity User. Adapted from the Skateboard Adoption Model.

CATCHING UP

The lack of investment in skate amenities over the past decade combined with the continued growth of the skate community and participants in related activities has contributed to the gap between current skate amenity space and required space.







CHAPTER 5: RECOMMENDATIONS



5 RECOMMENDATIONS

5.1 THE STRATEGY FRAMEWORK

The CitySkate Strategy sets out a recommended rollout of future skate amenities in Vancouver over the next 20 years. The strategy is organized around a framework that was developed through the public engagement process, stakeholder consultations, and urban planning and mapping analysis. The framework consists of 4 guiding principles, a vision and mission statement, and 7 goals that inform and guide the implementation recommendations.

GUIDING PRINCIPLES

The guiding principles are the foundation of the CitySkate Strategy and describe how skateboarding in Vancouver ought to be. Each principle is embedded within the implementation of this plan and guides the development of all skate amenities across the city. Skateboarding in Vancouver is equitable, inclusive, quality and collaborative.

Equitable

Easy to participate for those who need it most.

Inclusive

Welcoming for people of all backgrounds.

Quality

Safe, accessible, and durable.

Collaborative

Brings benefits to everyone involved.

VISION AND MISSION

The vision and mission guide the intention of the CitySkate Strategy, setting out what the strategy intends to accomplish and how we can get there.

Vision

In the year 2040, Vancouver is home to a well-connected network of approachable and welcoming skate amenities that serve a thriving and diverse skate community.

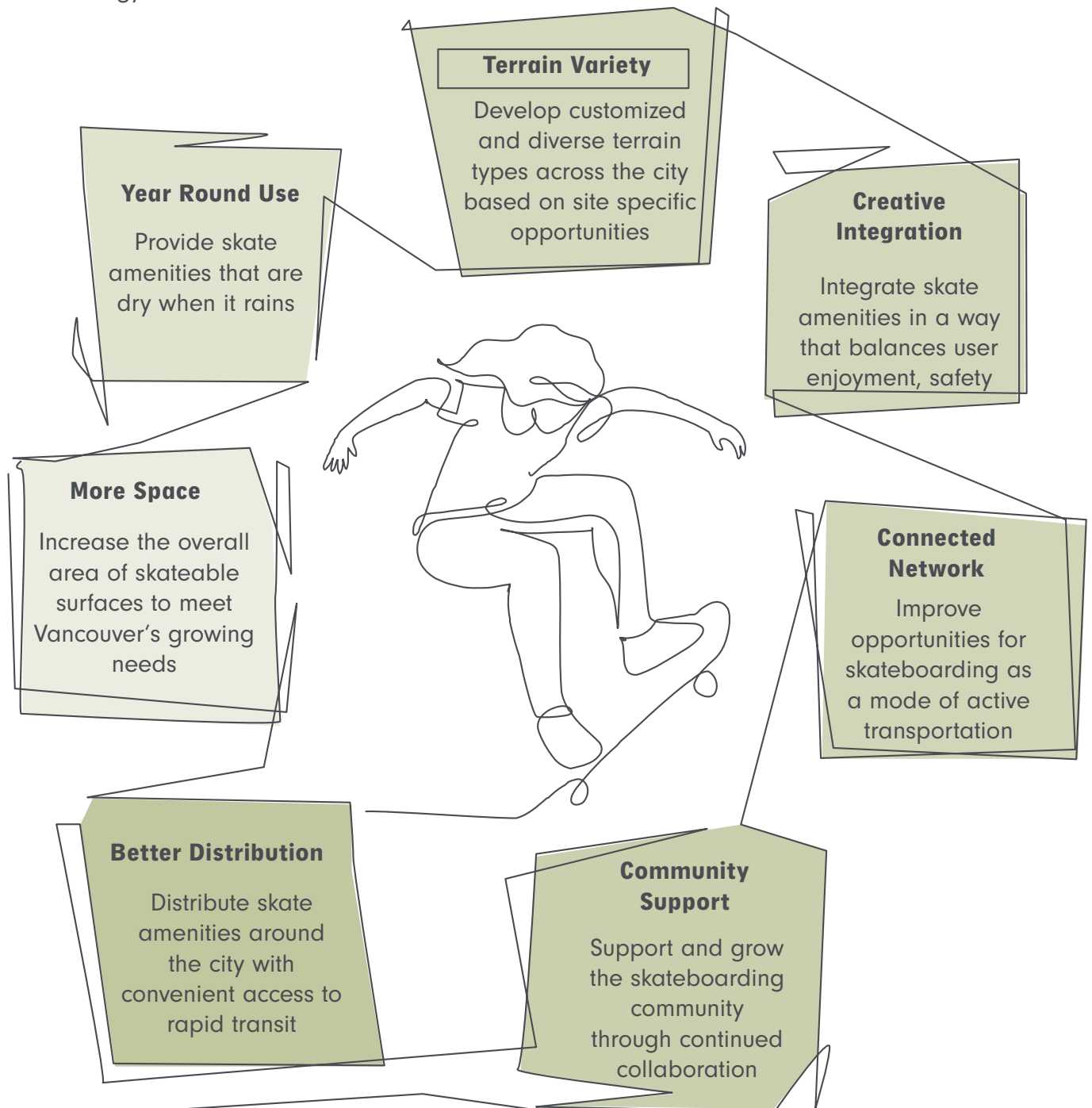
Mission

To support and expand the skateboarding community through provision of amenities that meet demand, by enhancing user safety and promoting acceptance of skateboarding within recreation culture, and the inclusion of a diverse user group with a variety of backgrounds and skill levels.



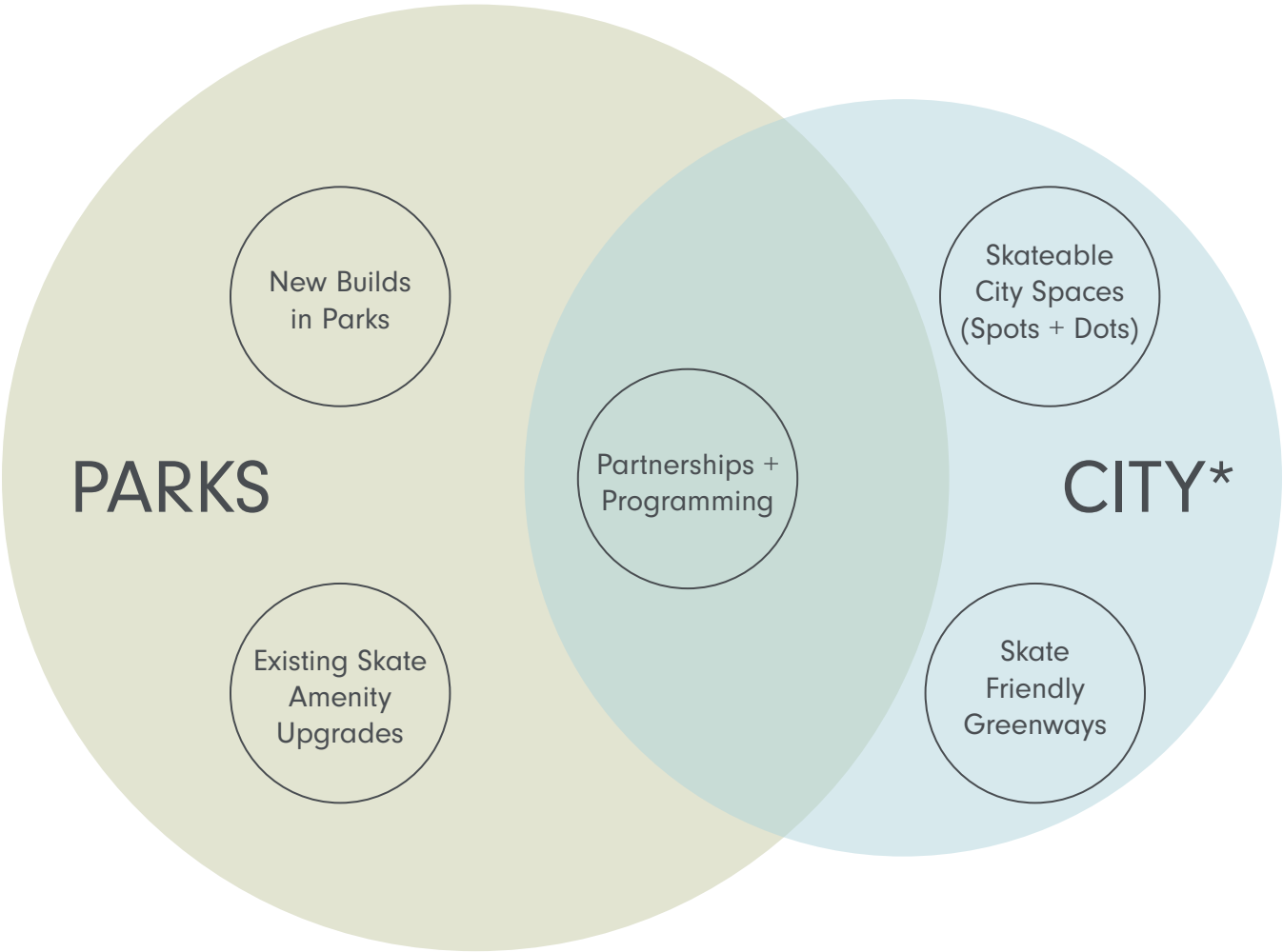
GOALS

Through public and stakeholder engagement and analysis of the current conditions of skateboarding in Vancouver, the following 7 key goals were identified for the Strategy:



IMPLEMENTATION AREAS

There are five Implementation Areas that will see this plan fulfilled. New Builds in Parks, Existing Skate Amenity Upgrades, Greenways, Skateable City Spaces, and Partnerships & Programming. The diagram below outlines the jurisdiction that these Implementation Areas fall under and speaks to how collaboration is key to delivering skate amenities across the city and meeting the demand. The recommendations for each Implementation Areas are summarized in the table to the right. The following chapter provides greater detail for each Implementation Area, supported by mapping and diagrams.



*City refers to spaces outside of Park jurisdiction

IMPLEMENTATION AREA	KEY ACTIONS
New Builds in Parks	1. Construct four new “network hub” and three new “neighbourhood” scale skate parks to act as the foundation of the skate amenity network.
	2. Construct 10 new skate “spots” and “dots” in parks throughout the city as opportunities arise.
Existing Skate Amenity Upgrades	1. Upgrade six existing skate amenities with modern construction standards to ensure safe and interesting spaces that meet future demand.
	2. Provide high level oversight on the condition and maintenance needs of skateparks.
Skateable City Spaces	1. Work with the City of Vancouver to explore opportunities for new or temporary or permanent spots and dots in the public realm.
	2. Collaborate with the Vancouver School Board to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces.
	3. On private lands, encourage private developers to provide skate-able features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses.
Skate Friendly Greenways	1. Look for opportunities to collaborate with the City of Vancouver’s Engineering department on the integration of skate spots and dots when upgrading existing or implementing new greenways in the city.
	2. Explore with the City of Vancouver’s Engineering department on ways to improve the greenway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.
	3. Consider small-wheeled access to the overall greenway network to support skateboarding as a pivotal mode of sustainable transportation.
Partnerships and Programming	1. Park Board to seek access to year-round, rain sheltered skate amenities.
	2. Designate existing and new spaces that promote a DIY (Do-It-Yourself) atmosphere.
	3. Expand the Skate Hosts program for each neighbourhood or network hub scale skatepark.
	4. Coordinate skate programming and events internally and/or through partnerships with user groups.

5.2 NEW BUILDS IN PARKS

The foundation of the skate network will rely on the Network Hub and Neighbourhood parks. These will be located to optimize accessibility and access to site amenities. The prioritization of roll-out is based on the Urban Focus Area and Service Gaps.

Spots and Dots in parks offer localized opportunities and will be prioritized based on Skatepark Gaps and VanPlay Equity initiatives (see mapping in Section 4.3).

Key Action 1

Construct four new “network hub” and three new “neighbourhood” scale skate parks to act as the foundation of the skate amenity network.

Key Action 2

Construct 10 new skate “spots” and “dots” in parks throughout the city as opportunities arise.

New Builds in Parks		
Key Action 1 - Construct Skate Spots and Dots		Timeframe
1.1	Construct a new “network hub” scale skatepark in the Slokan/ Renfrew districts.	Phase 1
1.2	Construct a new “neighbourhood” skatepark in the Kitsilano district.	Phase 1
1.3	Construct a “network hub” scale skatepark in the Broadway district.	Phase 2
1.4	Construct a “network hub” scale skatepark in the Waterfront Parks district.	Phase 2
1.5	Construct a “network hub” scale skatepark in the Cambie Corridor district.	Phase 3
1.6	Construct a “neighbourhood” scale skatepark in Vancouver’s south district (Marine Gateway or East Fraser Land districts).	Phase 4
1.7	Construct a “neighbourhood” scale skatepark in a suitable location.	Phase 5
Key Action 2 - Construct Skate Spots and Dots		Timeframe
2.1	Request for Proposals’ for new park designs to include skate amenities for consideration in park programming. This may include dedicated skate spaces, skate friendly furnishings, skateable art, among other skate-oriented features.	Ongoing
2.2	Promote and incorporate alternative site furnishing details that differ from the typical skate deterrent approach and that increase durability and allow for skateboard and small-wheel use.	Ongoing
2.3	Build at least 2 spots or dots per capital plan.	Phases 1 - 5

Catchments

The Network Hub Skateparks will provide city-wide access, and therefore each one will have a large catchment. A 30-min rapid transit trip is the goal of the catchment zones shown on the diagrams above the plan.



Figure 41. Slocan / Renfrew District Network Hub Catchment Area



Figure 42. Waterfront District Network Hub Catchment Area

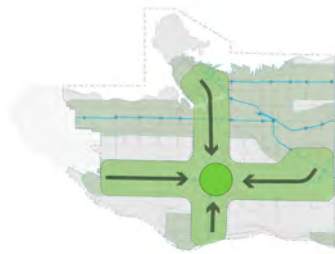
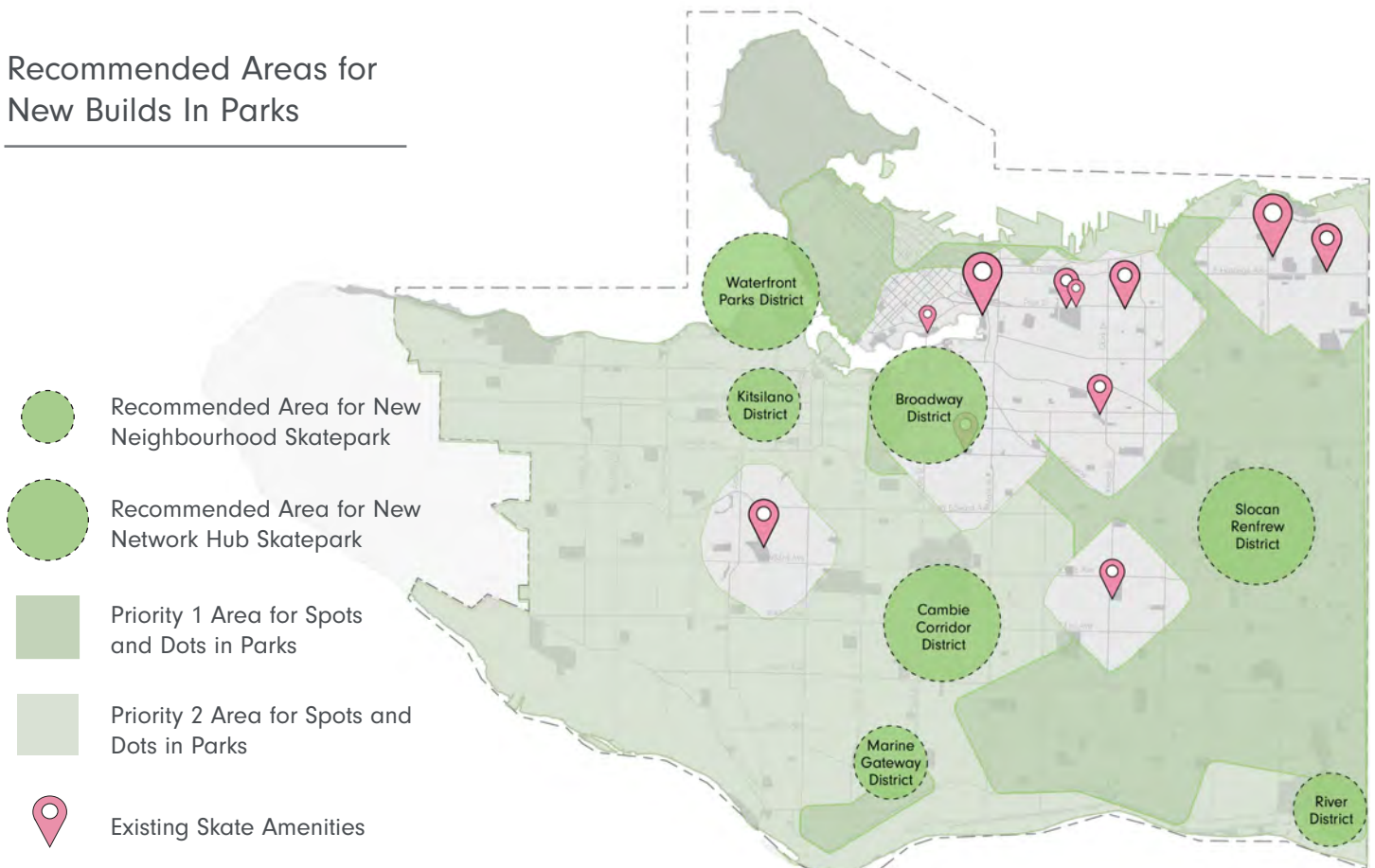


Figure 43. Cambie Corridor District Network Hub Catchment Area



Figure 44. Broadway District Network Hub Catchment Area

Recommended Areas for New Builds In Parks



SELECTING SUITABLE SITES

When considering a site for a skate amenity in a park, there are key considerations to determine site suitability. The two over-arching areas are 1. Urban Planning criteria and, 2. Site Specific criteria.

NEIGHBOURHOOD PLANNING

Compatibility

The first consideration is compatibility with surrounding land uses. Residential land uses are the most sensitive to noise generating activities and therefore distance of offset is an important consideration.

Access

The site should be accessible by active transportation and transit. Larger parks should also have adequate options for access by car and include parking options.

SITE SPECIFIC

Site Suitability

This covers a range of concerns from safety to site impact and buildability. The selected site should not have a significant effect on landscape elements, such as mature trees. The site should be highly visible from public roads, pathways and/or adjacent buildings. The ground must be stable enough to construct a skate amenity. Finally, the site conditions and access shouldn't adversely impact construction costs.

Landscape Integration

Consideration must be given to how stormwater management may be affected by new skate amenities. Buffer to prevailing winds may be necessary to ensure a hospitable space. If noise is a concern, topography or other forms of barriers and screens may be used to buffer or shield noise.

SUPPORTING AMENITIES

Supporting amenities are important for creating a hospitable environment for park users. The below table highlights important amenities based on skate space size.

Feature	Dot	Spot	Neighbourhood	Network Hub
Trash Receptacles	×	×	×	×
Integrated or Stand Alone Benches			×	×
Drinking Fountains		×	×	×
Shade Structure/Trees		×	×	×
Picnic Table Area			×	×
Washrooms in proximity				×
On-Site Washrooms				×
On-Street Parking				×
Off-Street Parking				×
Food Provisions in Vicinity				×
Lighting				×

Figure 45. Recommended supporting site features for various skate amenity sizes

Site Selection Criteria							
Scale	Category	Criteria	Description	Dot	Spot	Neighbourhood	Network Hub
				Consideration Level			
Neighbourhood Planning	Compatibility	Residential Setback	Enough space between homes and skate amenities to mitigate against noise impacts	Minor	Medium	Major	Major
		Adjacent Park Uses	Opportunity to co-locate with other recreation facilities and amenities	Minor	Medium	Major	Major
		Land Use Around Parks	Compatibility with commercial, industrial, and institutional land uses around the park	Minor	Minor	Medium	Major
	Access	Greenways	Reasonably accessible by a AAA greenway	Minor	Medium	Major	Major
		Public Transit	Reasonably accessible by public transit	Minor	Medium	Major	Major
		Pedestrian Focused	A location with high walkability potential	Medium	Major	Major	Medium
Site Specific	Site Suitability	Buildability	Locations that allows an ease of construction	Minor	Medium	Major	Major
		Visibility	Location allows for more eyes on the amenity space to improve safety and avoid nuisance	Medium	Medium	Major	Major
		Existing Landscape	Able to work around high value vegetation, slope and hydrology	Minor	Minor	Major	Major
	Landscape Integration	Stormwater Integration	Opportunities to accommodate and support site stormwater management goals	Minor	Minor	Medium	Major
		Noise Reduction	Using existing landform or landscape features to help with noise mitigation	Minor	Medium	Major	Major
		Wind Buffer	Using existing landform or landscape features to help with excessive wind across the site	Minor	Medium	Major	Major

Figure 46. Criteria matrix for selecting skate amenity sites in parks

5.3 SKATEABLE CITY SPACES - INTEGRATING SKATE SPOTS AND DOTS

There are opportunities for the City, institutional organizations and private landowners to contribute to the skateable city spaces aspect of this strategy. The map on the next page identifies preliminary areas for the City to explore creating urban skate opportunities in street-right-of-ways or other public land. Throughout the city co-locating skate spots and dots with a range of land uses including near parks and greenways, schools, community centres, commercial areas and transit stops align with findings from the engagement phases and meets current Park Board policy through VanPlay. An important consideration is how amenities are managed on an ongoing basis. Stewardship opportunities with the community need to be central to the planning of spots and dots.



Figure 47. Young kids hang out with their skateboards.
Photo: Max Fischer

Key Action 1

Work with other civic institutions to explore opportunities for new, temporary or permanent spots and dots in the public realm.

- 1.1 Continue to meet with the Skate Plan Oversight Team (SPOT) to explore locations for temporary or permanent spots and dots.
- 1.2 Collaborate and work cross-directionally with the SPOT team to complete the CitySkate Toolkit - A Guide to help integrate skate amenities into the city fabric.

Key Action 2

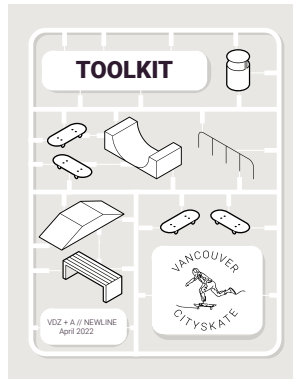
Collaborate with the Vancouver School Board to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces.

Key Action 3

On private lands, encourage private developers to provide skateable features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses.

RECOMMENDED AREAS FOR INTEGRATING SKATEABLE CITY SPACES INTO THE PUBLIC REALM OUTSIDE OF PARKS

The CitySkate Toolkit provides insights into considerations for small skate spaces (in progress).



BENEFICIAL PLACES TO CO-LOCATE WITHIN OR BEYOND PRIORITY ZONES



PARKS



GREENWAYS



COMMUNITY CENTRES



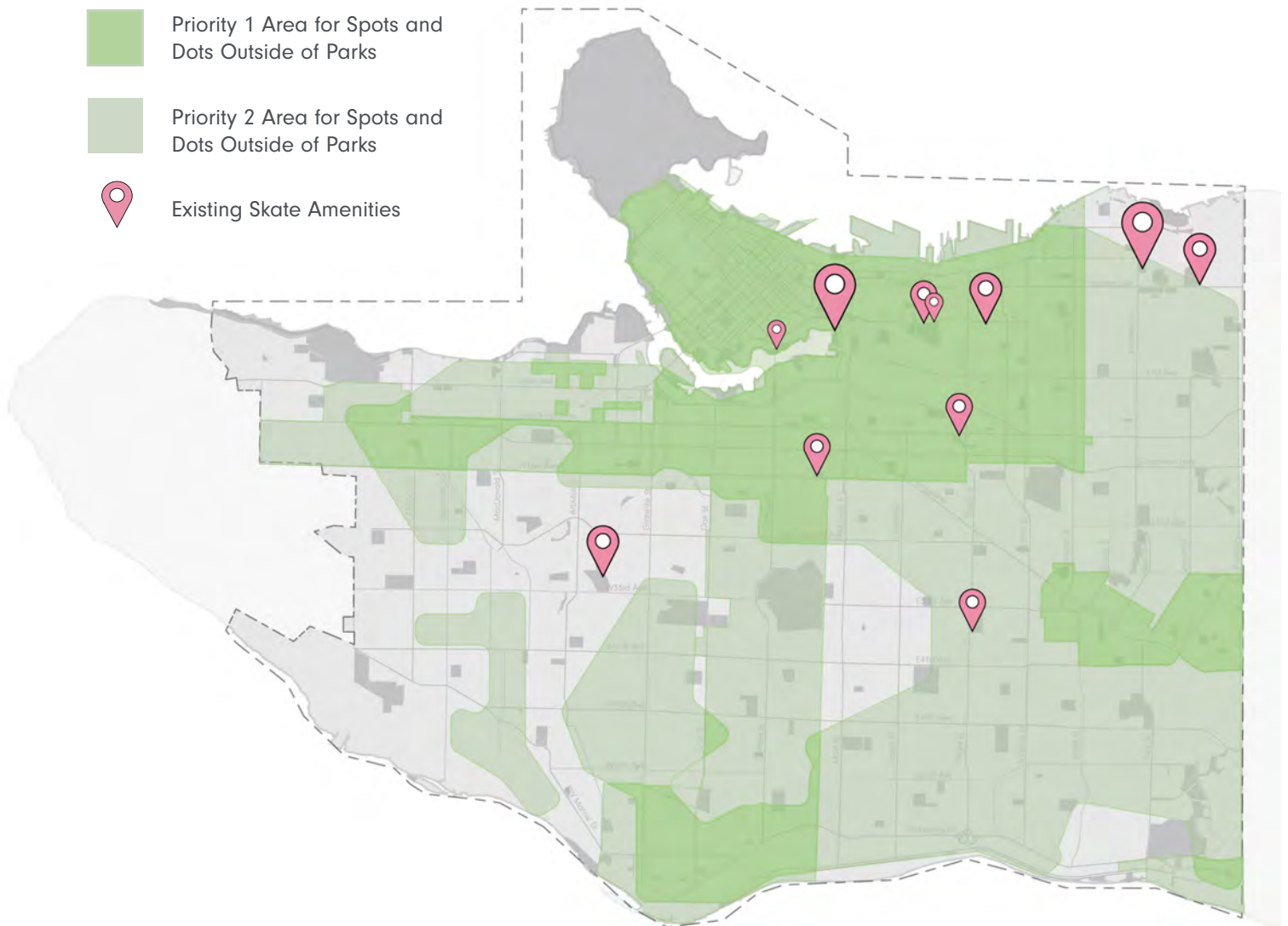
SCHOOLS



NEAR TRANSIT



COMMERCIAL AREAS



5.4 SKATE FRIENDLY GREENWAYS

A skate friendly city-wide greenway network will help encourage active transportation, while linking existing and future skate amenities, neighbourhoods and urban nodes.

Key Action 1

Look for opportunities to collaborate with the City of Vancouver's Engineering department on the integration of skate spots and dots when upgrading existing or implementing new greenways in the city.

Key Action 2

Explore with the City of Vancouver's Engineering department on ways to improve the greenway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.

Key Action 3

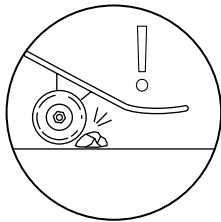
Consider small-wheeled access to the overall greenway network to support skateboarding as a pivotal mode of sustainable transportation.



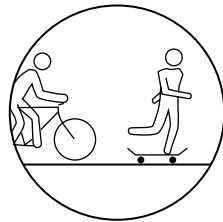
Figure 48. A skater pushes along a separated greenway. Photo: Maksim Goncharenok

SKATE FRIENDLY GREENWAY IMPROVEMENTS

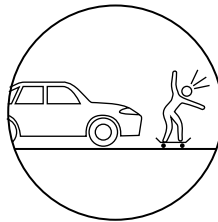
The following four key considerations make a greenway more 'skate friendly' and can help with future improvements to support an overall skate-able network. These considerations can apply to greenways in both parks and city lands and support the overall accessibility for those with mobility needs.



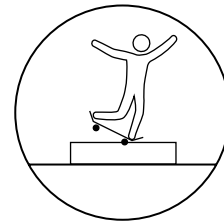
Smooth Surface



Increased Width

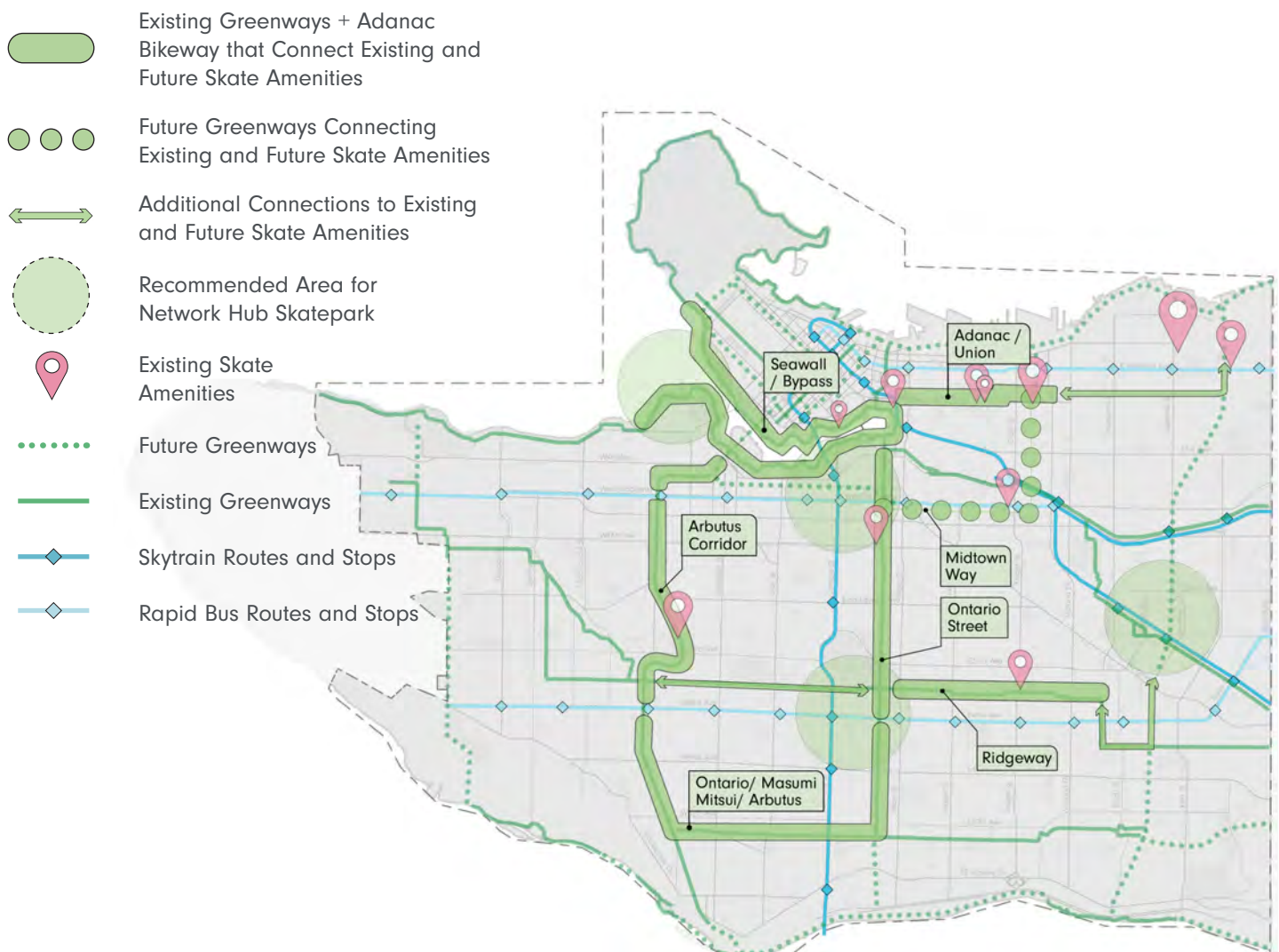


Traffic Calming



Integrate Spots and Dots

EXISTING/ FUTURE SKATE AMENITIES AND THE GREENWAY NETWORK



5.5 EXISTING SKATE AMENITY UPGRADES

While skate amenities require minimal upkeep in comparison to other recreational assets, it is necessary to maintain them in good condition so they continue to support the skate community with safe places to skate. The recommended rollout of skate amenity upgrades will ensure continuity of this network for decades to come.

Key Action 1

Upgrade six existing skate amenities with modern construction standards to ensure safe and interesting spaces that meet future demand.

Key Action 2

Provide high level oversight on the condition and maintenance needs of skateparks.

Upgrades		
Key Action 1 - Upgrade With Modern Construction Standards		Timeframe
1.1	Upgrade China Creek Skate Spot (including preservation of the heritage bowls).	Phase 1
1.2	Upgrade Leaside DIY – Support community led renovations in the spirit of DIY.	Phase 1
1.3	Upgrade Hastings Skate Park (subject to approval by the Pacific National Exhibition (PNE) as the operator).	Phase 2
1.4	Coopers Skate Dot (renovate features and improve surfacing).	Phase 2
1.5	Strathcona Skate Spot (replace).	Phase 3
1.6	Kensington Skate Spot (replace).	Phase 3
1.7	Downtown Skate Plaza (subject to North East False Creek (NEFC) Development Plans).	Phase 5
Key Action 2 - Oversight On The Condition And Maintenance Needs		Timeframe
2.1	Regular annual inspection of existing skate parks to review condition and maintenance issues.	Ongoing
2.2	Collaborate with Park Operations to develop protocols for maintenance including graffiti management.	Phase 1

Prioritized Skate Amenity Upgrades



5.6 PARTNERSHIPS AND PROGRAMMING

Over the past 10 years, the development of skate amenities has not kept up with the demand and growth of the skate community and the relationship to the skate community calls for improvement. The Skate Strategy was developed to help build and grow the relationship with the Skate Community. The Park Board has a relationship to continue to build and foster with Vancouver's Skate community. Building partnerships and programs helps to work towards a common vision and shared goals. Only through ongoing support and communication will trust and respect continue to progress.

In Vancouver there is a fundamental barrier to skateboarding, namely the rainy climate. The Park Board should continue to seek solutions to providing year-round skate amenities through indoor opportunities.

One community building aspect of skateboarding includes modifying and making skate spaces together. Designating spaces that promote a DIY atmosphere can help cultivate a sense of community among user groups.

Finally, overseeing safe skate spaces, and supporting events and lessons will help foster happy and healthy new riders in Vancouver's skateparks.

Park Board to collaborate with Community Centre Associations and other partners to work on the following four actions:

Key Action 1

Park Board to seek access to year-round, rain sheltered skate amenities.

Key Action 2

Designate existing and new spaces that promote a DIY (Do-It-Yourself) atmosphere.

Key Action 3

Expand the Skate Hosts program for each neighbourhood or network hub scale skatepark

Key Action 4

Coordinate skate programming and events internally and/or through partnerships with user groups.



Figure 49. Family friendly celebration of skateboarding at the All Aboard Event

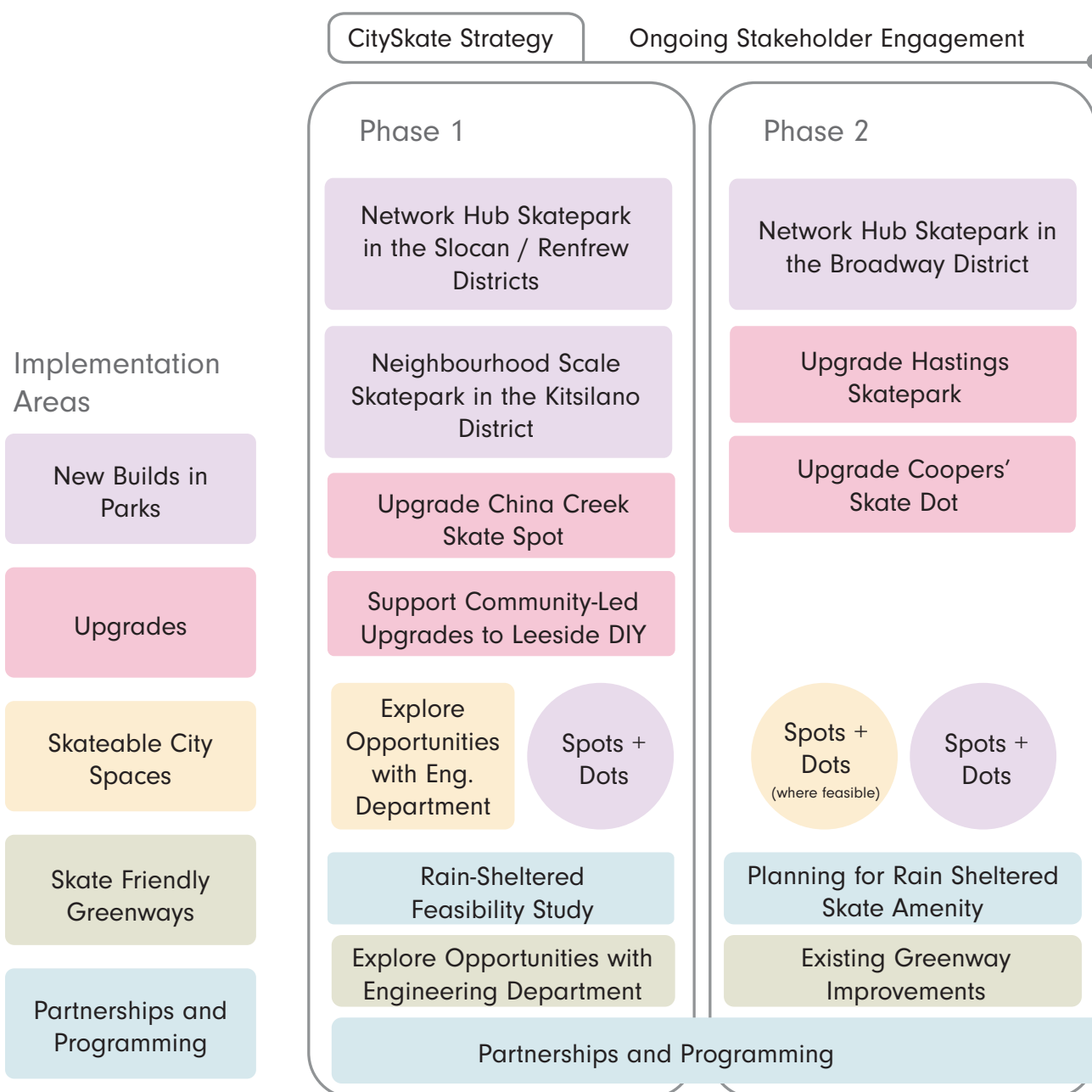
Programming and Partnerships		
Key Action 1 - Year-Round, Rain Sheltered Skate Amenities		Timeframe
1.1	Collaborate with Community Centre Associations (CCA's) on flexible indoor programming opportunities in existing community centre facilities.	Ongoing
1.2	Develop a Feasibility Study for a Small-Wheeled Sports Shared Indoor / Covered Facility.	Phase 1
1.3	Planning for a Small-Wheeled Sports Shared Indoor/ Covered Facility.	Phase 2
1.4	Development of a Small-Wheeled Sports Shared Indoor/ Covered Facility.	Phase 3
Key Action 2 - Promote A DIY (Do-It-Yourself) Atmosphere		Timeframe
2.1	Determine the limit of liability for DIY spaces.	Phase 1
2.2	Support the skate community in the development of sanctioned DIY skate amenities.	Phase 2
Key Action 3 - Expand the Skate Hosts Program		Timeframe
3.1	Explore opportunities for summer student employment as seasonal skate hosts at skateparks.	Phase 1
3.2	Explore opportunities to partner with champions within local user groups to act as skate hosts at skateparks.	Ongoing
Key Action 4 - Coordinate Skate Programming And Events		Timeframe
4.1	Support skate-related events in the city through funding or other resources.	Ongoing
4.2	Support local user groups to create skate-related programming in the city.	Ongoing



Figure 50. Example of programming hosted by Skate Like a Girl

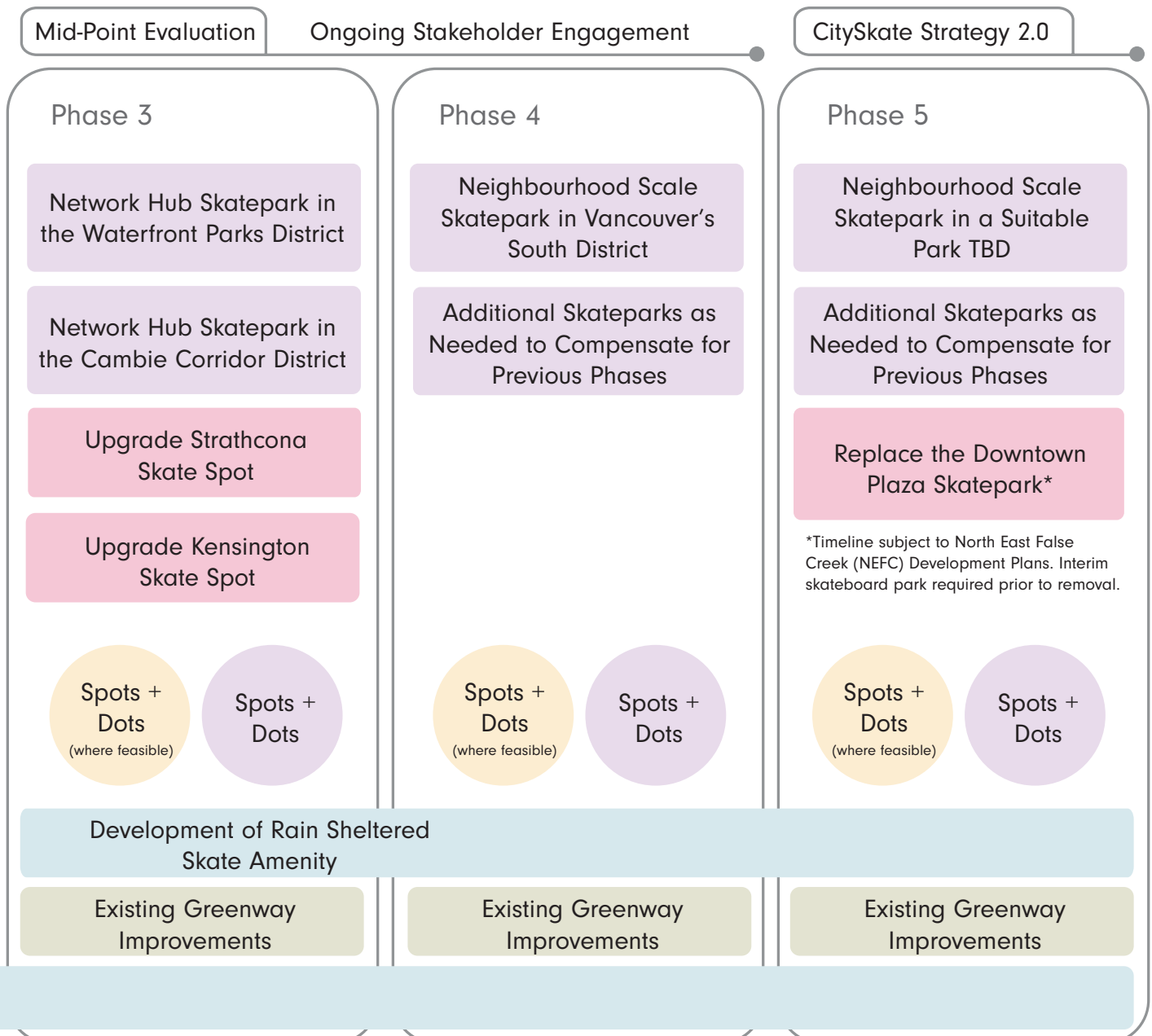
5.7 IMPLEMENTATION TIMELINE

This section outlines a phased timeline for achieving the goals over the next 20 years. In order to provide the flexibility to adjust to a changing urban landscape and capitalize on new opportunities that may arise in the future, the locations recommended in later phases are less specific than those in the beginning phases. All plans for implementation are subject to the Capital Planning process which is decided upon at each phase by the Park Board and City of Vancouver.



The implementation of skate spots and dots particularly outside of park land are not labelled as they will be highly site specific and are likely to rely on opportunities arising with collaborating departments, organizations, and partners.

Across all phases of implementation, the CitySkate Strategy recommends that meaningful public engagement and consultation is undertaken with local and impacted communities, stakeholders and user groups for consideration of locations, design, size and other relevant factors in establishing new skate amenities.



5.8 CATCHING UP

This section briefly recaps the history of skate amenity development and how the CitySkate Strategy will help attain future goals.

Vancouver's skate amenity development can be considered in three parts:

1. Skate Amenity Development from 1979 to 2011.
2. Absence of Skate Amenity Development from 2011-2022.
3. CitySkate Strategy Adoption from 2022 onwards.

Most skate amenities were developed in a 10 year period of 2001-2011. After this time there was a lull which saw the gap between supply and demand for skate space widen. The most important aspect of the Catch-up Model diagram below are the phased green bars which acknowledges the adoption of the CitySkate Strategy and represents new skate park development progressing consistently towards the Strategy Goals to 2042.

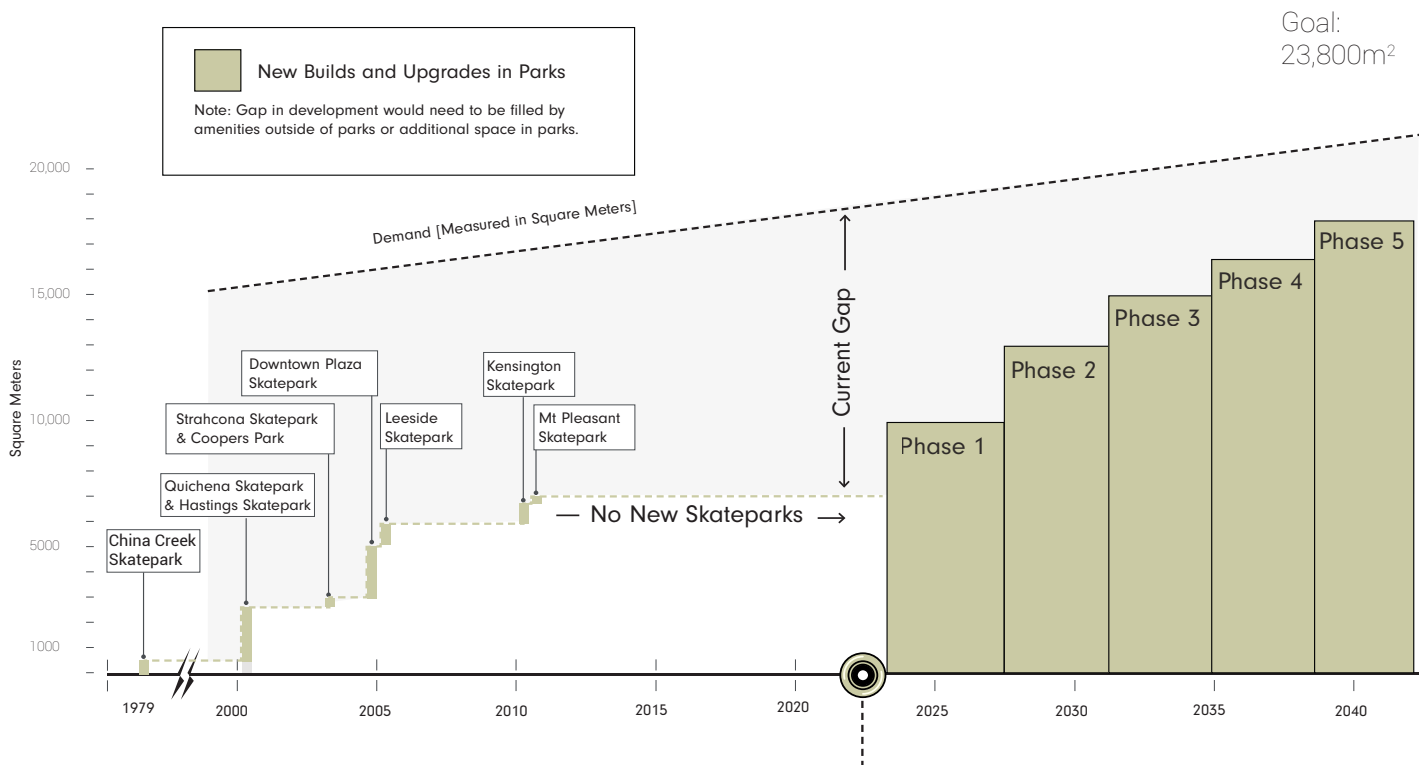
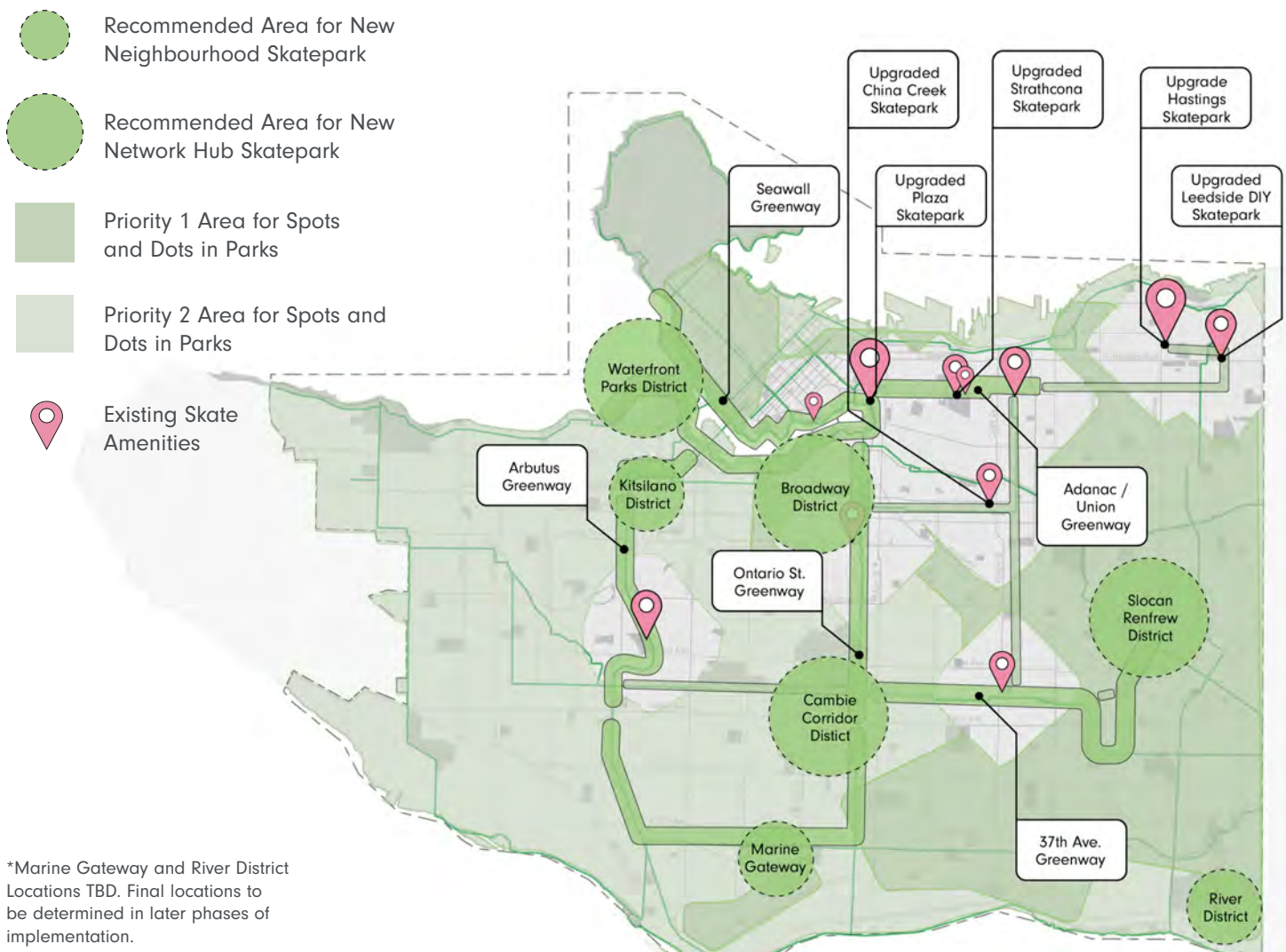


Figure 51. Catchup model

5.9 THE 20 YEAR VISION

At the culmination of CitySkate's implementation, Vancouver's skate amenity network will include:

- Four new "network hub" scale skateparks.
- Three new "neighbourhood" scale skateparks.
- Ten skate spots / dots in parks.
- Over 11,000 m² of new skate amenity space in Parks for a total of 18,000 m² in Parks.
- Rain sheltered skate amenities for year-round participation.
- Multiple sanctioned DIY skate amenities.
- Ongoing maintenance and care program ensuring safe and high-quality spaces.
- Park Board supported skate events and programming.



APPENDICES





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Public Engagement Phase 1 - Survey Summary
Public Engagement Phase 2 - Survey Summary
Skatepark Scorecards

Appendix 1
Appendix 2
Appendix 3



APPENDIX 1 - Public Engagement Phase 1 - Survey Summary



Public Engagement Phase 1 - Survey Summary



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Executive Summary

The Vancouver Board of Parks and Recreation (Parks Board) and the City of Vancouver are developing a long-range strategy for skateboard facilities in Vancouver.

Over two phases, the new Skateboard Amenities Strategy will be developed to provide a long-term vision for skateboarding and other wheeled sports in Vancouver, articulate and define service levels, provide a flexible “design tool kit” to support the growth of skatable surfaces across the City and develop recommendations for implementation.

Participation:

Phase 1 engagement included:

- 2,146 online survey respondents through Shape Your City
- 105 people engaged in-person at popular skate amenities and skate-related events
- 4,264 people visited the Shape Your City webpage
- City of Vancouver’s Social Media - Tweets, Youtube, Instagram
- Youtube Video - Soliciting Survey Responses

Integrating Input:

Project staff and the consultant team will integrate feedback from this round of engagement with technical analysis to:

- Develop a preliminary city-wide skate network design, which will include different park sizes, access options, terrain types, and recommended locations for new skateparks
- Determine the quantity of new terrain needed; and
- Understand community sentiment regarding existing skateparks and spaces.

Survey - Key Insights

The survey results demonstrate there is a vibrant skateboarding culture in the City of Vancouver that consists of a diversity of skate spaces - both formal and informal - that are well-used by a wide range of participants in wheeled sports. Over 2,000 skateboarders and participants of other wheeled-sports responded to the survey, with many involved in community initiatives, meetups, volunteering, advocacy, mentorship, online community groups, and DIY initiatives. Skateboarding is not only a major contributor to participants’ wellbeing (almost 9 in 10 stated they participate in skateboarding and other wheeled sports to stay active, relieve stress and hang out with friends/meet new friends), but it is also a widely used form of transportation (50% of participants).

Although Vancouver’s skate community is thriving, users of skate spaces raised several key concerns / areas for improvement with the existing skate network and infrastructure.

- 1. Need for more skateable terrain:** Less than a third of respondents rated the amount of skateable space in Vancouver as being good or excellent. Respondents noted they were just as likely to use streets, public areas and DIY spaces as they were designated Park Board sites.
- 2. Need for covered skate spaces:** The need for more skateable terrain is likely to be heightened in the winter months given that only two skate spaces are currently partially covered (Plaza) or fully covered (Leeside). Comments in many of the questions expressed this need.
- 3. Lack of distribution across the City:** Only 2 in 10 were satisfied with the distribution of skate amenities across the city. More than half of respondents felt that skate amenities were not easy to get to.

Executive Summary

Results from the survey provided clear considerations for a future skate network and the design of future amenities, including:

- Create more covered skateable spaces
- Incorporate movable/modular features and a variety of skateable terrain
- Embrace DIY skate locations
- Intentionally design skate features into public spaces and incorporate lots of green space around skate amenities
- Reduce conflicts between different types of users (through design, stewardship, signage)

Further engagement with the broader non-skate amenity user community is needed. Less than 6% (or 127) of survey respondents indicated they are not a skate amenity user.

Please see section below for the detailed results.

Project Background

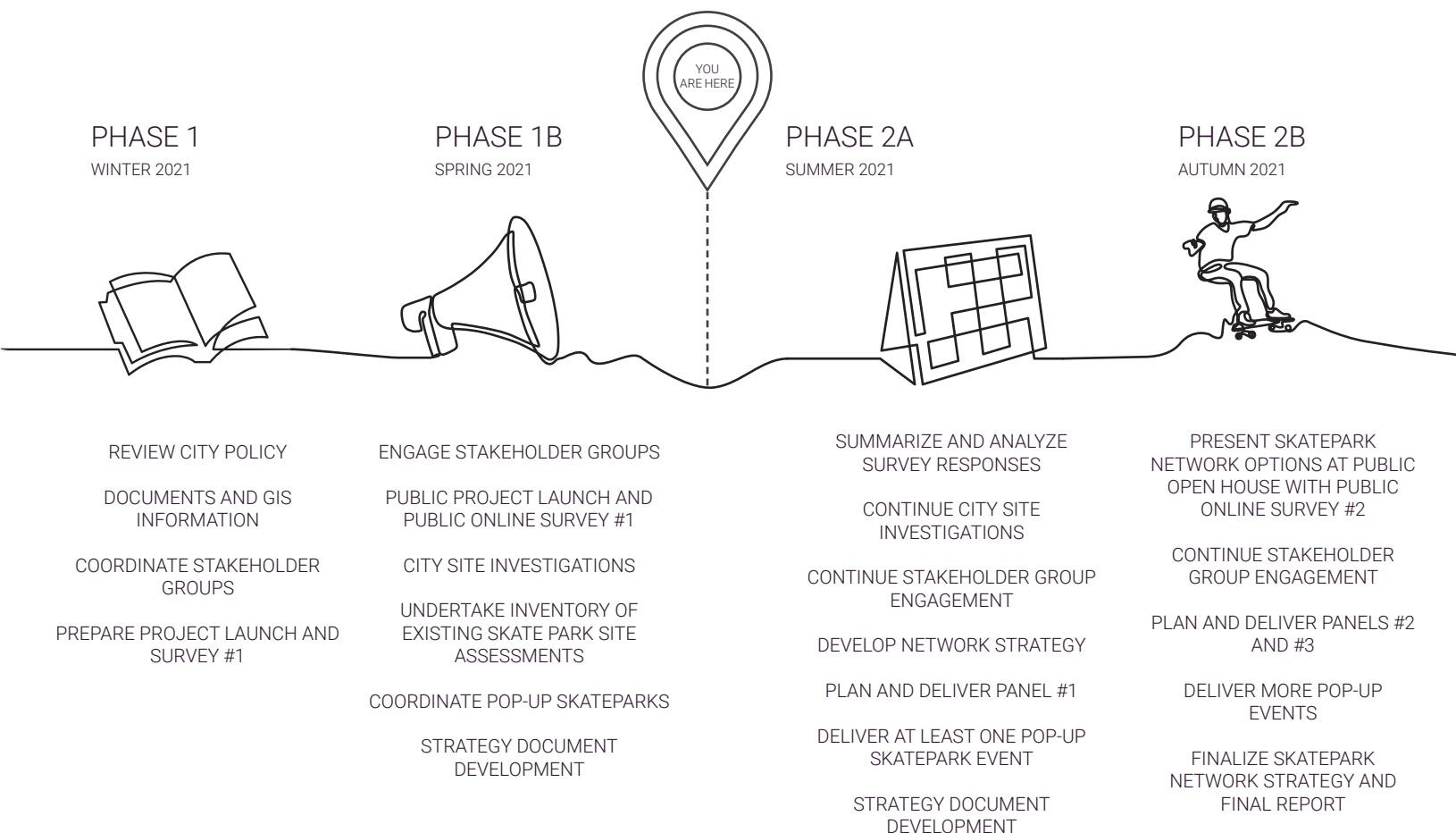
The Vancouver Board of Parks and Recreation (Parks Board) and the City of Vancouver are developing a long-range strategy for skateboard facilities in Vancouver. The strategy aims to increase participation in skateboarding and other related action sports by recreational users and athletes in skateboard venues and expand Vancouver's conception of where and how skateboarding and other wheeled sports occur in the City.

The new Skateboard Amenities Strategy will provide a long-term vision for skateboarding and other wheeled sports in Vancouver, articulate and define service levels, provide a flexible "design tool kit" to support the growth of skateable surfaces across the City and develop recommendations for implementation.

We are currently at the end of Phase 1.

This document provides an overview of how we engaged skateboarders, skateboard organizations and other groups participating in alternate wheeled-sports in skateboard venues, who participated, and what we have heard thus far in the process.

Please note that throughout this document, the term "user group" is used to refer to skateboarders and the other aforementioned wheeled-sport participants that use skate facilities. (scooters, BMX, inline skaters, roller skaters, longboarders, etc.).



What We Did

Engagement Activities

This section documents the engagement activities, and promotional tactics utilized to gather broad feedback in Phase 1.

Online Survey

Between May 13 - June 13th, 2021, skateboarders and skateboard organizations, other groups participating in alternate wheeled-sports in skateboard venues such as, but are not limited to, roller skaters, inline skaters, BMX, scooters, and longboarders, as well as residents, business owners and other members of the Vancouver's diverse community were provided an opportunity to take an online survey.

The survey included a set of questions for skate amenity user groups to gather their perspectives on Vancouver's existing conditions and priorities for future skate amenities, as well as a set of

questions for residents, business owners and other members of Vancouver's diverse community on their perceptions of skate amenities and perspectives on how skate amenities can be better integrated into the community.

Paper Survey

Paper surveys (200) were also distributed to skate shops and community groups, such as Anti-social, Menu, Skull Skates, The Drive.

In-Person Engagement

In person engagement took place:

- Thursday, June 3 at the Britannia Courts (15 people engaged)
- Saturday, June 5 at Quilchena Skate Park (40 people engagement, primarily youth and parents)
- Saturday - Monday, June 19-21 (50 people engagement). A sign-up sheet to join the project mailing list, informal conversations about the



Who We Heard From

strategy and invitation to participate in a future youth engagement workshop.

In-Person Engagement

In person engagement took place:

- Thursday, June 3 at the Britannia Courts (15 people engaged)
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- Saturday - Monday, June 19-21 (50 people engagement). A sign-up sheet to join the project mailing list, informal conversations about the strategy and invitation to participate in a future youth engagement workshop.

Meetings with the Skateboard Advisory Group for Engagement (S.A.G.E)

Over the course of Phase 1, staff and members of the consultant team met with members of the S.A.G.E to gather feedback on proposed engagement approaches. Two meetings have been completed to date.

- Vancouver Skateboard Coalition VSBC
- Nations Skate Representative
- BMX Representative
- Rollerskating Representative
- Vancouver Queer Skate/LGBTQ+ Community
- Longboarding and Skate as Transport Representative
- East Van Skate Club
- UnderToe Skate Representative
- Late Bloomers/Takeover + adult skate club.

VSBC - Stakeholder Consultation

- Consulted on Strategy related issues and ideas
- City Reps and Consultant team attended numerous VSBC meetings
- VSBC primary consultant for engagement related pop-ups through Fall 2021.

Publicity + Outreach

Outreach efforts included:

- Project website www.shapeyourcity.ca/skateboard-amenities with 4264 visits;
- Flyers and posters were distributed on sanctioned street poles around the City in the following neighbourhoods:
 - Hastings-Sunrise
 - Commercial Drive
 - Main Street
 - Broadway Corridor (from Commercial to Alma)
 - Cambie Village
 - Kitsilano
 - Downtown (includes Yaletown/ West End/ Vancouver Public Library Central Branch area/ Business District)
 - Gastown/ Chinatown
- Flyers, posters and stickers were also distributed to skateboard shops around the City of Vancouver

We heard from:

- 2,146 online and paper survey respondents through Shape Your City
- 105 people who were engaged in-person at popular skate amenities and skate-related events

For a detailed summary of the demographics of online survey respondents, please see Appendix A.

What We Heard

Below is a summary of feedback from the two widgets on Shape Your City: the online survey and the Places Tool.

Online Survey

This section reports out the key findings from each question from the online survey.

The online survey was intended to gather information on user group participation in skateboarding and other wheeled sports (who, what, where, when), user group perspectives on existing skate amenities, user group priorities for future skate amenities, and resident/business owner/public perceptions on skate amenities.

Note: Some totals may not add up to 100% because some questions allowed respondents to select more than one response or as a result of rounding. The number of mentions for open-ended questions may exceed the total number of respondents as participants may have commented on more than one topic.

1. What is your interest in the project? (choose the option that you most identify with)

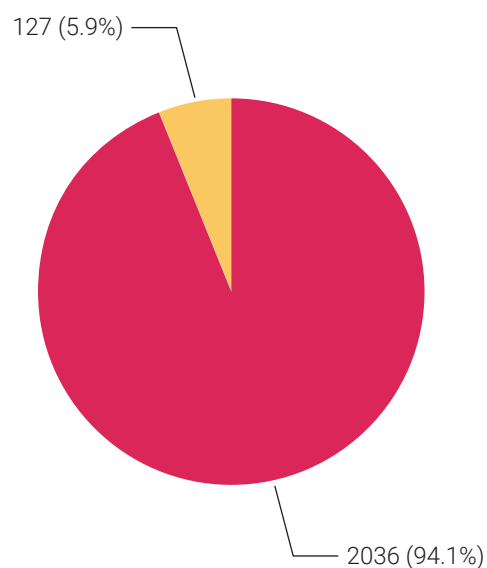
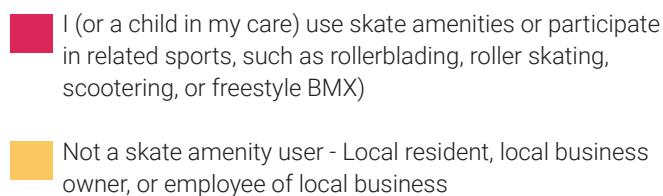
2163 response(s)

Key findings:

- The majority of survey respondents noted they or a child in their care use skate amenities or participate in related sports - 2036 (94.1%)
- 5.9% of survey respondents were not a skate amenity user - 127 (5.9%)

Key takeaways:

- High enthusiasm and interest in Strategy from those already engaged in skateboarding and related wheeled sports. Need to further engage those not currently involved in skateboarding to ensure the Strategy considers other's perspectives



2. When thinking of the sport you (or your child) participate in most often (skateboarding, rollerblading, roller skating, scootering, or freestyle BMX) - what is your level of expertise?

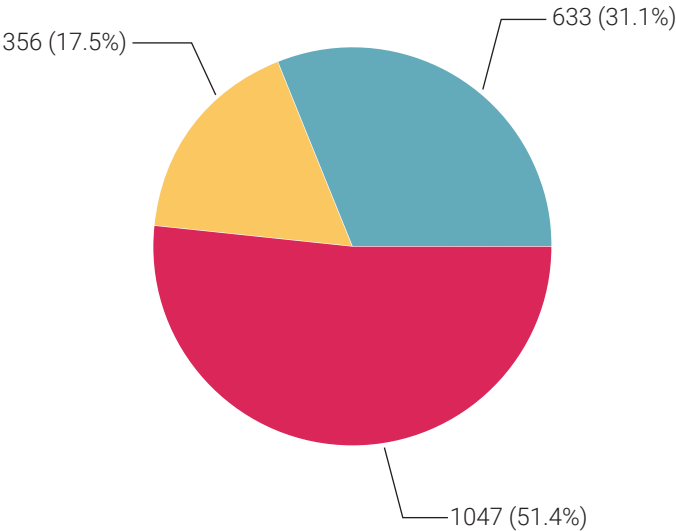
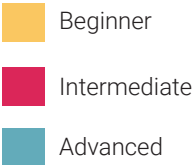
2036 response(s)

Key Findings:

- The majority of survey respondents state they are at an intermediate level - 1047 (51.4%)
- Over a third of respondents identify themselves or their child to be at an advanced skill level - 633 (31.1%)
- Beginners were the least likely to respond to the survey - 356 (17.5%)

Key Takeaway:

- Over half of survey respondents identify themselves or their child at an intermediate level. This means survey responses most commonly reflect an intermediate perspective.



What We Heard

3. How many years have you (or your child) been skateboarding or participating in a related sport? (select one)

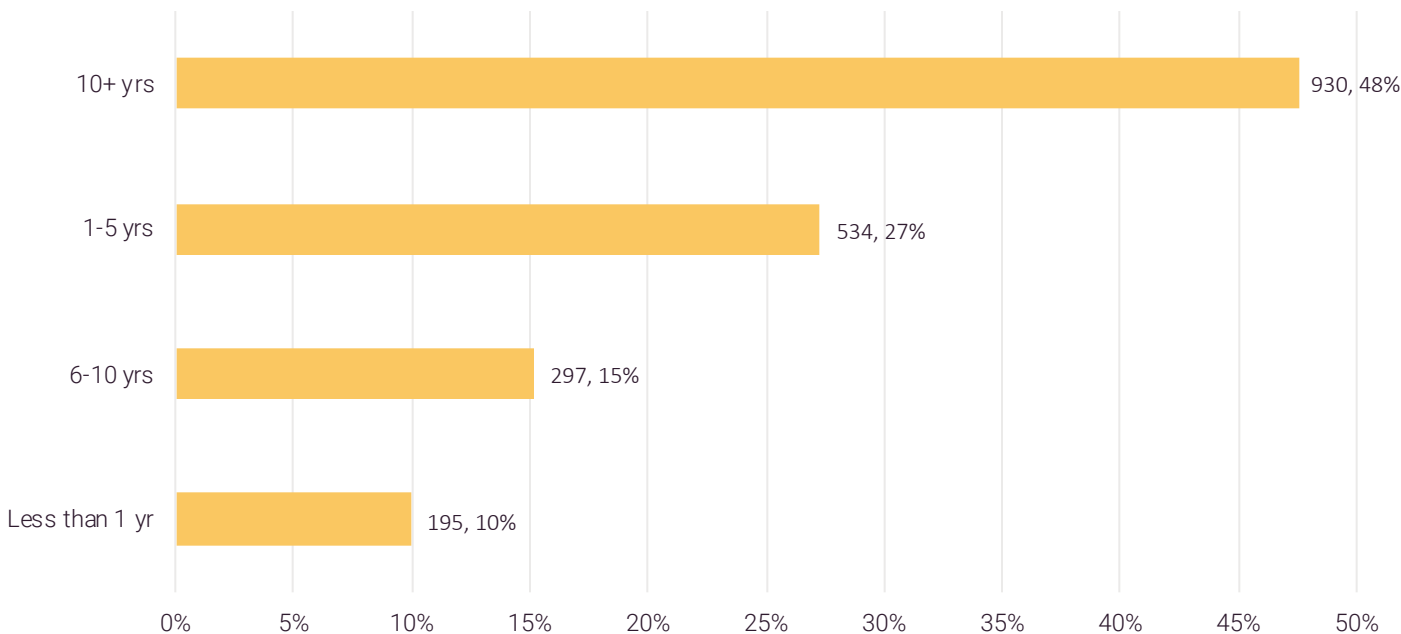
2036 response(s)

Key takeaway:

- Survey responses most commonly reflect the perspectives of those with 6+ years experience.

Key Findings:

- Most respondents noted they have been participating in skateboarding or a related sport for 10+ years - 930 (48%)
- The majority of survey respondents state they have been practicing skateboarding or a related sport for longer than five years - (63%) 5-10 yrs (15%) and 10+(48%)
- One tenth of the respondents noted that they have been participating in skateboarding or a related sport for less than one year - 195 (10%)



4. If you skateboard or participate in other related sports, what are your reasons? (select all that apply)

2036 response(s)

Key findings:

- Most respondents noted the following reasons for why they participate in skateboarding or a related sport:
 - to enjoy the outdoors (87%)
 - to stay active (86%)
 - to relieve stress (86%)
 - to hangout with friends/meet new friends (85%)
 - to learn new skills (85%)
- Those who responded “other” cited they participate for fun, for their passion of the sport and culture, for the mental and physical benefits,

for skill-building, and a creative outlet.

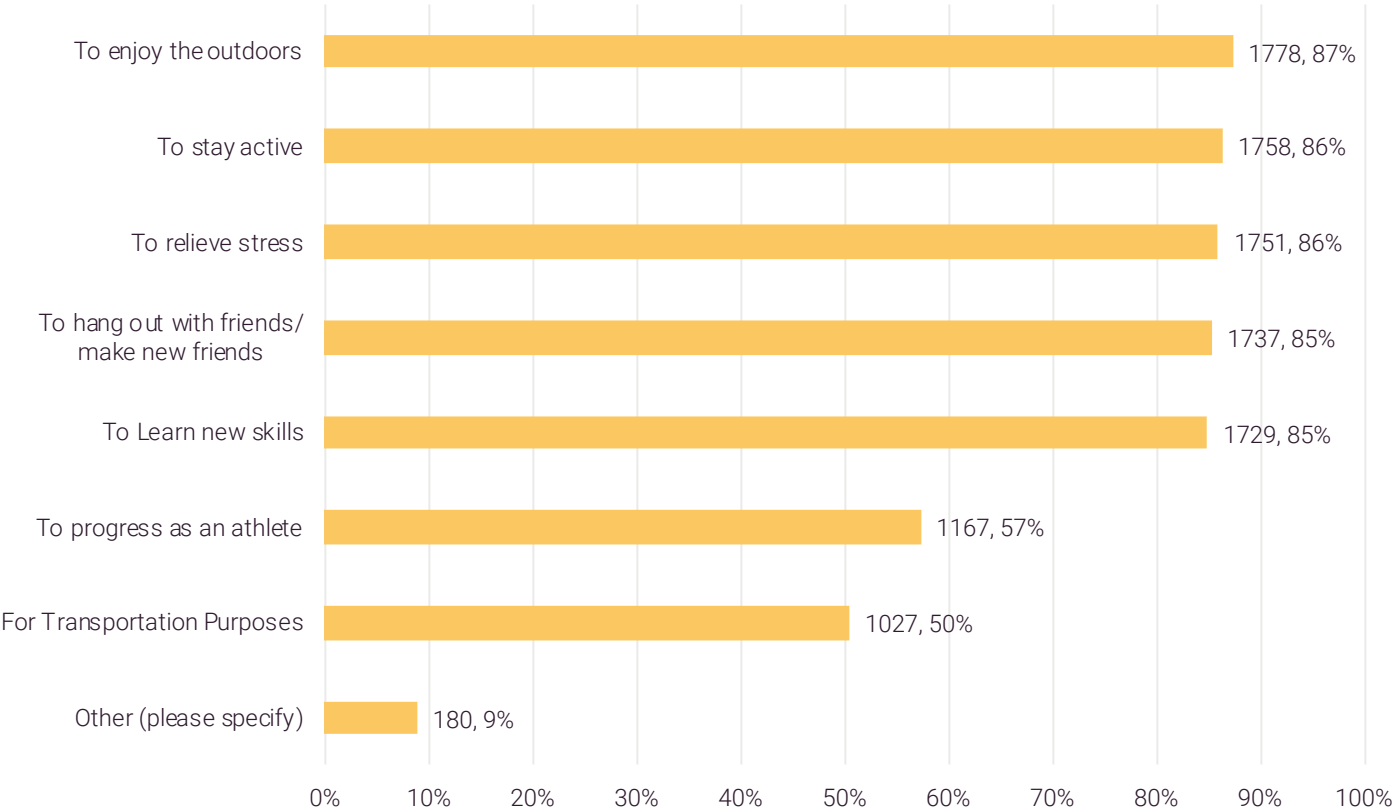
- 1027, 50% of respondents cited they participate in skateboarding or related sports for transportation purposes.

Key Quotes:

- “Skateboarding is like nothing else, it is our escape from the world around us.”
- “Because it’s fun!! And also, there’s an amazing community around it.”

Key Takeaways:

- Responses highlight the physical, mental and social health benefits of skateboarding and other wheeled sports to individual and community wellbeing that can be supported through a Skateboard Amenity Strategy.
- This finding calls to attention that people skateboard not only for recreational purposes, but also as a mode of transportation, noting it should be considered in transportation planning and active transportation design.



What We Heard

5. What is your preferred style of terrain? (select all that apply)

2036 Response(s)

Key findings:

- The most commonly preferred style of terrain is street style, which include features such as ledges, benches, handrails, and stairs - 1530 (45%)
- This was closely followed by transition, which includes features such as bowls, mini ramps, and quarter pipes - 1406 (41%)
- Those who responded to “other” noted their preference of large smooth flat ground for warming up and practicing new tricks, and utilizing modular skate features, such as those found at the Britannia tennis courts.
- Other suggestions included covered spaces, pump tracks, paths and greenways which incorporated singular skateable features such as a bank, bench, curb or public art.
- Respondents that had preferences for either street or transition also noted a desire for adaptable terrain such as modular features that could be reconfigured to serve various styles.

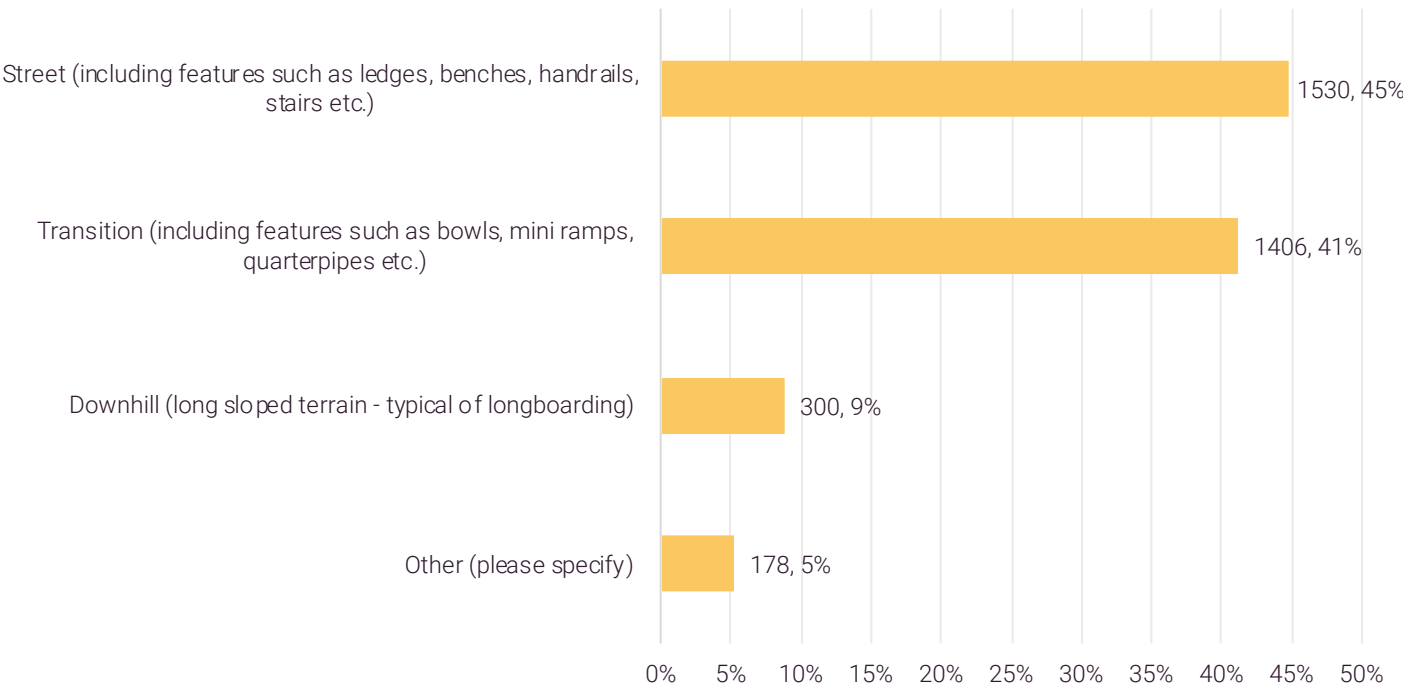
Key Quotes:

- “Plaza style features that imitate street architecture.”
- “Mixed obstacles from street skating and a few transition obstacles to help the flow of the park but totally a balanced space of both is the ideal.”
- “Flat space, smooth, no rocks, not otherwise used as a tennis/basketball/ballhockey court.”

“*Flat space, smooth, no rocks, not otherwise used as a tennis/basketball/ballhockey court.*”

Key Takeaways:

- These results show that preferences for features are widely varied both in design and size. Since the spatial requirements of these features are also varied, this means that there are opportunities to incorporate skateable features in a diversity of spaces large and small, not just in parks.



6. Please indicate below where you typically ride and how often you use these spaces:

2032 Response(s)

Key findings:

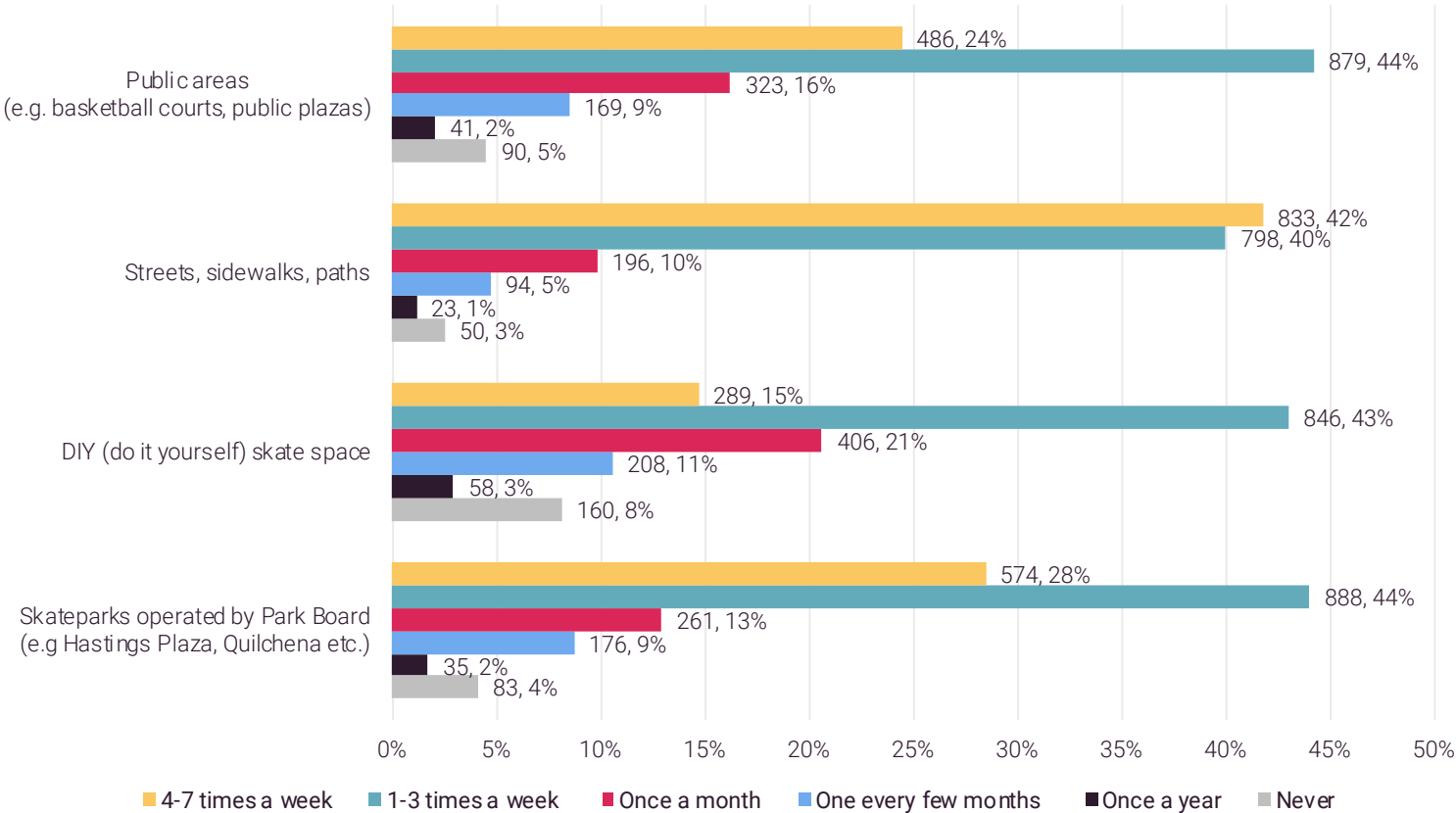
- Respondents most commonly ride 1-3 times a week. All locations received high response numbers:
 - Park Board Skateparks - 888 (44%)
 - In public areas - 879 (44%)
 - DIY spaces - 846 (43%)
 - Streets, sidewalks, paths - 798 (40%)
- Those who ride on streets, sidewalks and paths were most likely to do so 4-7 times a week - 833

(42%)

- The fewest responses were for riders that indicated they participate less than once a year and when they do they either ride in public areas or in a DIY location - Public Space 41, (2%), DIY space 58 (3%)

Key Takeaways:

- The results show participants use public areas, DIY spaces, and streets as frequently as they use designated Park Board sites. Streets, sidewalks and paths was the only category in which over 40% of respondents stated they ride these spaces between 4 and 7 times a week further emphasizing the use of skateboarding as a form of transportation and highlighting the high usage of non-designated spaces.



What We Heard

7. What is your favourite space to skate or participate in related sports? Please explain why:

1821 Response(s)

Open ended answers were coded by theme and tabulated.

Key findings

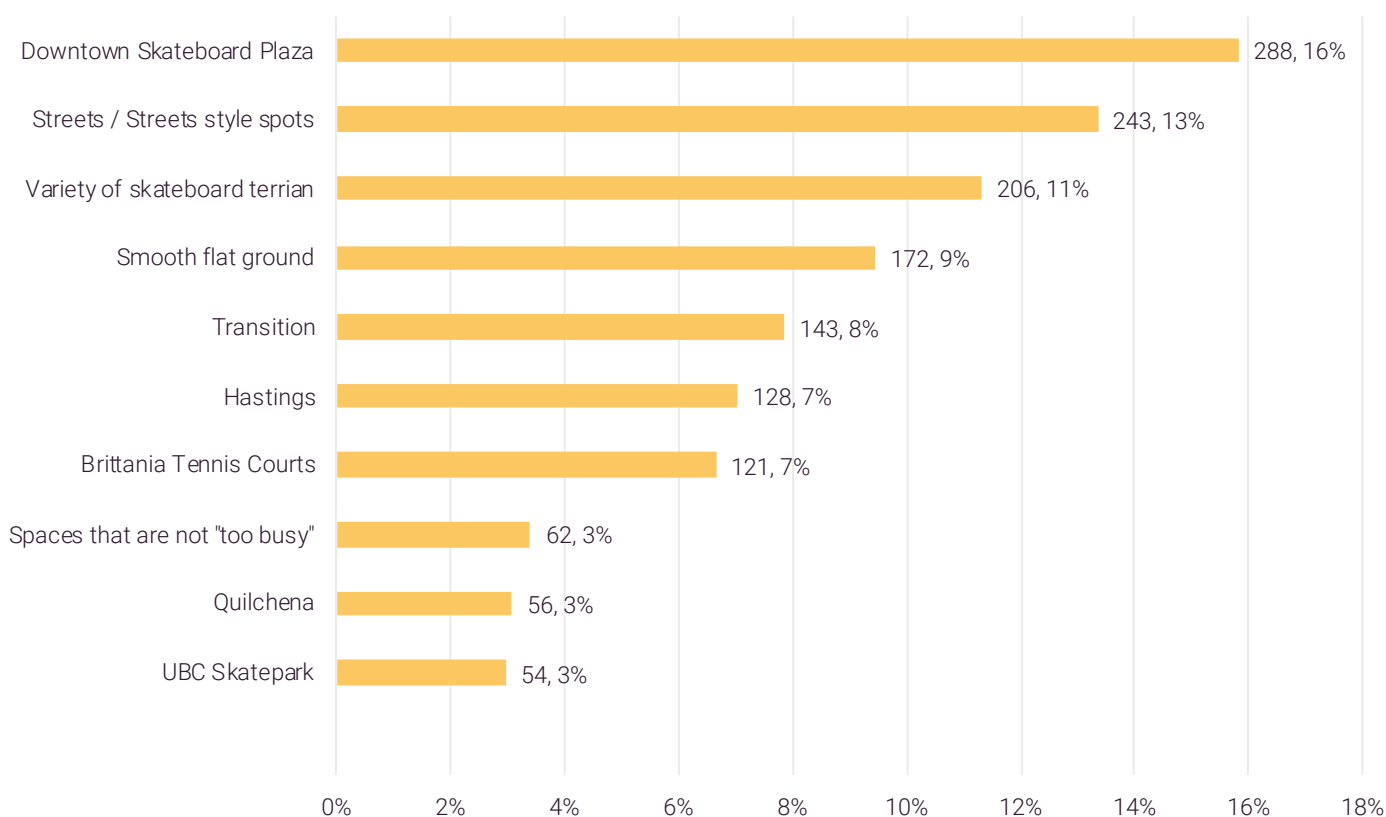
- The most common response was the Downtown Skateboard Plaza - (288; 16%) followed by streets/ street style spaces (243, 14%)
- Many preferred spaces that provided a variety of terrain including, flat, street, transition and bowls (206; 12%). These respondents suggested including more modular features to offer greater adaptability depending on the user.

The graph below shows the 10-most common responses to this question.

- There was only one common response that was not referring to a specific location or skateable feature, instead it was for any skateable place that was not busy (62; responses 3%) this can be linked to the high response from Q10 which noted that people who are not participating in skateboarding do it out of feelings of "intimidation". Trying to participate in skateboarding or related sports can be very challenging/intimidating when the space is crowded/busy.

Key Quotes:

- "Downtown skate plaza, Britannia Tennis Courts: lots of variety and spacing in street obstacles, relaxed community spaces, lights for night use (very important time for low density, social distanced use), smooth ground, close to amenities."
- "Empty basketball, floor hockey or tennis courts, alongside plaza at Emily Carr - smooth beginner"



friendly learning environments.”

- “Sometimes the parks are too busy for beginners so I will often go with my daughter to a less crowded area to roll around, shes 4 and has been skateboarding for a year and I’m 40 and have been skateboarding for 28 years. I also enjoy going to parks like Quilchena when there aren’t too many people, in general the parks are quite small so when you get more than 5 people it feels really crowded.”

“In general the parks are quite small so when you get more than 5 people it feels really crowded.”

Key Takeaways:

- Responses show participants enjoy a wide variety of terrain outside of designated skate spaces. There is an opportunity to incorporate various types of skate features across spaces in the City.
- Majority of respondents noted the Plaza as their favourite location and street style spots as their favourite type of space. This was followed by Hastings and transition style spaces. These findings are consistent with participants preferred style of terrain (Question 5).
- Results show a need for both destination parks (such as Plaza) but smaller neighborhood parks, skate dots, and spaces that are not as busy.

Vancouver Downtown Skateboard Plaza



What We Heard

8. How are we doing with our existing skateparks?

2029 Response(s)

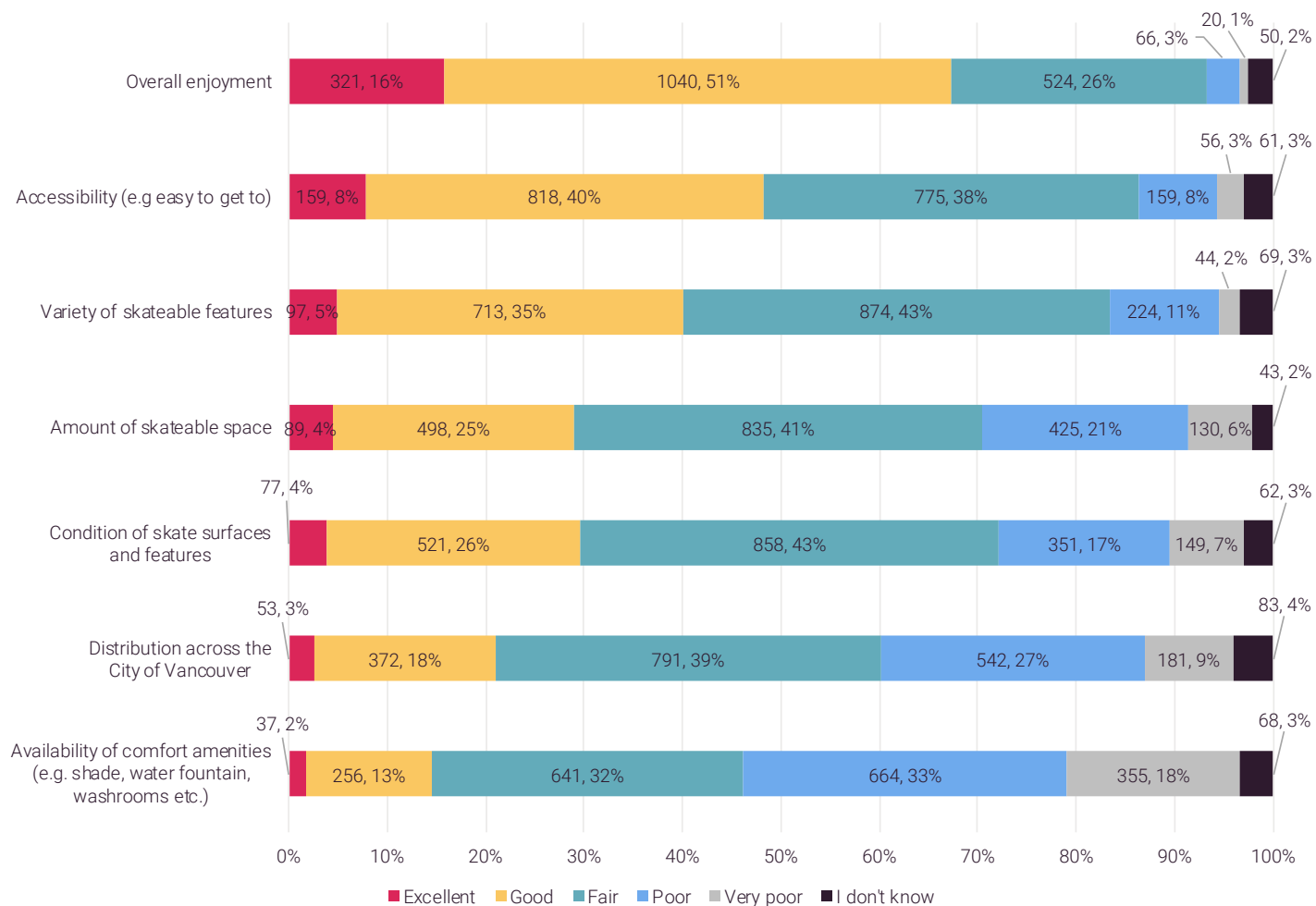
Respondents to this question were asked to rate various aspects of Vancouver's existing skateparks.

Key findings:

- The most-positively rated aspect of existing skateparks was overall enjoyment (67% rated good to excellent) followed by accessibility, ie. ease of getting to a skatepark (48% rated good to excellent).
- Availability of comfort amenities was the most poorly rated aspect of existing skateparks (51% rated poor to very poor) followed by distribution across the City of Vancouver (36% rated poor to very poor).

Key Takeaways:

- These results show participants want more skateable spaces, and more options across the City that are easier to get to. One potential recommendation from these results is to create more neighbourhood-oriented spaces (Skate dots) distributed across more neighbourhoods.
- Overall, only one third of respondents felt that existing conditions of surfaces and features were good or excellent. This suggests the need for ongoing maintenance and repairs.
- Results show the need for more amenities, which could help better integrate skate amenities into community parks and spaces





Leaside skatepark
By: Vans Park Series

What We Heard

9. What are the top two improvements you'd like to see regarding skate amenities in Vancouver? (Select your top 2):

2033 Response(s)

Key findings:

- The top two improvements were more covered skateable spaces (1401; 35%) and to design new public spaces to permit/encourage skateboarding and related sports (1338; 33%).
- Those who responded “other” most often cited they would like to see improved facilities, including covered spaces, gender inclusive washrooms, garbage receptacles, lighting, and signage.

Key Quotes:

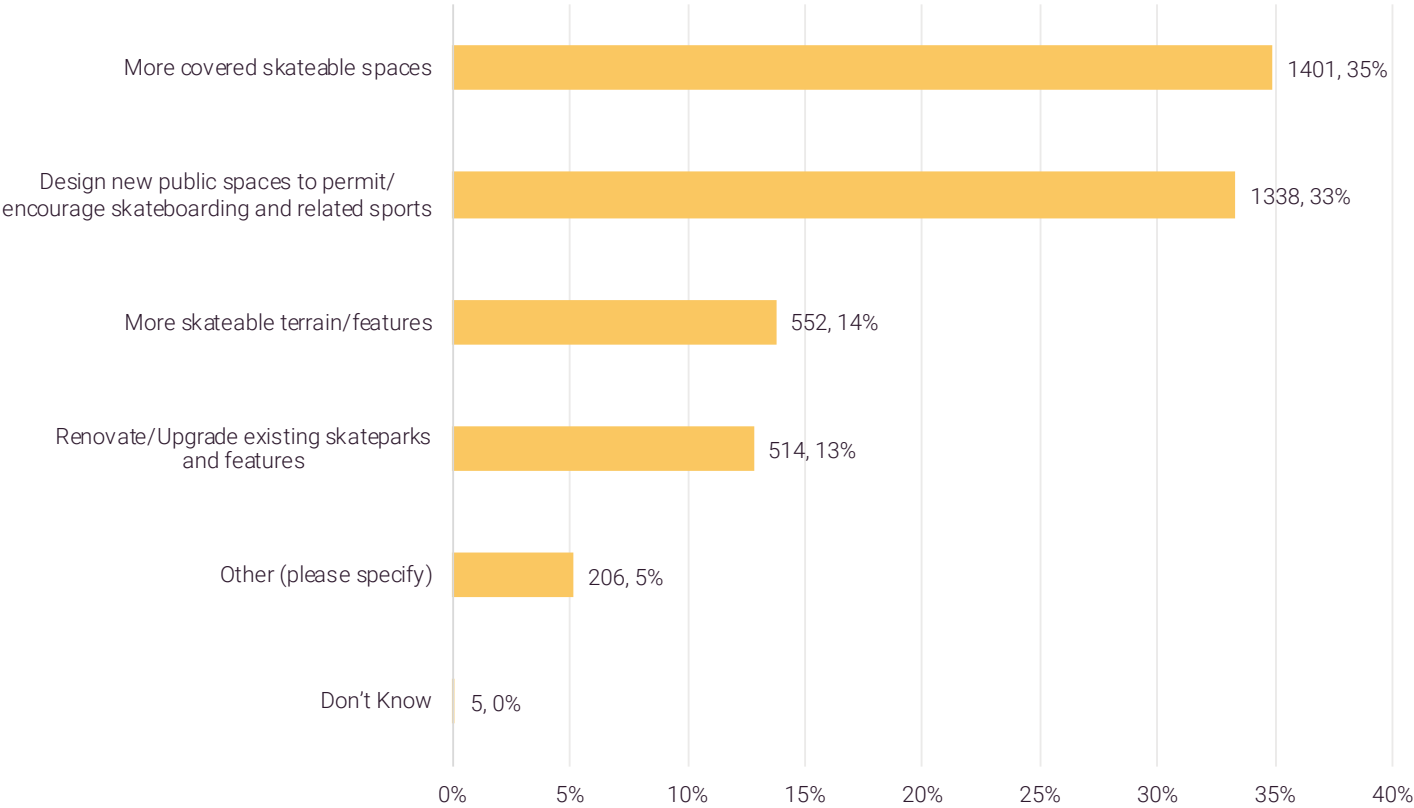
- “More water fountains/washrooms/ garbage/

recycling near skate spaces.”

- “More covered spaces are 100% needed. As well as better lighting for night skating at parks.”

Key Takeaways:

- The feedback illustrates the growing frustration skateboarders and other wheeled participants face during winter months with having only one fully covered skate amenity in the City (Leaside), which also lacks washrooms, signage, and maintenance.
- Respondents articulated an overall need for new year round public spaces to permit/encourage skateboarding, and provide an appropriate level of stewardship inclusive of maintenance, and comfort amenities.



Quilchena skatepark
Photo by: Session Atlas



Vancouver Downtown Skateboard Plaza

What We Heard

10. Some people have negative perceptions of skateboarding and other related sports. How can we better integrate skate amenities with the community? Select all that apply:

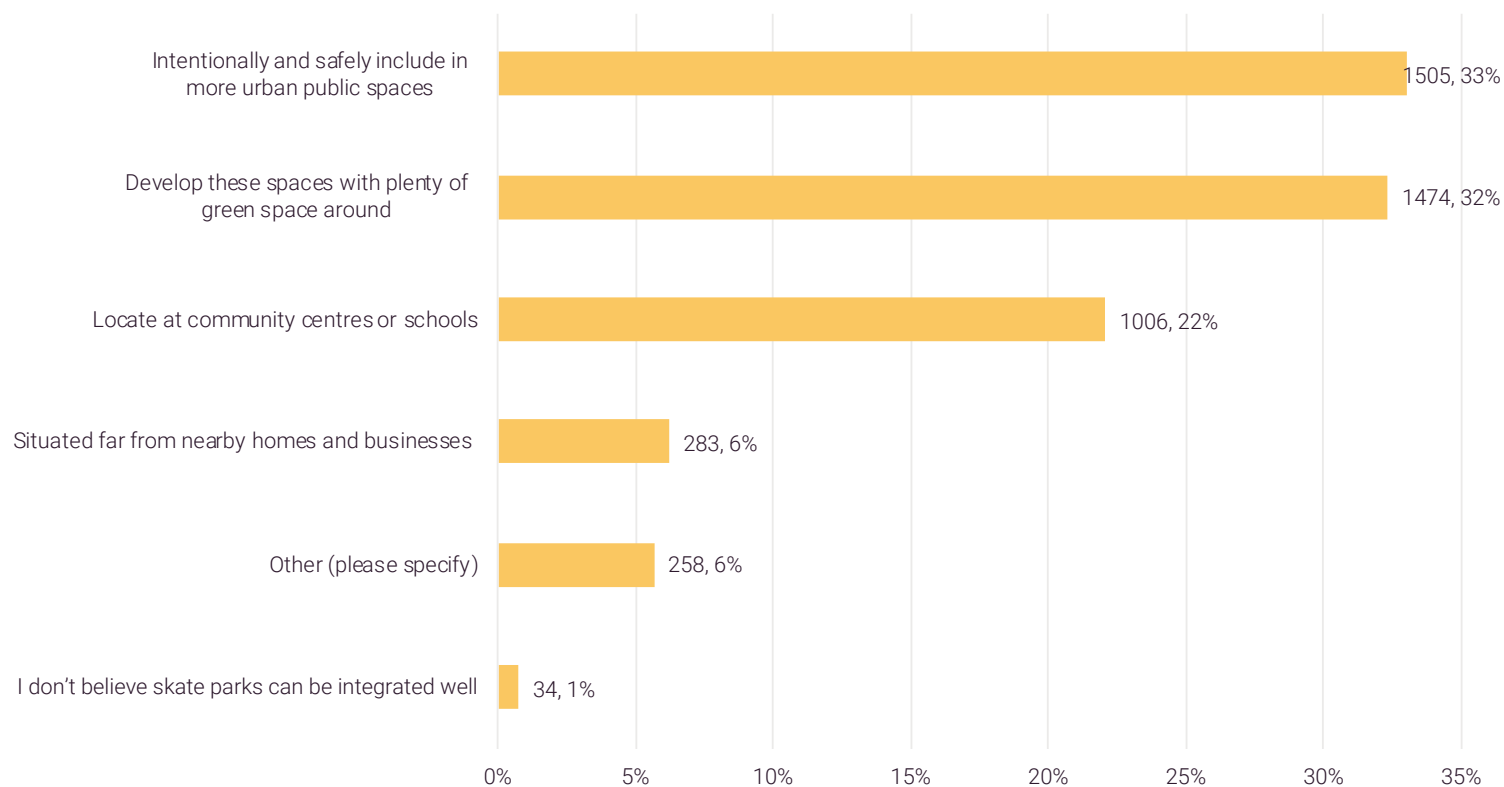
2033 Response(s)

Key findings:

- Most common response was to intentionally include more skateable features/opportunities for skateboarding into public spaces (1505; 33%) followed by develop spaces with plenty of green space around them - 1474 (32%)
- Only 1% of respondents felt that skateparks cannot be integrated well in the community - 34 (1%)
- Those who responded “other” most often suggested public education efforts, including community events, contests and shows, as well as signage and pamphlets, or programming and mentorship opportunities to encourage community participation.

Key Quotes:

- “In my hometown, art installations are included as part of the Skateparks, and they become part of the landscape in parks and waterfront areas. There are gardens and seating in the space around - the skateparks become a community space and helped with the perception of some as them being an "unsafe, undesirable" space. They soon saw that plenty of families utilize these spaces as well. Community events that attract families also help. Go skate day, community competitions, female skate days, "Skate with a pro", where the city has some skaters come to



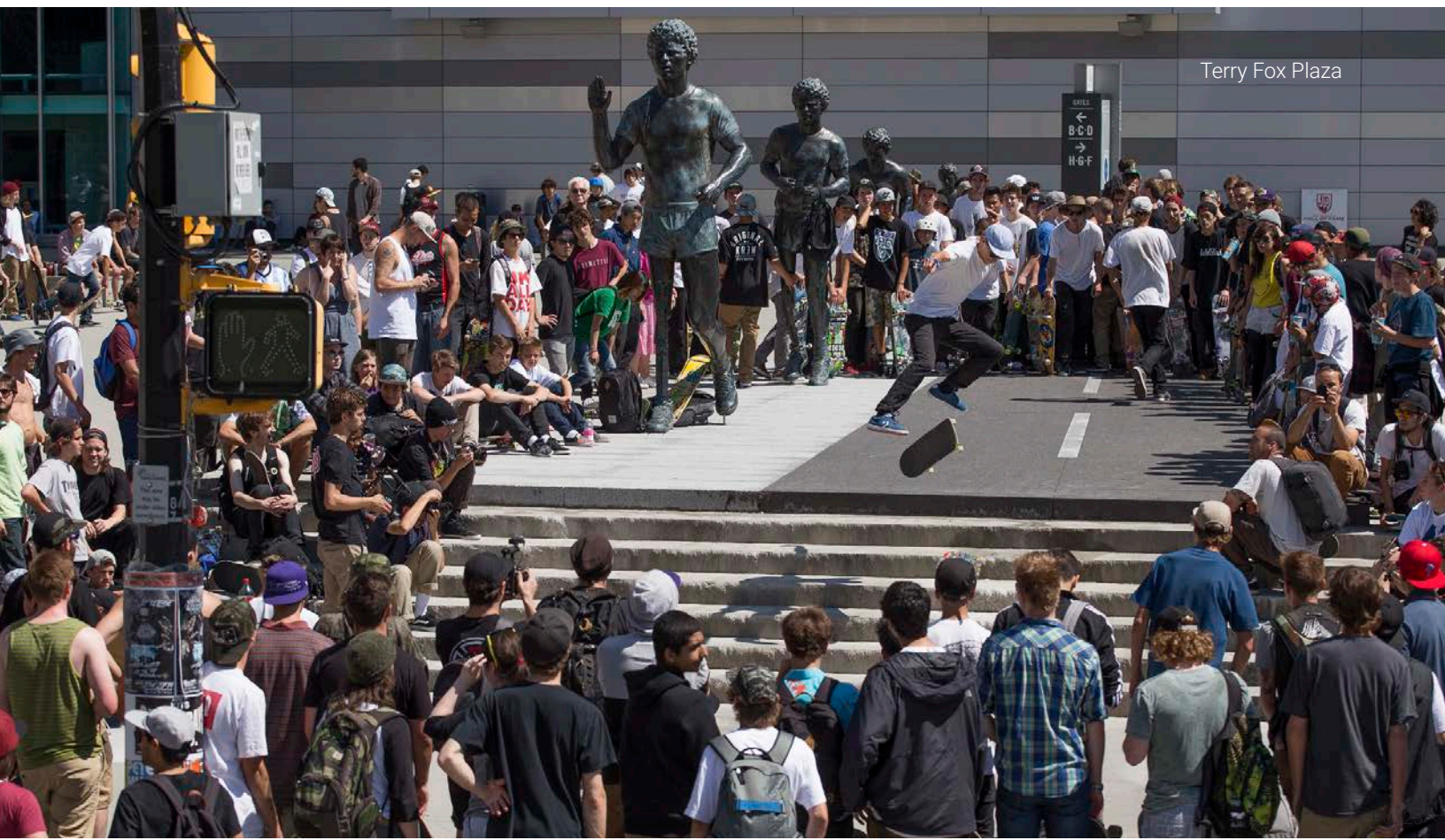
help teach kids.”

- “Host inclusive events at skateparks and showcase that skateboarding is for everyone! events that invite the community to come participate in skateboarding and try it out for themselves! Bring longer boards and have volunteers and get the community together! A great example of this is the “We’re here” events that vsbc along with other community groups hosted. If the people in the neighbourhood see that skateboarding can be a tool of positive change and joy for all people they will be more likely to support it!”

“*Host inclusive events at skateparks and showcase that skateboarding is for everyone!*”

Key Takeaways:

- These results show there is an overwhelming desire from skate amenity users to be welcomed and integrated into the City's public spaces, community centres, and schools. Only 1% felt that skate parks could not be integrated well, despite skateboarding's anti-establishment roots”



Terry Fox Plaza

What We Heard

11. Do you have any other comments about skateboarding and skate amenities in Vancouver?

1215 Response(s)

Open ended answers were coded by subject and tabulated.

Key findings:

- Requests for more skate amenities to meet the growing demand - (20%)
- Requests for specific skate features, particularly transition features such as mini ramps and bowls, street features such as ledges and handrails, as well as smooth flat ground - (20%)
- Requests for covered spaces to promote year-round activity - (17%)
- Requests for repairs and upgrades to existing amenities, as well as regular maintenance - (13%)
- Requests for skate amenities in specific locations around the City of Vancouver, particularly in Kitsilano, Downtown/Stanley Park and South Vancouver - (13%)

Key Quotes:

- “The activity is growing at a rapid pace. The parks provided need to be larger to accommodate more people”

- “Vancouver has seen a huge surge in numbers of marginalized communities coming together to learn how to skate, and when there are large meetups it’s easy to use the whole skatepark, but in a small group it’s hard to take space in a dense park where at any moment someone could ride from a section they’re skating in to where you are. Having MORE elements spread out over more space (even better integrated into the cityscape) makes it easier for these folks to take the space they need.”
- “There are large pockets of the city without a skatepark, the existing parks have become increasingly busy to meet the growing demand. For a place that rains so often, the lack of covered skate spots is mind boggling.”
- “Demand for skateparks is very high, teenage demographic is under served by park amenities and this is an excellent way to address this.”

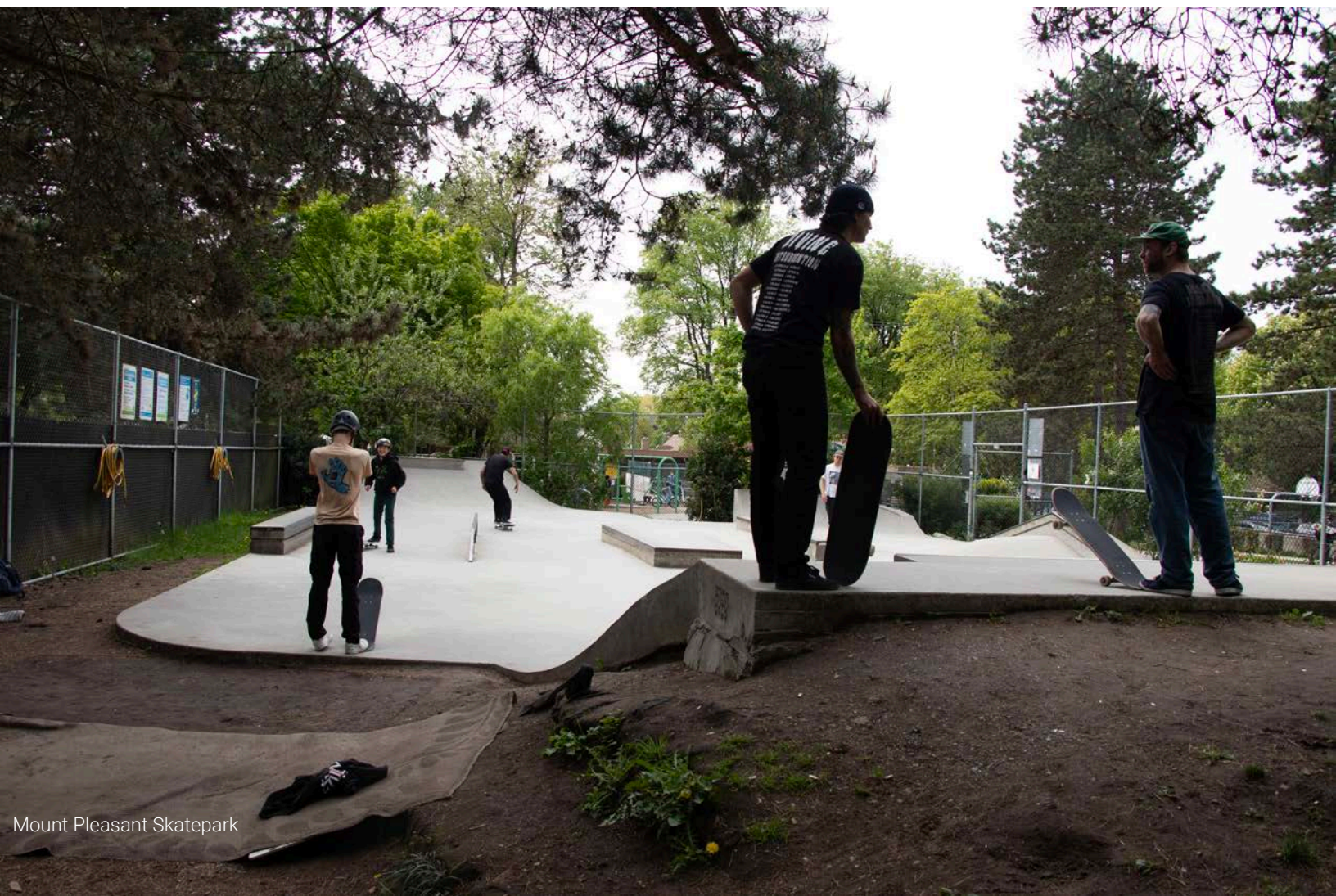
Key Takeaways:

- The responses highlight the pressures of overcrowding existing skate amenities face with a growing skateboarding and wheeled sport user population.
- In particular skateboarders and related wheel sport groups are finding it increasingly challenging to access skate amenities that provide enough space to safely participate, have a variety of terrain, and are covered for year round use.

“

it's hard to take space in a dense park where at any moment someone could ride from a section they're skating in to where you are.

”



Mount Pleasant Skatepark

What We Heard

12. If you are currently involved with the skateboarding community, please let us know how:

1004 Response(s)

Open ended answers were coded by subject and tabulated.

Key findings:

- Participation in recreational skateboarding - (48%)
- Participation in community initiatives, including meetups, volunteering, advocacy, mentorship, online community groups, and DIY initiatives - (31%)
- Participation in the skateboarding industry, including working for or owning skate shops and retailers, working with skate brands, and skateboarding instructors - (13%)
- Participation in other small wheeled sports, including roller skating, inline skating,

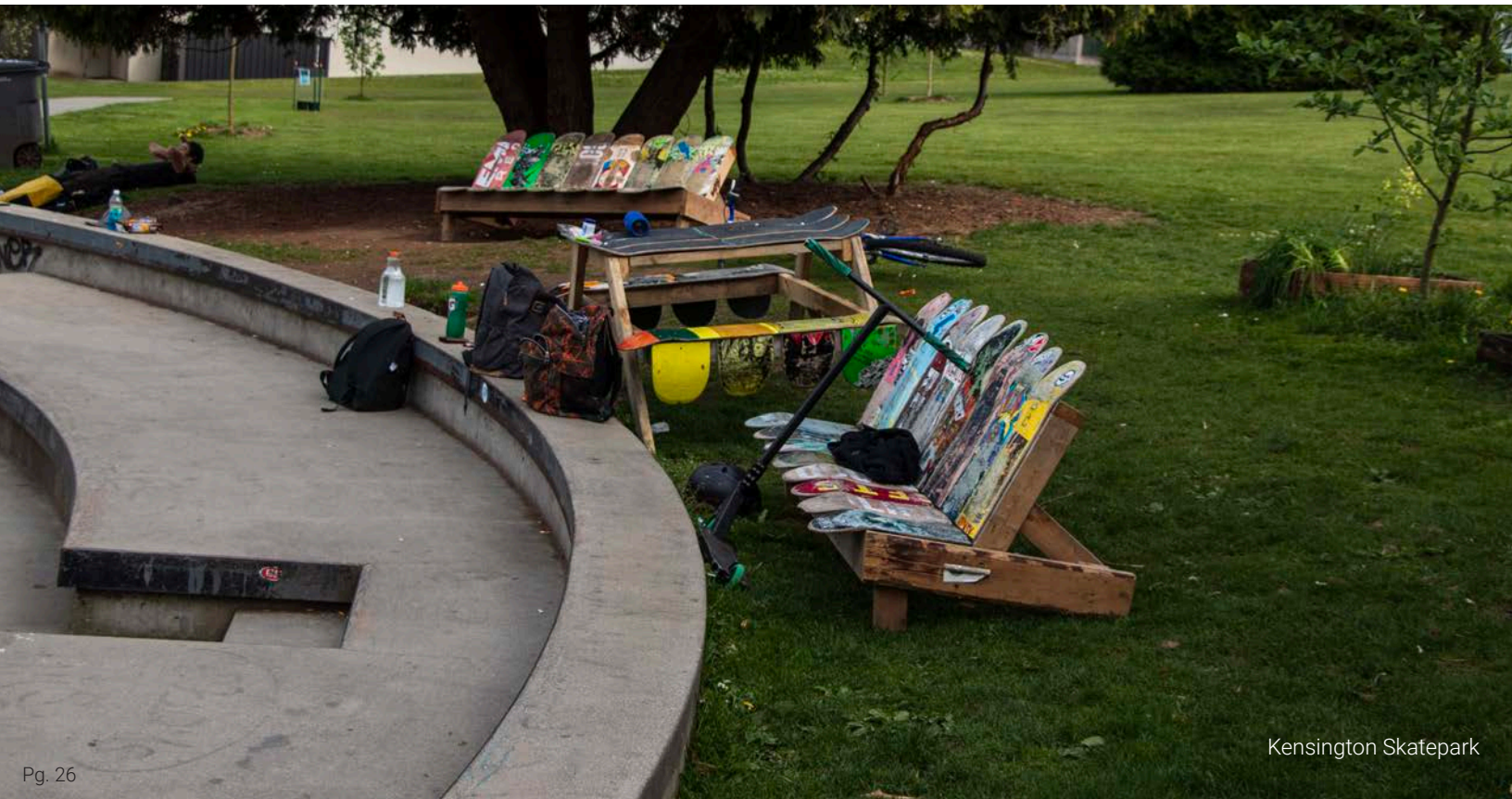
- longboarding, BMX, scooter, and unicycle - (10%)
- Parents of children who participate in recreational skateboarding - (5%)

Key Quotes:

- "I have been skateboarding for the past 24 years. I live and breathe skateboarding"
- Just started skating in Vancouver. Great first impression. Looking to become more involved eventually.
- "I have been skating in Vancouver for 15 years; I have also taught skateboarding to autistic kids at UBC (summer of 2019). I attend the Go Skate Days. I also shop at local skateboarding shops."

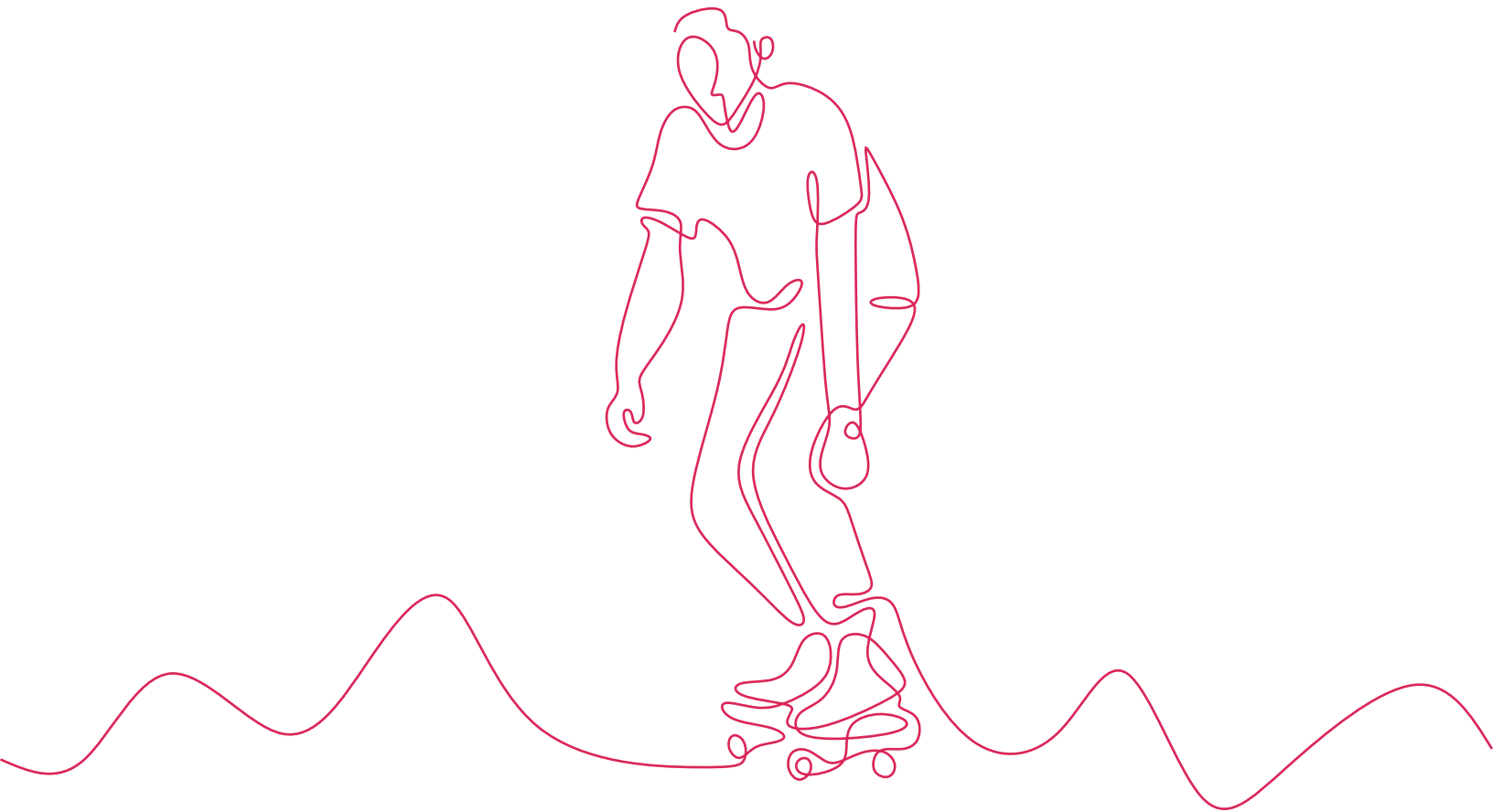
Key Takeaways:

- Responses noted that the majority of skate amenity users do not only utilize existing skate spaces, they also participate in related community



initiatives including volunteering, advocacy, mentoring and DIY initiatives.

- Results also show a significant amount of non-skateboarding wheeled sport users in skate amenities. Considering the fact that different wheeled sports "ride" in different ways and prefer different features, there is a need for further engagement to ensure future designs mitigates conflicts between user groups when sharing spaces.



What We Heard

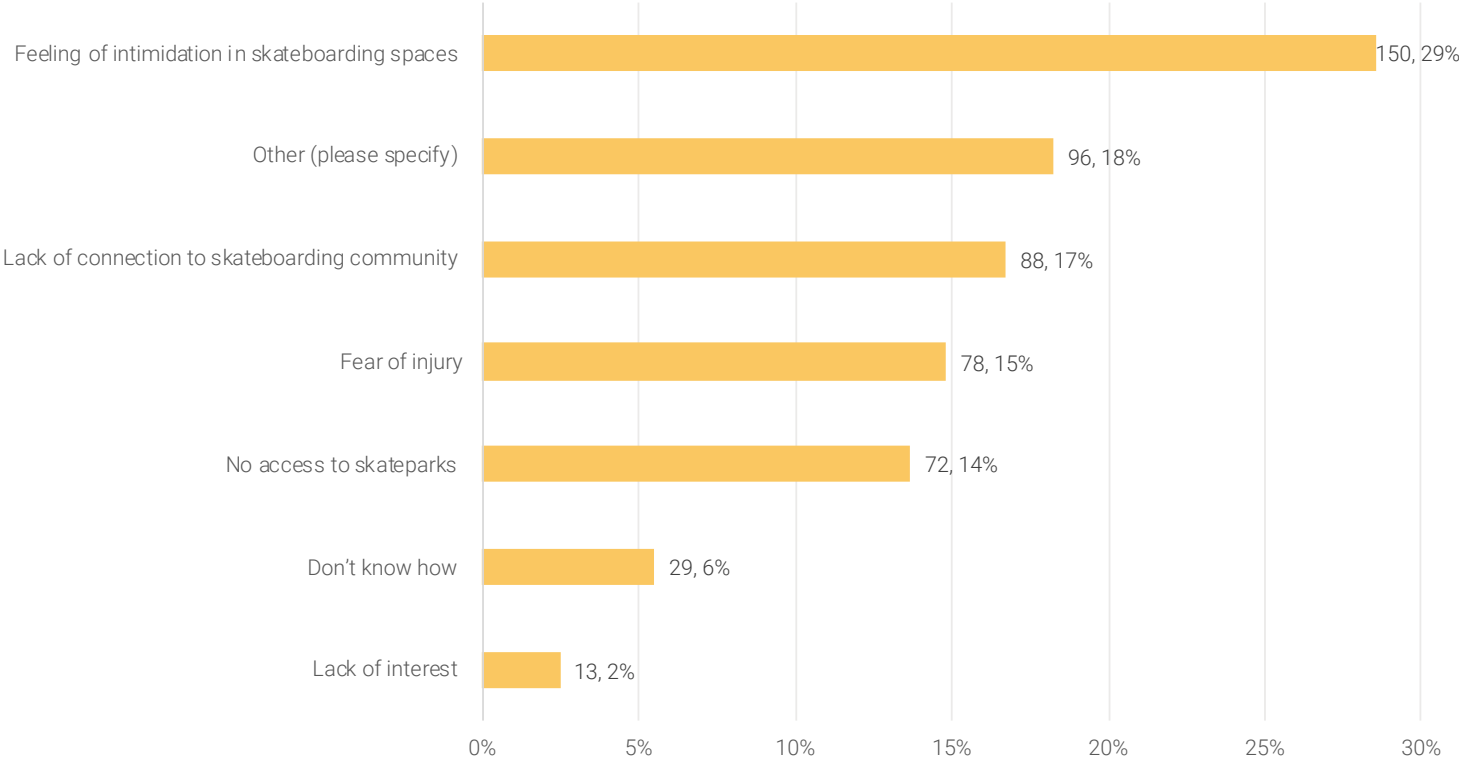
13. If you do not currently participate in skateboarding and other related sports, what prevents you from doing so? (Select all that apply):

349 Response(s)

Key findings:

- The most common response is the “feeling of intimidation” (150; 29%) followed by a lack of connection to the skateboarding community - 88 (17%)
 - While 10% of survey respondents identify as beginners, beginners represent 52% of respondents that selected “feeling of intimidation” to prevent them from participating in skateboarding and other related sports.

- While 22% of survey respondents identify as women, women represent 40% of those that selected “feeling of intimidation”. Similarly, 3% of survey respondents identify as non-binary or gender diverse, but represent 12% of respondents that selected “feeling of intimidation”.
 - Overall, 71% of survey respondents identify as men, but represent 46% of respondents that selected “feeling of intimidation”.
 - The highest number of respondents by age are 20 - 29 years old (38%), this age category also represents the highest number of respondents (46%) that selected “feeling of intimidation”.
- A lack of interest is the least common reasons for



not participating - 13 (2%)

- Those who responded “other” most often cited they are recovering from, or afraid of, injury (5%); distances to skate amenities are too far (4%); skate features lack diversity and existing skate spaces are not inclusive of users of different gender and racial identities, beginners, families, scooters, BMX riders or roller skaters (3%). To address lacking diversity, respondents suggested gender-inclusive washrooms, distinct areas and features for beginner and advanced riders, as well as for scooters, BMX and roller skaters.

Key Quotes:

- “I skate less and less as the years go on and while some of it is related to a growing fear of injury, a lot of it is intimidation of skate parks as my skills have diminished over time.”
- “I have chronic injuries that keep me from skating consistently. Having some more low impact parks, (eg. pump tracks and mellow transition) would be encouraging for myself to stay active as well as make getting into sports more accessible for beginners and intermediate users.”
- “I think the biggest hurdle is feeling support and love from an inviting skatepark. Put this into the design of your next park and it will thrive and not feel dangerous like the viaduct park.”

Key Takeaways:

- Existing skate amenities/spaces are contributing to certain user groups not participating, in particular beginners and women have most frequently noted “feelings of intimidation” or “a lack of connection to the skateboard community”. This means the future city wide skate network will need to include a variety of spaces and features that allow beginners to try new things and learn in a safe environment. Further, more skateable spaces will mean less crowding at each space, which is a major contributing factor to feeling intimidated.



What We Heard

14. How close are you to an existing skate amenity?

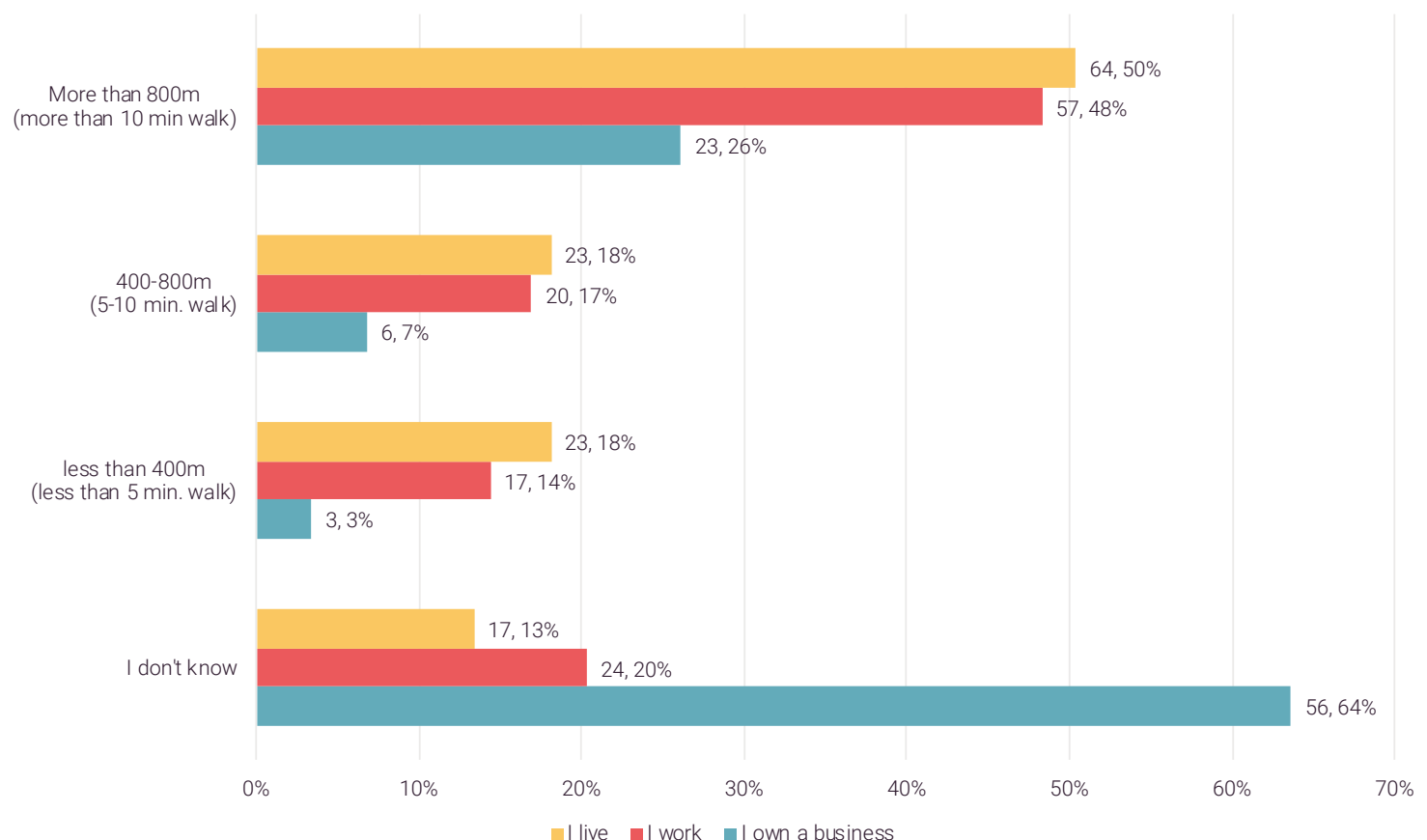
127 Response(s)

Key findings:

- A high number of respondents cited that they work (57, 48%), live (64, 50%) or own a business (23, 26%) further than 800m away from an existing skateboard amenity.
- Most business owners were unsure how far they operated from a skate amenity

Key Takeaways:

- This shows further engagement needed with non-user group residents and business owners who live close to (within 400/800m) of existing skate amenities to understand their experiences of interacting with skate amenities in their communities.





Kensington Skatepark

What We Heard

15. What do you see as the benefits of skate amenities?

124 Response(s)

Open ended answers were coded by subject and tabulated.

Key findings:

- Providing social and community benefits, including space for community building and contributing to the culture of the City - (50%)
- Providing outdoor recreational activity for all ages and skill levels - (37%)
- Providing dedicated space for youth to gather, play, and learn - (23%)
- Contributing to the safety of neighbourhood by providing safe spaces to gather and recreate, and increasing activity in the community - (15%)

Key Quotes:

- “The skate community is one of the most supportive community’s I’ve been exposed to. I’m not a skater myself but have friends who are and have seen events and activities from the community. It’s a great way to engage youth, build

The skate community is one of the most supportive community’s I’ve been exposed to.

character, and celebrate a city.”

- “A place for both children and adults to come together for social connection and gathering; to pursue a sport. To me, they support the same end as parks and recreation centres – it dedicated a space to promoting safe, happy, and healthy people and communities. I believe it is also aesthetically appealing.”

Key Takeaways:

- The responses share a consistent view towards skate amenities being a tool for strengthening personal and community wellbeing by providing a safe space for exercise, skill development, play and building social connections.

16. What do you see as the drawbacks of skate amenities?

127 Response(s)

Open ended answers were coded by subject and tabulated.

Key findings:

- No drawbacks. (44%)
- Concern for noise, particularly in residential areas. (12%)
- Concern for behavioural issues, particularly substance abuse and disrespect to neighbours and to community members. (8%)

- Concern for cleanliness of skate amenities. (7%)

Key Quotes:

- “Nothing as such. Sometimes it may cause little bit of noise for residents nearby”
- “None, this is great for the city and the kids!”
- “I would not want to live near one as the noise is very disruptive and some of the boarders are

not considerate of others and can make children nervous.”

Key Takeaways:

- Only a few drawbacks were raised, they included noise concerns for skate amenities located near residential areas, worries about potential behavioral issues, and concern around lack of cleanliness.



Vancouver Downtown Skateboard Plaza - Go Skate Day 2018

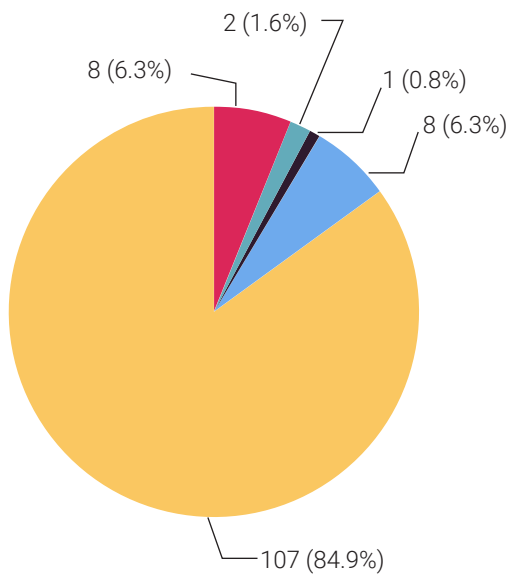
What We Heard

17. Do you support or have concerns with the development of new skate amenities in your community?

349 Response(s)

Key findings:

- Majority of respondents “strongly support” the development of new skate amenities in their communities - 107 (84.9%)
- 6.3% of respondents are strongly concerned



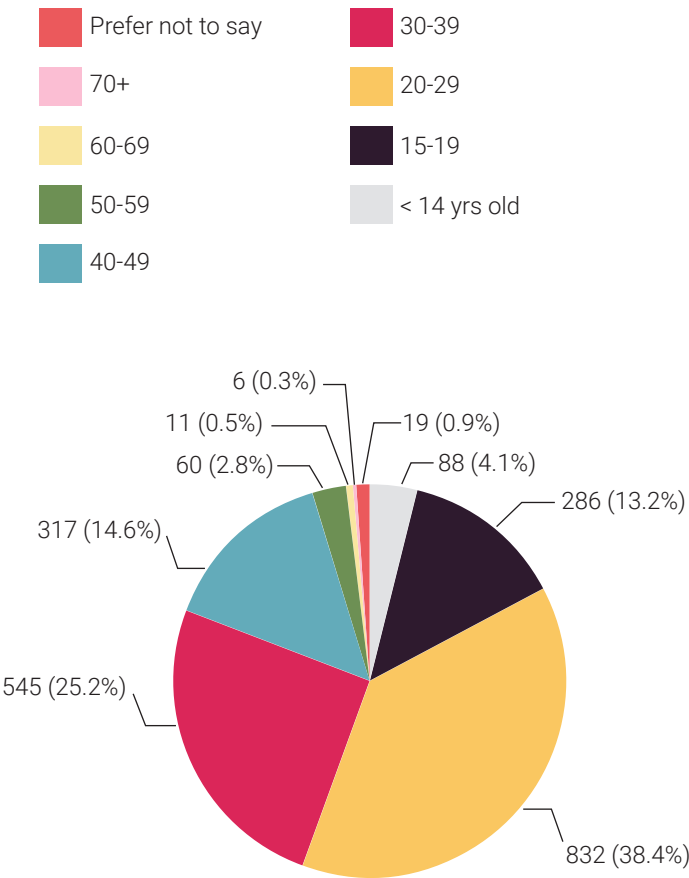
APPENDIX A

Online Survey Respondent Demographics

18. What is your age?

2164 Response(s)

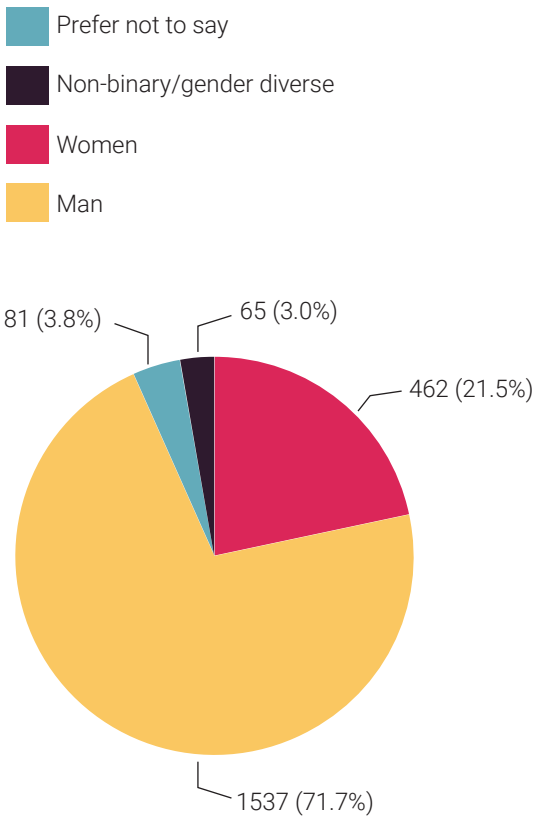
- The highest number of respondents by age were 20-29 year-olds (832; 38.4%) followed by 30-39 year-olds (545; 25.2%)



19. How would you describe your gender identity?

2145 Response(s)

- 71.7% of respondents identify as a man while 21.5% identify as a women
- 3% of respondents identify as Non-binary/gender diverse and 3.8% prefer not to share their gender

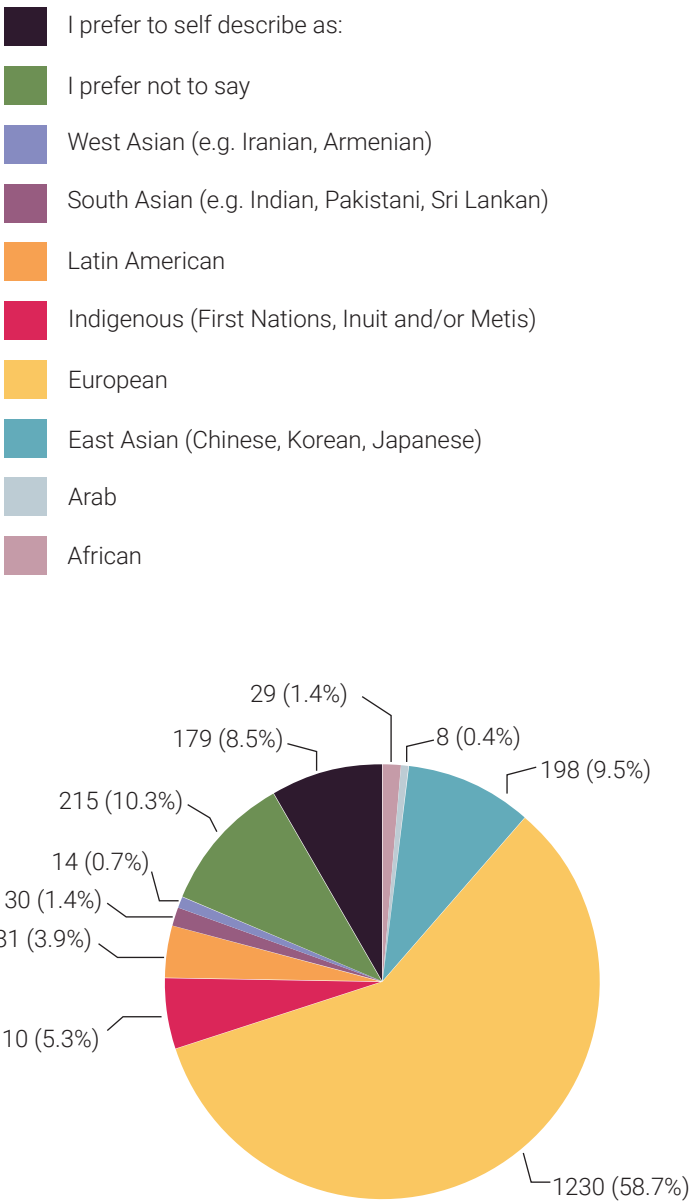


APPENDIX B

20. What is your main ethnic origin or that of your ancestors (grandparents or older)? These categories come from an identity question used in the Canadian census. (Select all that apply):

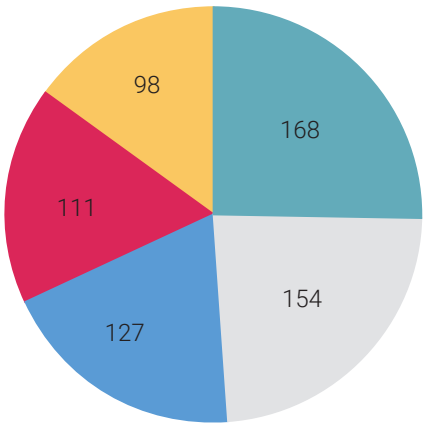
2145 Response(s)

Most respondents identified as being of European descent (1230; 58.7%) followed by those identifying as being of East Asian descent (198, 9.5%) 10.3% of respondents preferred not to say

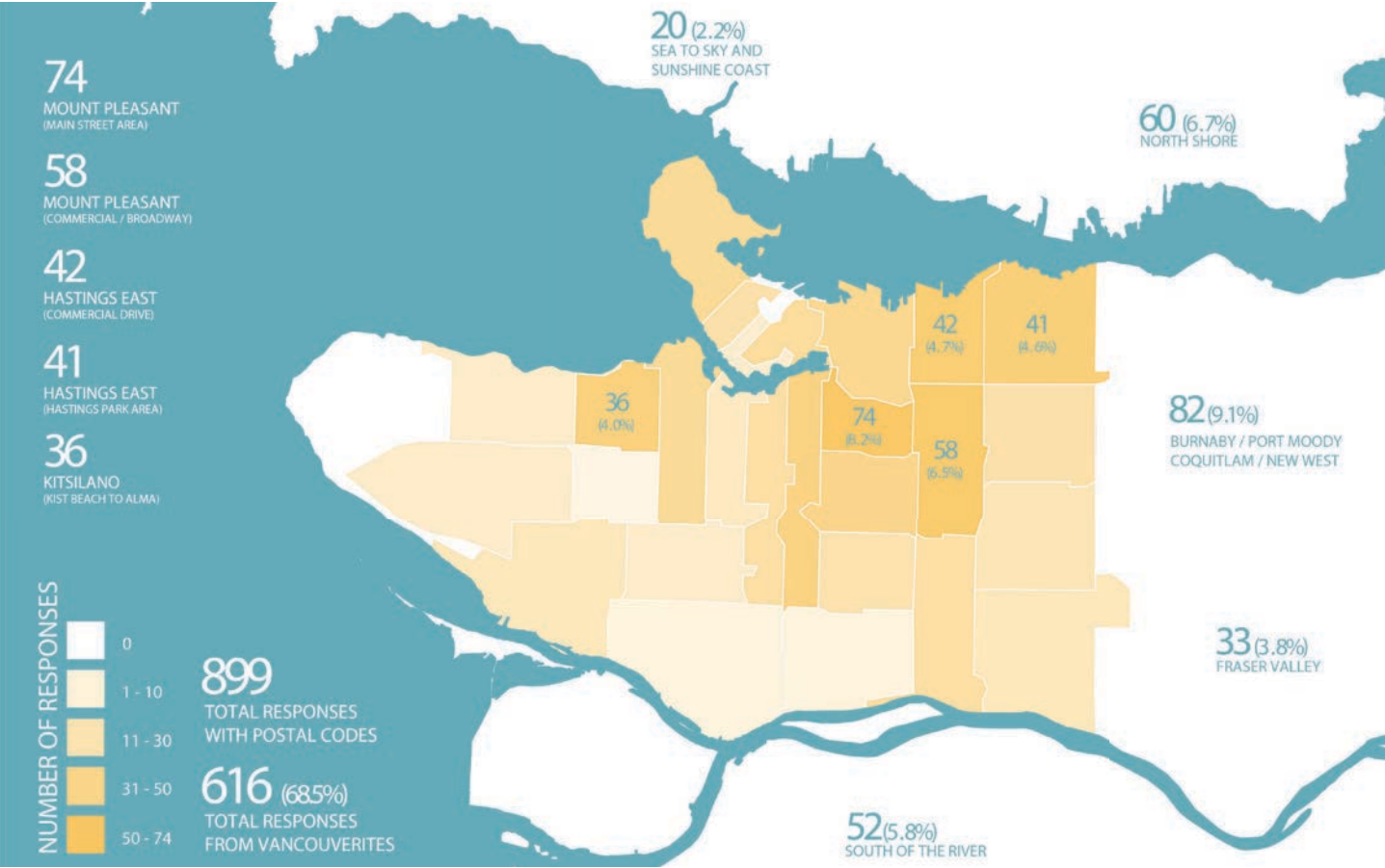
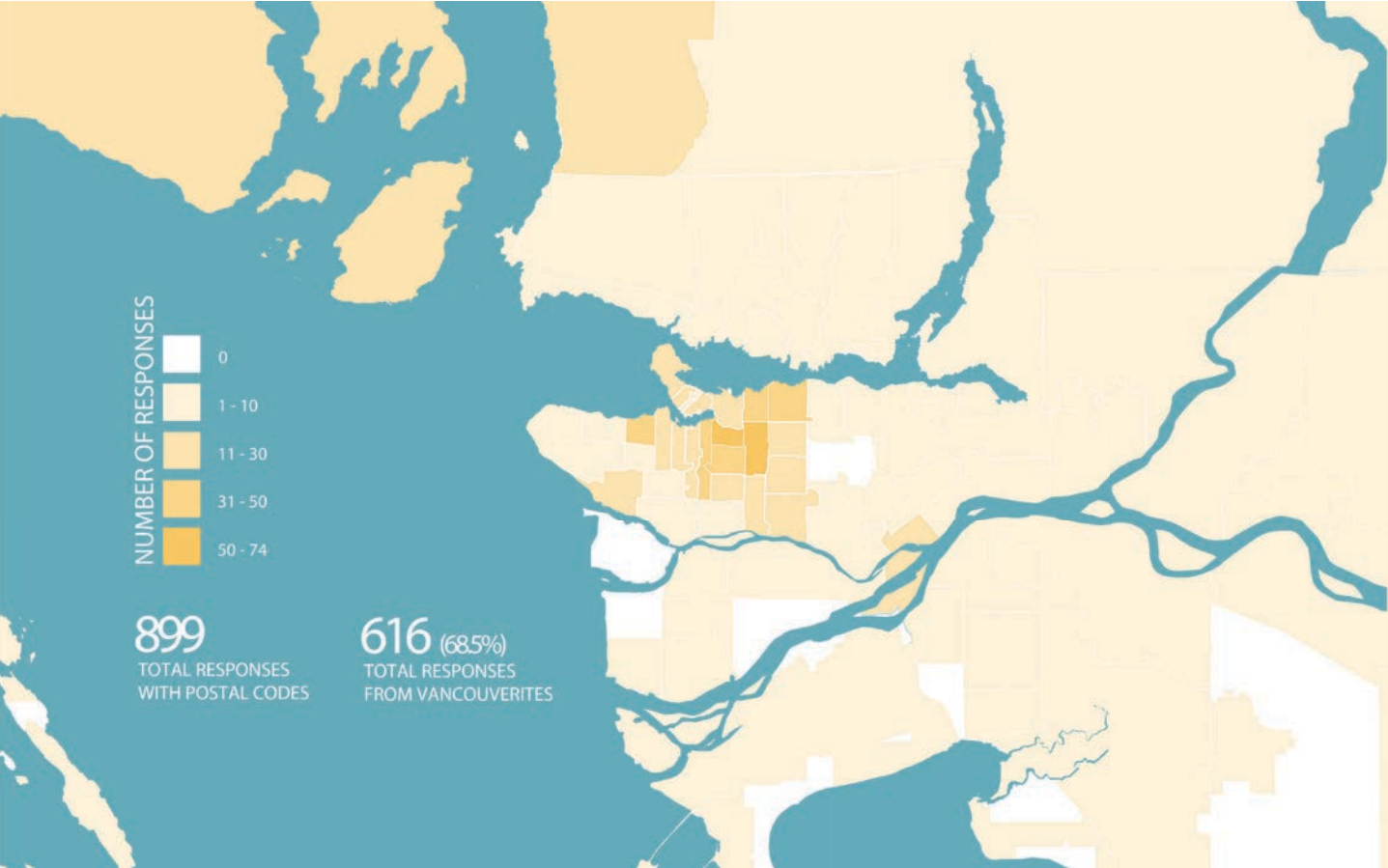


21. Where do you live? (Please write the first three digits of your postal code)

- Hastings-sunrise
- Mt. Pleasant
- Kensington-Cedar Cottage
- Cambie Corridor
- Grandview-Woodlands



Places Tool





APPENDIX 2 - Public Engagement Phase 2 - Survey





Public Engagement Phase 2 - Survey Summary

January 2022



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EXECUTIVE SUMMARY

Engagement Summary

The Vancouver Board of Parks and Recreation (Park Board) are developing a long-range strategy for skateboard amenities in Vancouver. This Report is the summary of findings from the second phase of Engagement for the Vancouver Skateboard Amenity Strategy.

What is a Skate Amenity

A Skate amenity is a feature, space or obstacle that is used by a skateboarder (including skateparks) but is open to a variety of users such as scooters, BMX and roller skaters. Skateboard amenities can vary in size and scale ranging from a single skateable element like a bench, ledge or ramp, to several elements clustered together, to large scale destination skate parks.

Media and Participation

Phase 2 engagement included:

- 2 Public engagement events combined with pop-up skate events hosted by the VSBC [Vancouver Skateboard Coalition]
- Panel on Skateboarders relationship to the physical and social landscape of Vancouver
- City of Vancouver's Social Media - Tweets, YouTube, Instagram
- Video Documentary on the history of skateboarding in Vancouver in partnership with Uytæ Lee (AboutHere)
- Online survey through Shape Your City
- Consultation meetings and workshops with members of the user group (SAGE)
- Consultation meetings and workshops with members of other city departments (SPOT)

Outcomes from Survey 1

Based on round one of the public engagement process, the Vancouver Skateboard Strategy established four goals for developing skate amenities in our city:

1. Skateboarding should receive the same support traditional sports receive. Amenities should be placed in prominent locations that highlight the Vancouver skate scene and Vancouver's itself.
2. The strategy should thoughtfully integrate skate amenities into parks and city streets in a way that balances user enjoyment and respects the neighbouring community
3. Recognizing the challenges of our wet, coastal climate, the strategy should provide opportunities to skate year-round by providing covered spaces
4. The strategy should outline opportunities for skateboard related programming and events for diverse user groups with various skill levels.

EXECUTIVE SUMMARY

- How we got to Round Two

Survey 1 results demonstrated there is a vibrant skateboarding culture in the City of Vancouver that consists of a diversity of skate spaces - both formal and informal - that are well-used by a wide range of participants in wheeled sports.

Survey 2 focused on identifying the Skate communities' priorities with regards to skate infrastructure. These questions were chosen to build on information from Survey 1, from feedback heard at public engagement events, and heard from the skate community through stakeholder group engagement (SAGE) and online activity.

Sites for potential skate amenities were vetted through city consultation, input from consultation workshops with a focused group of skate amenity users, and information gathered at public engagement events. Further criteria for potential sites and implementation will be covered in the final report and are beyond the scope of this document

Survey 1 had not previously touched on the topic of skate related transportation. The transportation section of Survey 2 explored what skate related transportation occurred in Vancouver, what the barriers are, and community aspirations for the future of skate transportation.

Key Takeaways

1. Need for Covered and Indoor Skate Spaces

Covered space was noted as the number 1 priority of respondents. While discussing sites identified with potential for skate amenities - respondents identified Vancouver's dark and rainy winters as a large barrier to skating. Upgrades to existing parks to increase temporary or permanent covered space and lighting should be considered. The implementation of new amenities and parks should hold covered space as a high priority.

Respondents also voiced that an indoor space would be preferred. In recent years members of the skate community have opened their own facilities to try to meet this need. RDS Indoor Skate Park in Richmond used to service a portion of Vancouver Skaters prior to its closure. Current indoor skateparks nearby include West49 Indoor Skatepark (Tsawwassen), and One Love Indoor Skateboard Park (North Surrey).

2. Need for More Skateable Terrain

In survey 1 less than 1/3 of respondents rated the amount of skateable space in Vancouver as being good or excellent. Only 2 in 10 skaters were satisfied with the distribution of skate amenities in the city and more than half of respondents felt that skate amenities were not easy to get to.

In Survey 2 many respondents expanded on this and mentioned need for renovations in existing skateparks, and lack of beginner accessible spaces. Concern was also raised over the loss of DIY space and historical skate spots around the city leading to further stress on skateparks with the future implementation of new amenities unclear.

EXECUTIVE SUMMARY

3. Need for Sanctioned Skate Space

Survey 2 provided community insight into the use of public space for skate and skate related activities. Many respondents noted push back when skating in public spaces.

While transportation may not be the primary activity skaters consider when discussing skate amenities, 78% of respondents do skate as some form of transportation. Whether it be for transportation or practicing, skaters are on the streets, sidewalks and paths of Vancouver.

By considering skaters as an active user group of these spaces potential conflict can be minimized and accessibility of these areas can be improved. Clearly permitted skate spaces are needed to help address negative cultural perceptions towards skating to improve the experience for young and mature skaters.

4. Need for Distributed Skate Amenities

Survey 1 revealed only 2 in 10 were satisfied with the distribution of skate amenities across the city and more than half felt amenities were not easy to get to. The North East of the city currently has most of the skate facilities in Vancouver, however many are in need of renovation. The South, West, Stanley District (downtown), and South East of Vancouver are currently underserved. This poses accessibility challenges for existing and future potential skate amenity users. Efforts should be made to establish amenities in these neighbourhoods. Amenities in high density areas that are accessible by transit would be beneficial to those local areas and those in the broader city.

5. Value of DIY Skate Space

As an answer to lack of amenity space, the skate community in under-serviced areas has historically set up its own pop-up skateparks in underutilized space. While recommending potential sites for amenities, many respondents mentioned existing or past DIY skate locations. Pop-up skate spaces offer community members access to needed skate amenities and opportunities for creativity through being more involved in the implementation of obstacles.

Partnering with local residents and skate community members regarding DIY initiatives and Pop-up skate spots would allow these spaces further security, build off existing community efforts, and minimize conflict with other user groups.

EXECUTIVE SUMMARY

Additional Calls for Indoor Skate Space



Change.org Petition
3,870+ Signatures

Near the conclusion of Survey 2's response period the Vancouver skate community began a petition calling for the creation of an indoor skateboard facility in Vancouver. This was echoed in several responses throughout Survey 2, meetings with SAGE, and in conversations with VSBC representatives.

50% of respondents to Survey 2 stated covered space was the number 1 priority for skate infrastructure. Indoor space was not specifically inquired about in this survey, however based on 3,870+ petition signatures it is clear that indoor space is in high demand.

The skate community has noted that many of the few covered spaces in Vancouver are not adequately covered. The Plaza for example, is only partially covered by the Dunsmuir and Georgia viaducts making portions of the park unskateable during poor weather. Leaside, though completely covered, has large openings at the north and south ends allowing rain on skate surfaces. While the park is covered, the water collects inside the old tunnel creating skatability issues for the park.

Safety concerns in skate amenities were noted by a broad range of survey respondents, but disproportionately affect and discourage female, BIPOC, LGBTQIA2S+ and youth skaters. A supervised indoor facility would help create the necessary safe space to allay these concerns.

The skate community would greatly benefit from better integration into new and existing community centres, and dedicated professional level facilities. This is needed to match the growing demand and trajectory of the sport, meet increased need for covered space due to more extreme weather in Vancouver, and expected population growth.

”

I love to skateboard and atmospheric rivers got me down. Living in Vancouver it's plain to see a covered area for skateboarding is needed. I really hope the community is listened to on this front and the next project to break ground has plans for covered areas. Vancouver is a hub for the Canadian skateboard scene and recognized as such around the world.

“

”

I'm signing this because we need an indoor skateboard facility. Residents of Vancouver and the skateboard community deserve this. Every Olympic sport/performance art has an indoor training facility in the lower mainland, it's time to add skateboarding to that list.

“

”

At the very least we need a dry and indoor space to skate but the city should think about making a world class facility that will not only support the many skaters in the city but also bring people to Vancouver to skate.

“

Quotes From Comment Section of Online Petition.
Petition: "Vancouver Needs an Indoor Skateboard Park"

EXECUTIVE SUMMARY

Additional Comments from Small Wheeled Sports:

A lack of indoor space and inclusion in community centres also significantly limits access for other small wheeled sports. Junior roller derby is another underserved yet vibrant sport that serves a unique demographic of youth ages 6-18 years. The sport has notable, socially important aspects like body/size positivity, and has a reputation for inter-skater mentorship and instilling grit and physical confidence in female and non-binary-identified athletes in a safe environment.

Vancouver Junior Roller Derby (VJRD) is Metro Vancouver's only team. The team has never had access to sufficient space from September to March to be able to play actual games, and currently only has access to adequate space to accommodate 27 skaters. As of November 2021, there were over 60 families on the team's waiting list.

VSBC Indoor Skate Space Initiatives:

The VSBC was originally founded as the Vancouver Indoor Skateboard Coalition and access to indoor space for skaters has been maintained as an important priority and need for the community since its creation in the mid 90s (20+ years). During this time access to indoor and covered spaces in Vancouver has not improved.

Proposed facilities that may have supported their efforts, like Plaza 2.0 - a covered skate space under the Cambie Street Bridge to address the potential construction period of the NE False Creek Park , did not come to fruition increasing community frustration. Simultaneously, calls for cover, lights, surface improvements, and other improvements to existing parks have not yet been addressed.

Through to January 2022 the VSBC has been able to run a pilot project for the Green mini-ramp on Granville Island. Members of SAGE from the VSBC reported this site was in extremely high demand and there has not been enough room to accommodate skateboarders and other small wheel sports. Despite being a covered space it is susceptible to wet conditions when rain is heavy or constant.

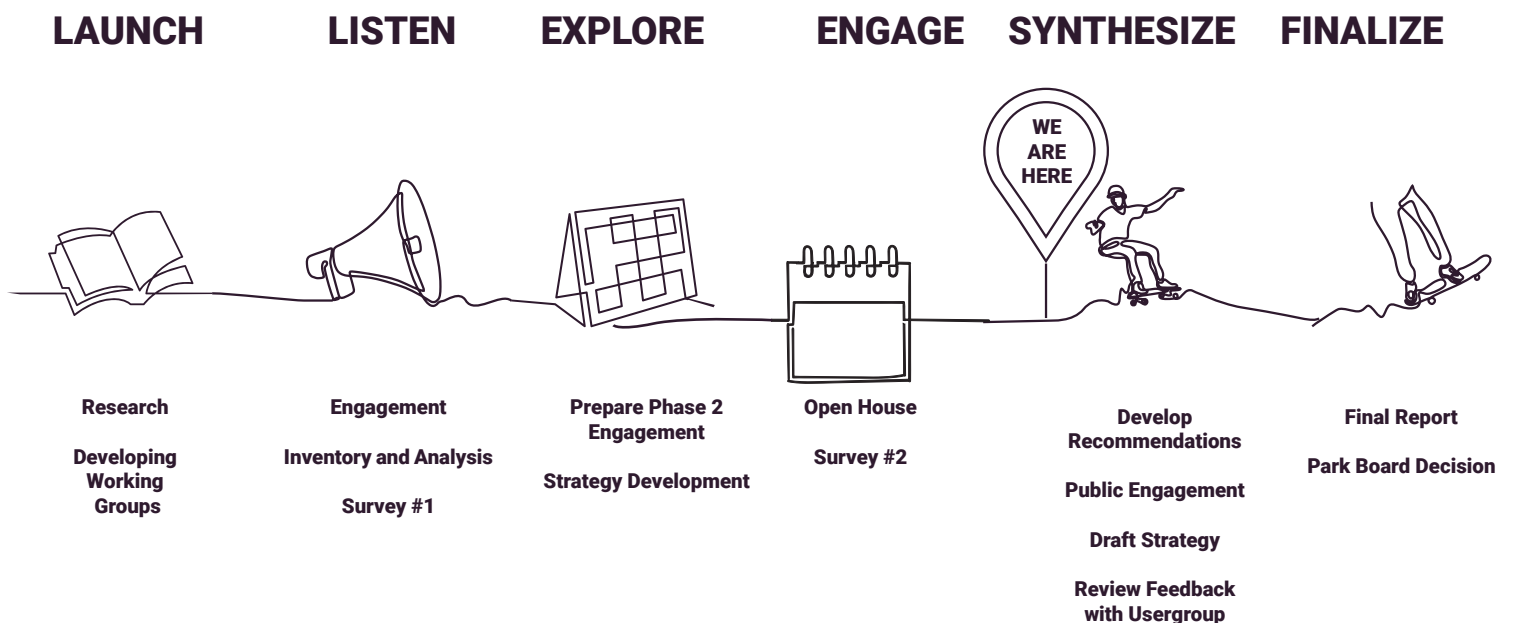
PROJECT BACKGROUND

The Vancouver Board of Parks and Recreation (Park Board) are developing a long-range strategy for skateboard facilities in Vancouver. The strategy aims to increase participation in skateboarding and other related action sports by recreational users and athletes in skateboard venues and expand Vancouver's conception of where and how skateboarding and other wheeled sports occur in the city.

The new Skateboard Amenities Strategy will provide a long-term vision for skateboarding and other wheeled sports in Vancouver, articulate and define optimum service levels, provide a flexible "design tool kit" to support the growth of skateable surfaces and spaces across the City and develop recommendations for implementation.

This document provides an overview of how we engaged skateboarders, skateboard organizations and other groups participating in alternate wheeled-sports in skateboard venues, who participated and what we have heard thus far in the process.

Please note that throughout this document, the term "user group" is used to refer to skateboarders and the other aforementioned wheeled-sport participants that use skate facilities. (Scooters, BMX, inline, skaters, roller skaters, longboarders, etc.)



WHAT WE DID

- **Engagement Activities**

This section documents the engagement activities, and promotional tactics utilized to gather broad feedback in Phase 2.

The purpose of this engagement was to discover who skateboards and where. What do skateboarders like or dislike about current amenities? What can be done to improve these experiences? [Update for survey 2]



- **Online Survey**

Between October 12 - November 8, 2021, skateboarders and skateboard organizations, other groups participating in alternate wheeled-sports in skateboard venues such as, but are not limited to, roller skaters, inline skaters, BMX, scooters, and longboarders, as well as residents, business owners and other members of Vancouver's diverse community were provided an opportunity to take an online survey.

The survey included a set of questions for skate amenity user groups to gather their perspectives on specifying potential locations for new skate amenities, improving our existing ones, and other creative ways to incorporate skateboarding in the city.

- **Strathcona Youth Survey**

In October of 2021 a targeted workshop was run with youth in the Strathcona area. Attendees participated in a workshop, discussion group, and beginner pop-up skateboard event to explore the topic of accessibility of skateboarding for youth in general as well as for youth in high barrier neighbourhoods such as Strathcona. This survey was extremely valuable not only because the Shape Your City survey targets adults, but because it provided excellent insight to how youth use the skate parks and how the Park board can support them through amenities and programming.

WHAT WE DID

- **Pop-Ups and Panels, In Person Engagement**

During the late summer and fall two in person outdoor events were hosted in partnership with the Vancouver Skateboard Coalition (VSBC) to raise awareness for the strategy, gather broader community and public interest, and to continue to foster a relationship with the local skate community

- **Sunset Beach Pop-Up Skate and Panel**



August 28-29th a Pop-Up skate event and panel discussion occurred at Sunset Beach.

Attendees were able to place pins on a large map of Vancouver to communicate where they currently skate and where they would like to skate in the city.

The event was well attended with over 50+ people present for the panel and over a hundred people often present for the skate pop-up event throughout the day.

The panel discussed skateboarder's relationship to the physical and social landscape of Vancouver and was lead by Kristen Ebeling, and included Rose Archie, Norman Ibarra, and Mikey Ray - all notable members of the local skateboard community.

- **Cambie Street Bridge Open House**



On October 23rd, an open house and temporary pop-up took place in collaboration with the Vancouver Skate Coalition under the Cambie Street Bridge.

This pop-up served as a trial run for more long-term pop-up skate spots.

Participation in Survey 2 was promoted and attendees placed "dots" on Open House boards to show their support for suggested locations.

The event was highly popular with hundreds of participants over the course of the day. At peak times during the Grom-Go-Getter Kids Contest and live music performance there were 75+ people in attendance.

WHAT WE DID

- Video Collaboration with Uytæ Lee



In collaboration with Uytæ Lee ([About Here](#)) we made a video to promote the CitySkate Strategy and create a long-term resource / mini documentary to explain skateboarding and its history in Vancouver.

On About Here's channel the video has 38 000+ views and counting!

Watch "Why Vancouver Changed its Mind About Skateboards" on YouTube.

- Skateboard Planning Oversight Team (S.P.O.T) Input (City of Vancouver)

Representatives from a variety of city departments, including Engineering Street Activities and Transportation, Real Estate Facilities Management, and Planning and Recreation, have met regularly to consider ways skateboarding can be integrated into the city fabric and how to make the strategy a useful and accepted resource for other departments.

- Skate Advisory Group for Engagement (S.A.G.E)

The SAGE meets regularly to review presentation materials, contribute comments to analysis, provide feedback and insight on next steps, and share information with their constituent community groups.

The SAGE committee is made up of representatives from:

- Vancouver Skateboard Coalition (VSBC)
- Nations Skate
- BMX
- Roller Skating
- Vancouver Queer Skate / LGBTQ+ Community
- Longboarding/Skate as Transportation
- East Van Skate Club
- Under Toe Skate
- Late bloomers/Takeover + Adult Skate Club

- VSBC (Vancouver Skateboard Coalition) - Stakeholder Consultation

Park Board and representatives from the Consultant team are in regular communication with the board of the VSBC regarding the progress of the strategy. Members from the team have attended numerous VSBC meetings to ensure there is opportunity for input and feedback from the larger skate community. Members of the VSBC also sit on the SAGE committee to provide more focused input.

SURVEY 2

- **Online Survey**

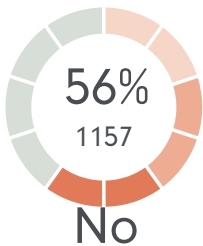
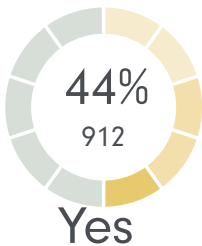
The intention of Survey 2 was to gather information on user group participation in skateboarding and other wheeled sports (who, what, where, when), user group perspectives on existing skate amenities, user group priorities for future skate amenities, and resident/business owner/public perceptions on skate amenities.

Note: Some totals may not add up to 100% because some questions allowed respondents to select more than one response or as a result of rounding. The number of mentions for open-ended questions may exceed the total number of respondents as participants may have commented on more than one topics.

WHO WE HEARD FROM

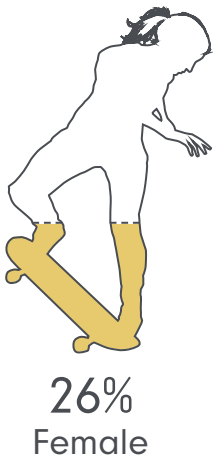
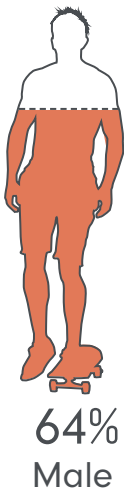
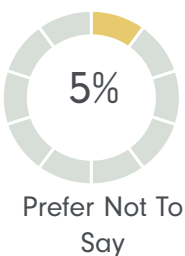
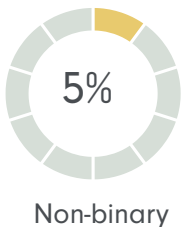
Did you participate in Survey 1?

Key Takeaway:
44% of respondents had not previously been engaged in calls for public input regarding this strategy.



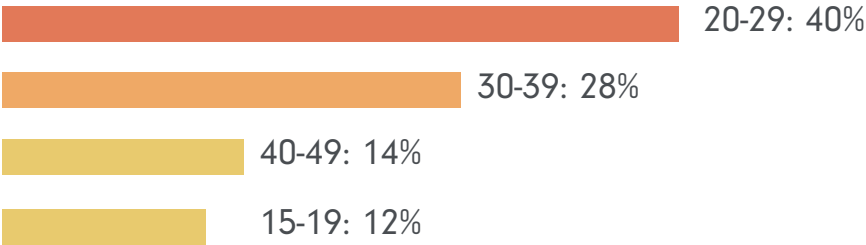
Gender

Key Takeaway:
Survey 2 saw a 4% increase in female respondents and a 3% increase in non-binary respondents.



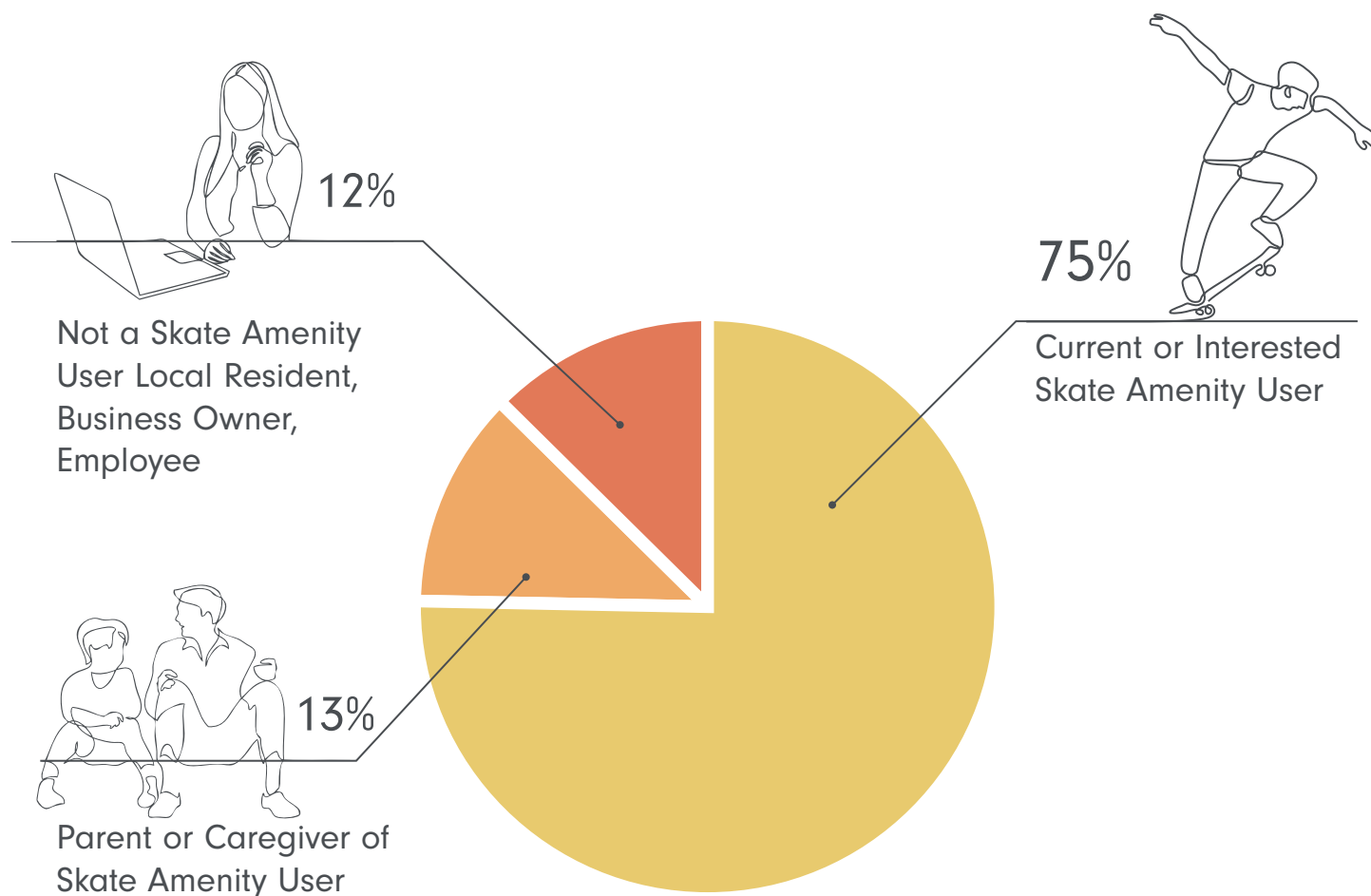
Age

Key Takeaway:
Age demographics from survey 2 are similar to those from survey 1.
70+: 0% (3 – negligible) Prefer not to say: 1% 50-59: 4%



WHAT WE HEARD

1. What is your interest in the project?



Key Takeaways

12% of respondents identified as non-amenity users, this is double Survey 1 (5.9%)

Non-Amenity Users were generally supportive of skate spaces and associated with the community in some manner identifying as former skaters, skate shop owners, or friends of skaters.

Breakdown of Non-Amenity Users:

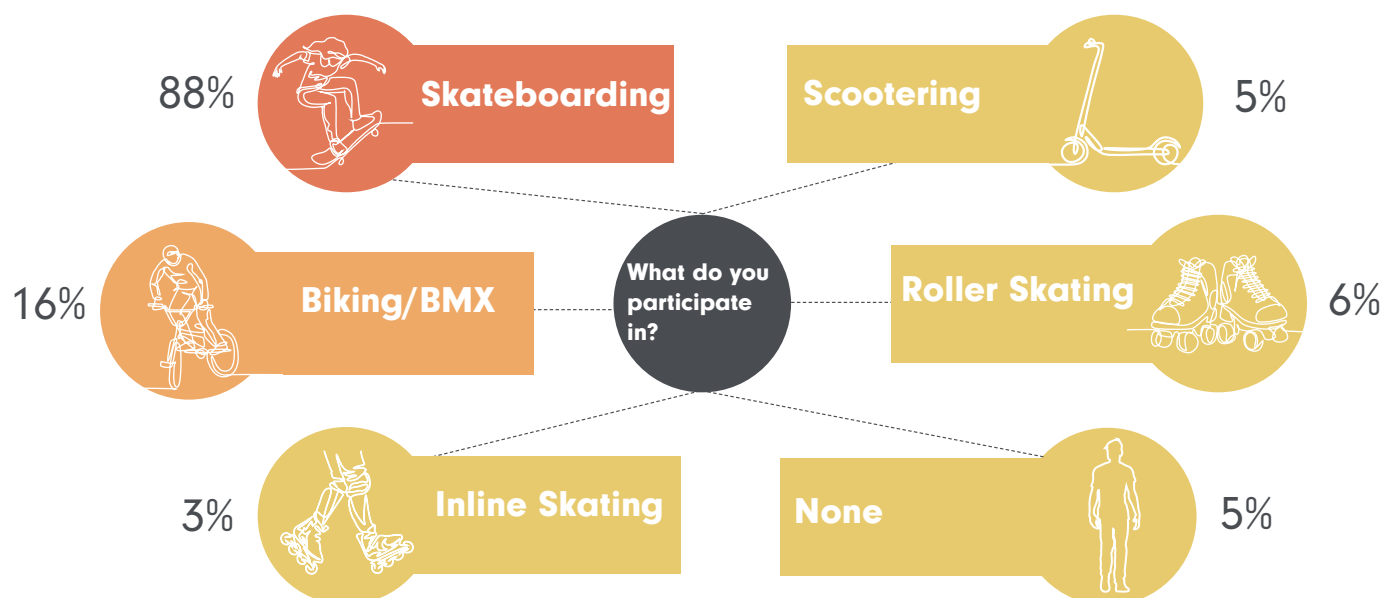
247 Non-Amenity Users

29% did not use skate amenities at all

71% of Non-Amenity Users participated in spectating, supervising, and/or socializing at the skatepark.

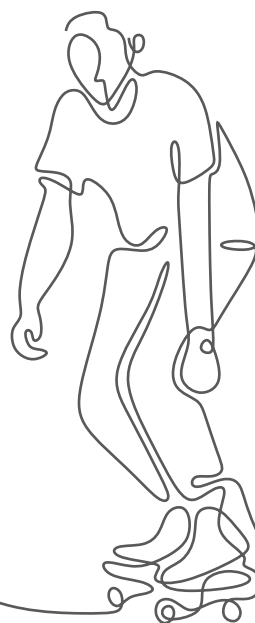
WHAT WE HEARD

2. What activity/activities do you or your family participate in?
[Check all that apply]



Key Takeaways

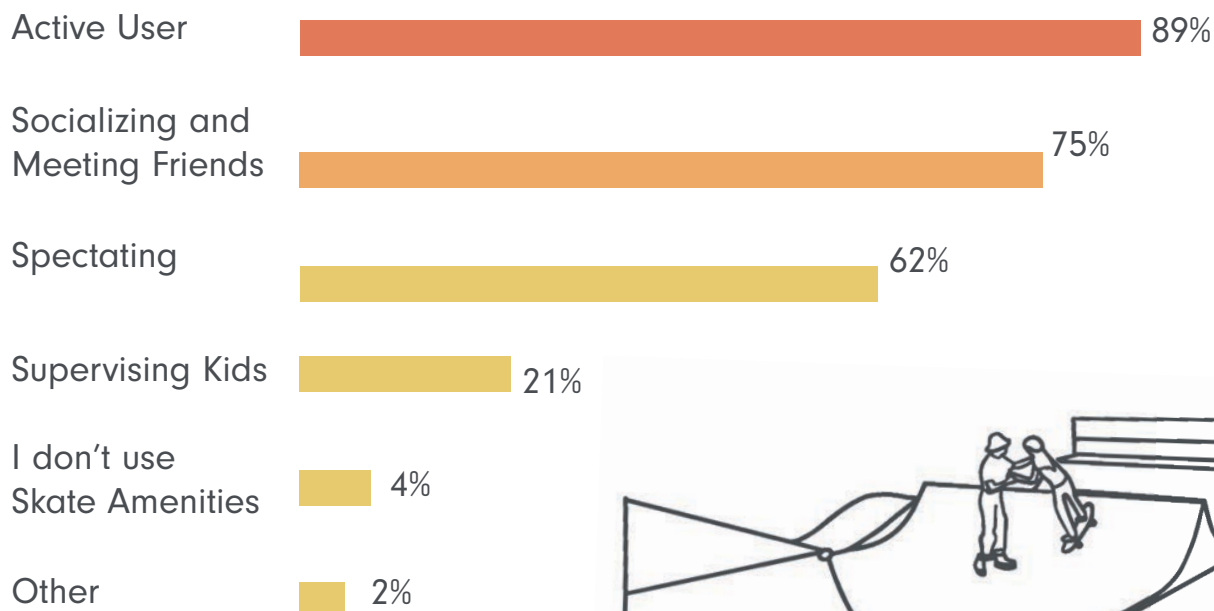
- 65% of respondents exclusively skateboard
- 23% Skateboard and participate in other small wheeled sports
- 7% are exclusively other small wheeled sports users
- 5% of respondents do not participate in any wheeled sports.
- Longboarding was the top open ended response.



WHAT WE HEARD

3. While at a skate amenity, what activities do you or your family participate in? [Check all that apply]

“Avoiding other skateboarders because the spaces are overwhelmed with participants”



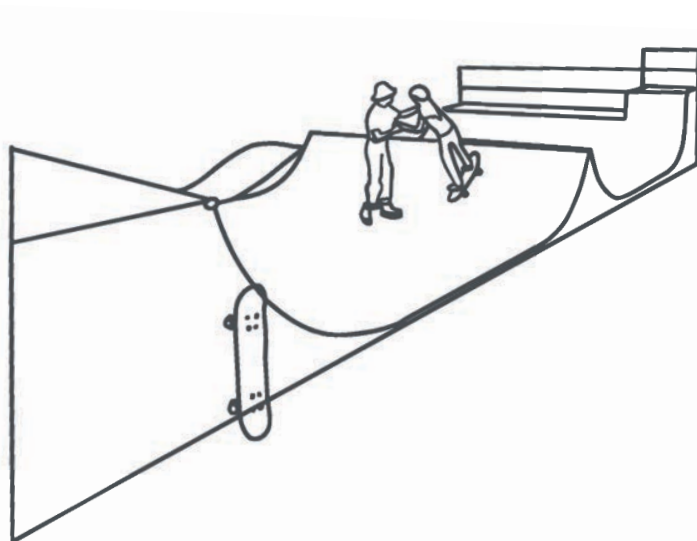
Key Takeaways

Other activities noted:

- Photography/filming
- Teaching and Building Community
- Art
- Longboarding
- Practicing Alone

Community activities, like teaching or helping beginner skaters, were important to many respondents.

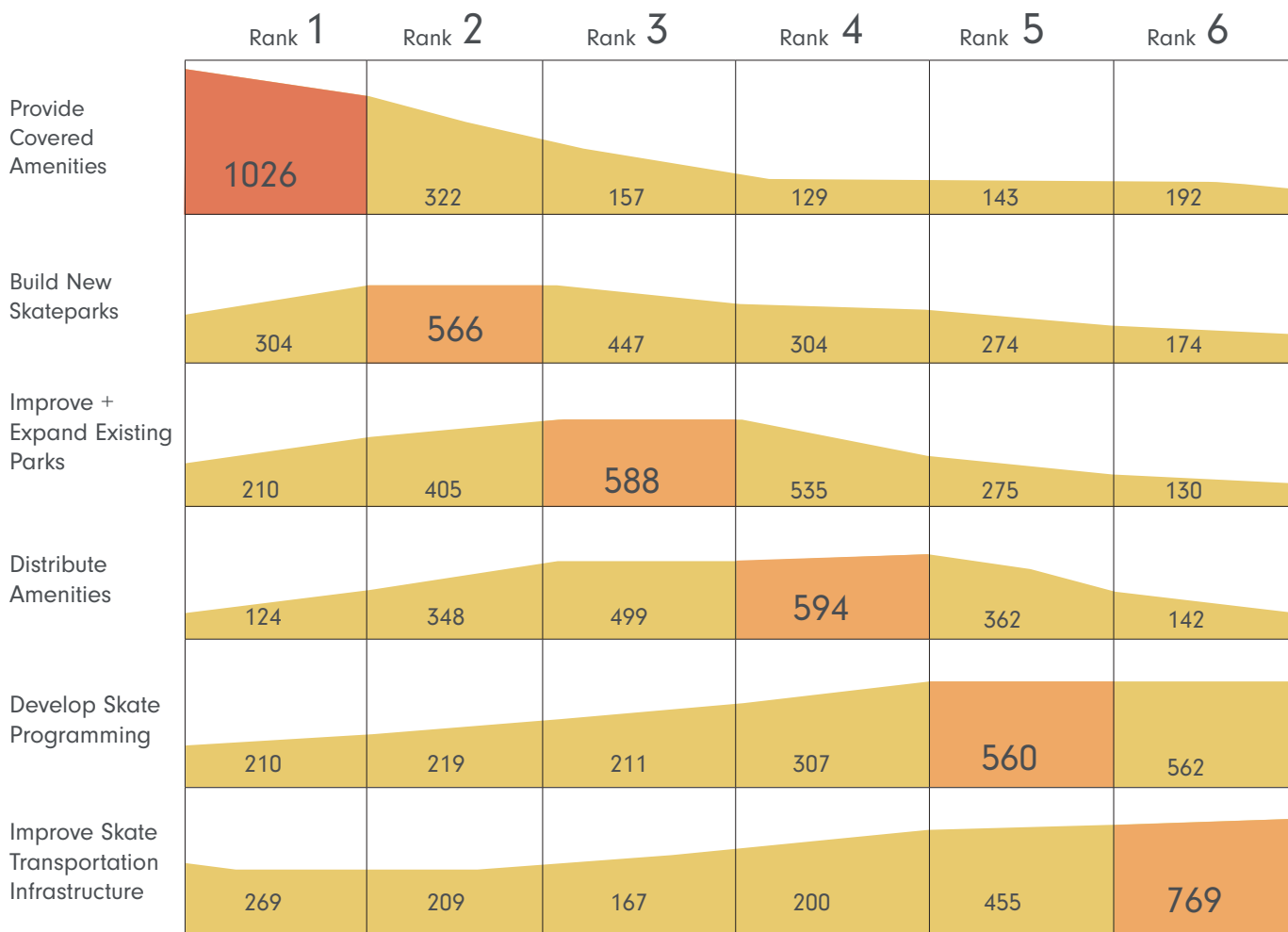
Several open-ended responses noted a lack of beginner friendly space and that overall stress on available skate space also impacts accessibility for youth and new skaters.



“We also hold space for those who are uncomfortable to be at the park alone due to how some folks treat them for their sexual/gender identity and younger youth”

WHAT WE HEARD

4. Which are the most important elements of the skateboard strategy to you? [1 - most important to 6 - least important]:



Key Takeaways

The above chart shows respondent votes with regards to ranking the six options. Over 50% of respondents selected “Provide Covered Amenities” as their number one choice. It is clear this is in high demand. Ranking is not representative of a lack of desire for these amenities, however it does showcase immediate need.

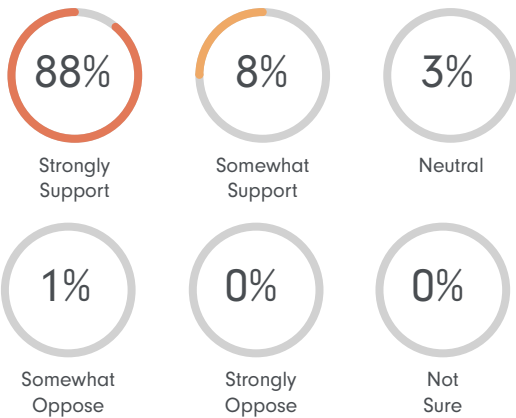
Respondents have identified covered space as their most immediate need. This is followed by the construction of new parks, the expansion and improvement of existing parks, further distribution of skate amenities throughout the city, developed programming for skateboarding, and finally improved skate transportation infrastructure.

WHAT WE HEARD

5. The Vancouver Skate Strategy is exploring opportunities for incorporating skate amenities into the city in various locations.
Do you support the following locations for skate amenities?



Existing and New Parks

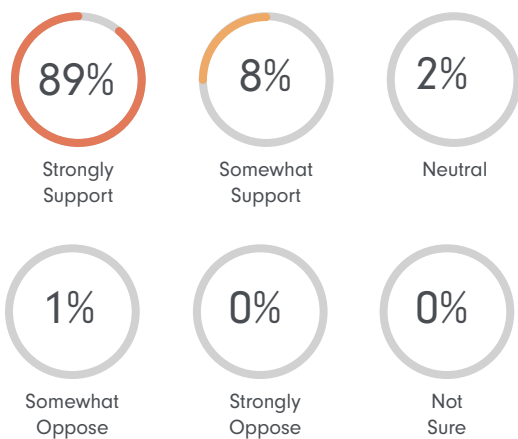


Key Takeaways

- 88% of respondents strongly supported new skate amenities in new and existing parks and suggested numerous existing parks that could use improvements later in the survey.
- This finding supports data from survey 1 that noted 28% of respondents used these spaces 4-7x a week and 44% of respondents used them 1-3x a week.



Public spaces outside of parks (Plazas and Squares)



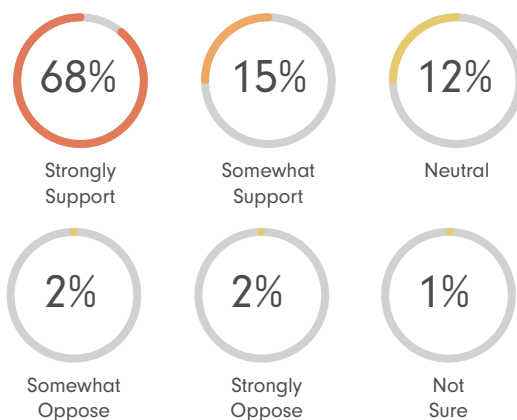
- 89% of respondents strongly supported skate spaces in public areas but did note potential public resistance as a concern if the space is not clearly noted as skate space.
- This finding supports data from survey 1 that noted skaters skate in public areas just as often as existing parks.

WHAT WE HEARD

5. Continued



Incorporated into streets, bikeways and greenway networks

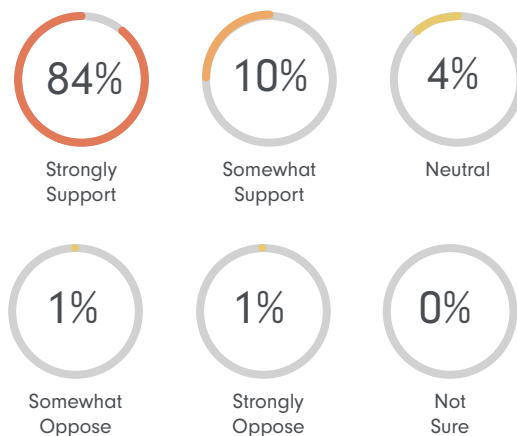


Key Takeaways

- Respondents were generally supportive with some concern with regards to cultural acceptance and design implementation.
- This finding supports data noted from survey 1 that noted 42% of respondents skates on streets, sidewalks and paths 4-7x a week, and 40% skated them 1-3x a week.



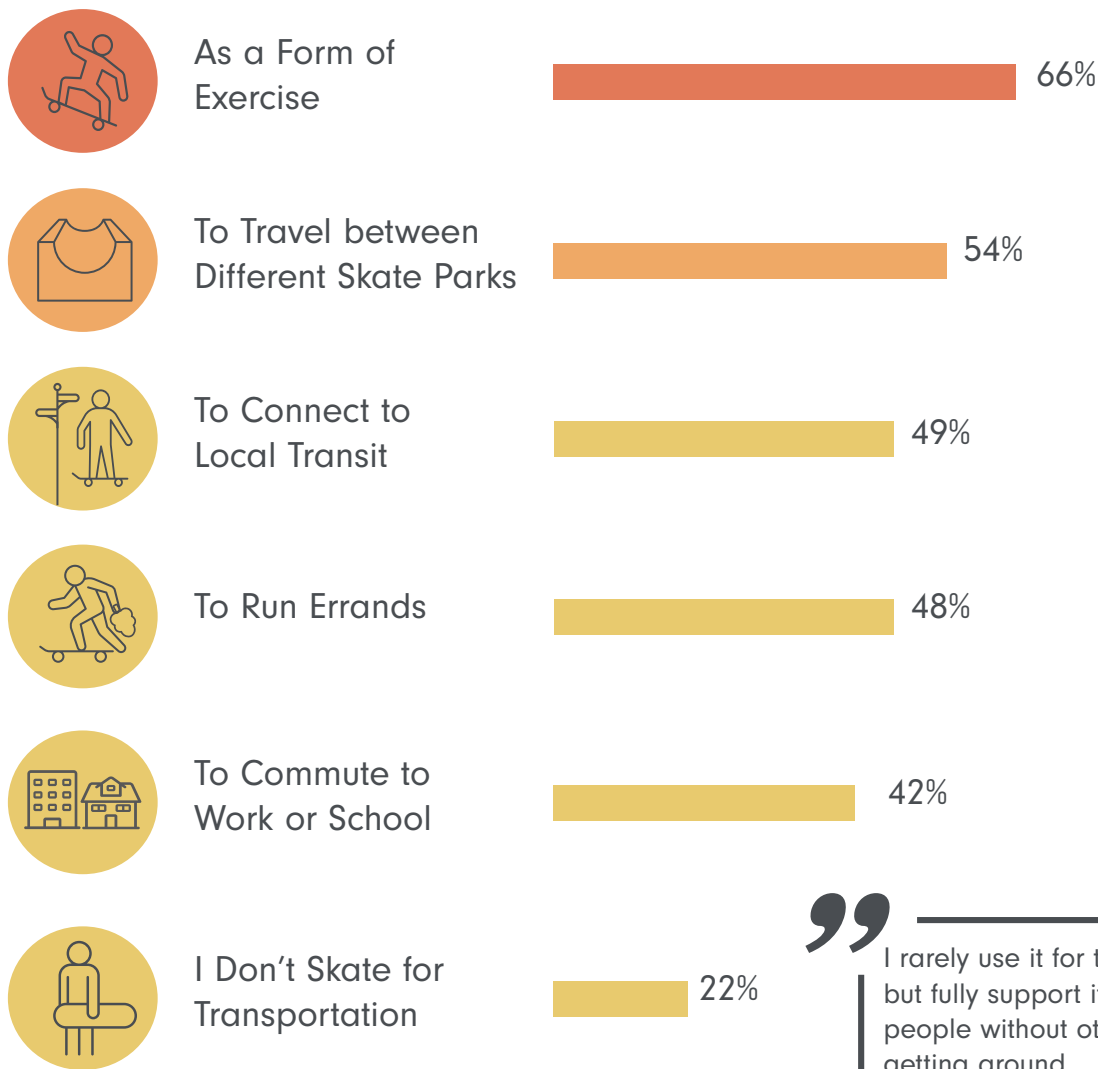
On Private land that is accessible to the public (parking lots future development sites)



- 84% of respondents strongly support skate amenities on private land
- Respondents noted elsewhere in the survey that there is an overall lack of skate amenity space, especially in the winter due to a lack of covered space.

WHAT WE HEARD

6. When do you skate for transportation? [Check all that apply]



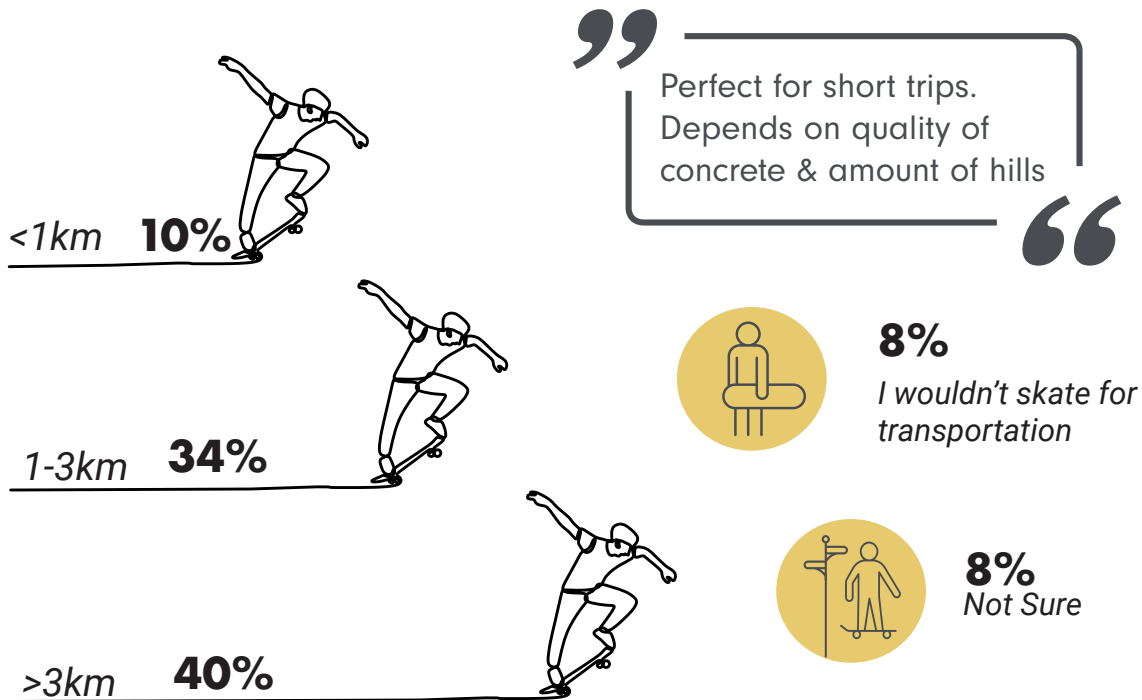
“I rarely use it for transportation but fully support it for other people without other means of getting around”

Key Takeaways

Top write in answers included “for fun” and “travel with friends”. Similar to skating at the park, skating for transportation is also a social activity, and as an enjoyable way to experience the city. Some respondents noted they would use their skateboard as transportation if paths and streets were more accommodating.

WHAT WE HEARD

7. What is the maximum distance you would skateboard for transportation?



“ If I don't feel like driving I'd go skateboarding ”

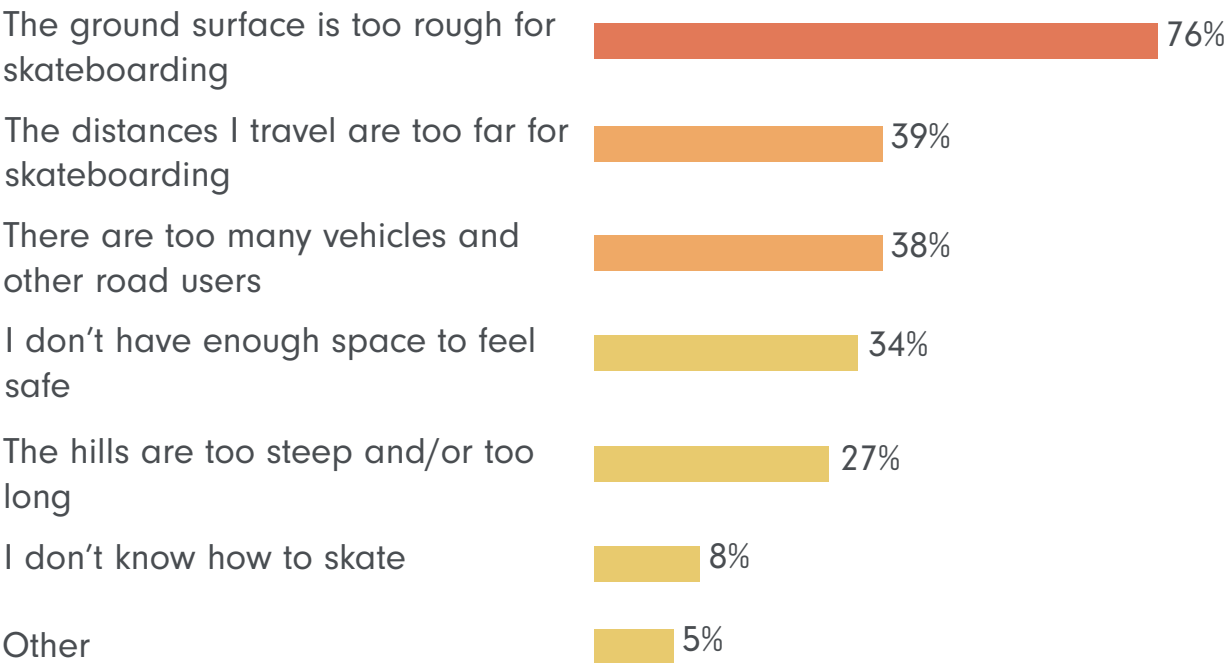
“ To commute and mainly to practice my skills and improve my mental wellness ”

Key Takeaways

- 40% of respondents stated they would use a skateboard for transportation for over 3km showing while skateboarding may not be thought of as the main mode of transportation for long distances, skaters do frequently use their boards to get around the city for short distances and with transit.
- While some skateboarders may not identify skateboarding as a primary mode of transportation, skateboarders do frequent streets, sidewalks and paths and should be considered as a user of these spaces for future planning.

WHAT WE HEARD

8. What are challenges to skating for transportation?
[Check all that apply]



“ People treating me like I am an intruder on the road or the sidewalk. There is no signage to let people know it is legal and acceptable to ride. ”

“ People seem to react negatively to seeing skateboarders. When I skated I got a ticket for skateboarding on a bike path. ”

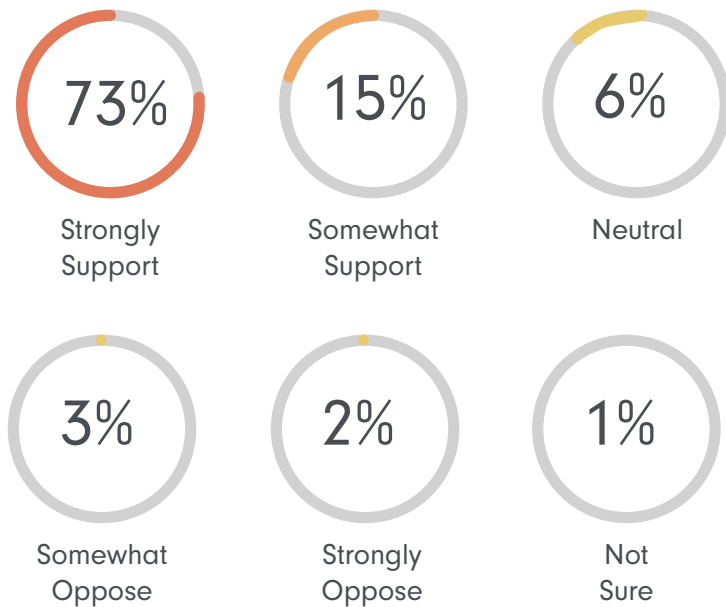
“ Sometimes I feel that allowing my child to skate in public spaces is frowned upon by others. ”

Key Takeaways

76% of respondents stated ground condition was the main barrier to skating for transportation. In written responses respondents also noted weather as a strong barrier, and cultural barriers such as conflicts with other road users. The need for more physical space on paths or bikeways in order to feel safe on shared routes was stressed.

WHAT WE HEARD

9. A skate amenity can be as simple as a single ledge, platform, or combination of a few features. How supportive are you of locating these smaller skate amenities alongside bikeways and greenways?



“I would rather have them all in one spot, that is meant for skateboarding. But as long as it's not taking obstacles away - I'm all for it.”

“I would support this if done in a safe way so features are spaced far away from others on the sidewalks / greenways otherwise accidents and injuries will happen often.”

“This is a fantastic idea, however the skateboard amenities should be separate from the path as to not disrupt cyclers and other commuters. I'm an avid cyclist myself and I think this is good but I know that cyclists will be worried and/or complain if we are "in their way".”

Key Takeaways

Respondents were strongly supportive of skate amenities along bikeways but generally noted further information and design detail was needed for them to properly respond. Concerns of public backlash to skaters in these spaces were raised, as well as conflict with other users.

The need for clearly designated space was noted. Small skate spots along greenways and bikeways do not replace the need for improvements to current parks, new parks, and covered or indoor skate space.

WHAT WE HEARD

10 - 14. Rate your preference for the following options based on their suitability and suggest other areas you feel should be explored.

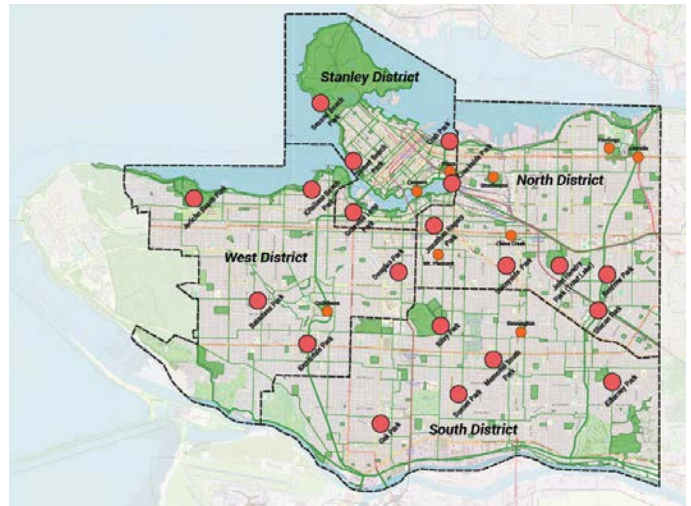
- **Skate Amenity Exploration**

The Vancouver Park Board manages Vancouver's Parks using 4 districts (right)

Stanley District, North District, South District and West District.

Within each district several parks have been identified as having potential to support a new community or neighbourhood level skate park.

Respondents offered thoughtful consideration of potential sites, DIY sites that could become sanctioned spaces, and existing parks in need of renovation. For further responses see Appendix F.

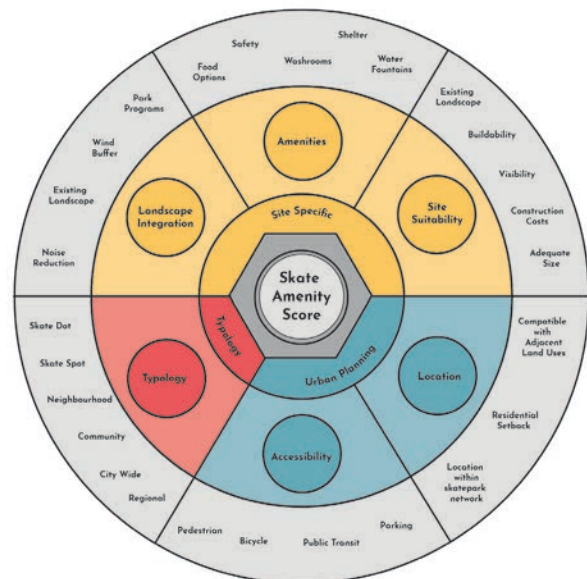


- **Potential Site Rational**

The Diagram to the left showcases some of the factors taken into consideration when identifying potential sites.

Locations were vetted by Park Board Staff, a consultation user group [SAGE], and through preliminary analysis by consultants.

Respondents were invited to rank the options based on if they thought the site was suitable, and comment on each district to suggest alternate locations, positive factors, or negative factors of suggested locals.



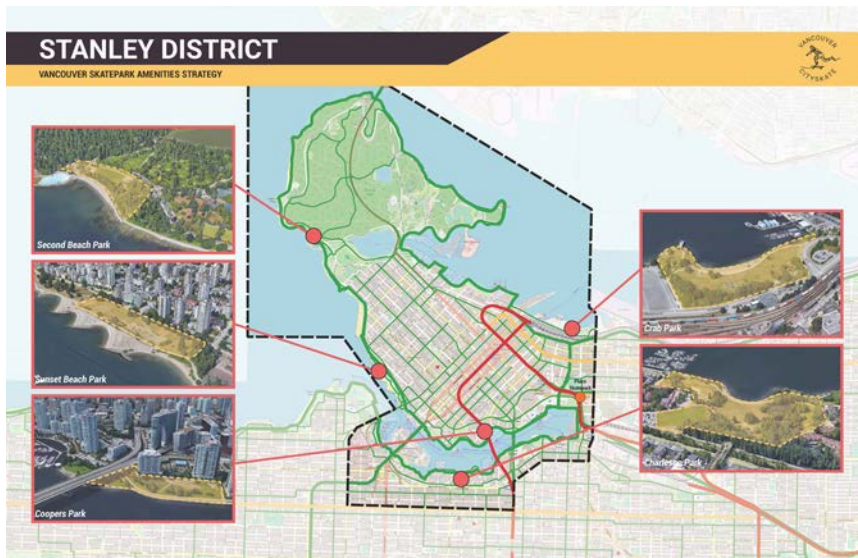
WHAT WE HEARD

The Geospatial analysis of comments overlaid on a map of Vancouver.



WHAT WE HEARD

Key Takeaways



Safe Skate Spaces:

Respondents noted the Plaza was not very youth friendly creating further gaps in skate amenities in the downtown area despite high density.

Skate Spots: Areas covered by bridges like Coopers' Park were beneficial for all year skating.

Sunset Beach (73.3%) is the most preferred location in the Stanley District and the second most preferred location in the city.

	Strongly Support	Support	Neutral	Against	Strongly Against	Not Sure
Charleston Park	1283 (62%)	361 (17.4%)	282 (13.6%)	28 (1.4%)	22 (1.1%)	93 (4.5%)
Coopers Park	1304 (63%)	395 (19%)	250 (12.1%)	20 (9.6%)	15 (0.7%)	85 (4.1%)
Crab Park	1252 (60.5%)	365 (17.6%)	267 (12.9%)	66 (3.2%)	33 (1.6%)	86 (4.1%)
Second Beach Park	1362 (65.8%)	366 (17.7%)	213 (10.3%)	45 (2.2%)	24 (1.2%)	59 (2.8%)
Sunset Beach Park	1524 (73.7%)	297 (14.3%)	149 (7.2%)	22 (1.1%)	16 (0.7%)	61 (2.9%)

“

Why does it have to be restricted to parks? I wish more plazas could be created as well around the hustle and bustle of a city

“

I think that Sunset Beach would be perfect for a new park. During the green ramp pop-up this summer - we had many community members come out and express their support for a park in this location.

“

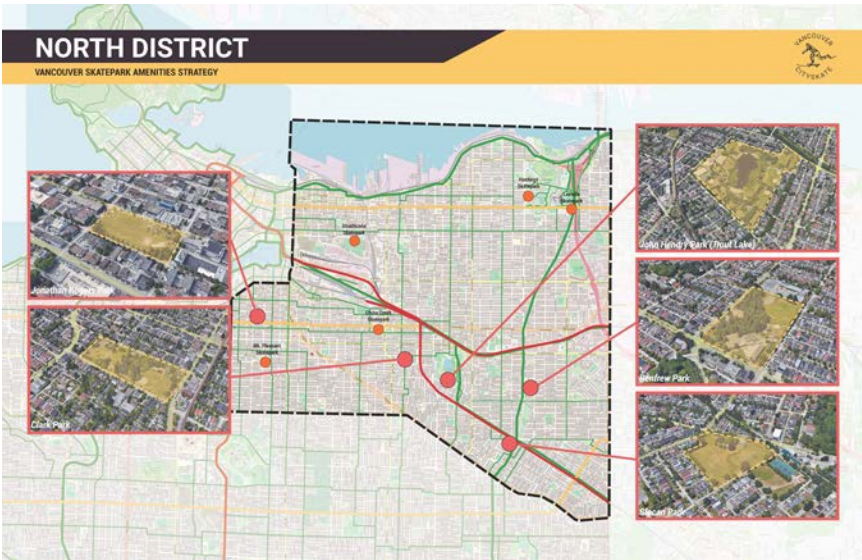
“

...Nothing has been built to address the needs of skateboarders in Vancouver for 10 years. No covered spaces that are safe and inclusive to all skateboarders exist anywhere in Vancouver...The skateboarders in Vancouver deserve the same respect and considerations as more “traditional sports”

“

WHAT WE HEARD

Key Takeaways



Renovation Station: Respondents noted most parks needed improvement or could be improved upon to better meet current needs. Stress on space, lack of cover, lack of lighting and high difficulty were noted as barriers.

South East: While they may not be as widely used - respondents supported neighbourhood parks in underserved areas.

John Hendry Park (68.3%) is the preferred North District Location

	Strongly Support	Support	Neutral	Against	Strongly Against	Not Sure
Clark Park	1304 (63%)	387 (18.7%)	249 (12%)	13 (0.6%)	10 (0.4%)	106 (5.1%)
John Hendry Park-Trout Lake	1414 (68.3%)	336 (16.2%)	212 (10.2%)	12 (0.6%)	16 (0.7%)	79 (3.5%)
Jonathan Rogers Park	1293 (62.5%)	370 (17.9%)	262 (12.6%)	27 (1.3%)	12 (0.6%)	105 (5%)
Renfrew Park	1260 (60.9%)	406 (19.6%)	266 (12.9%)	28 (1.3%)	10 (0.5%)	99 (4.8%)
Slocan Park	1256 (60.7%)	396 (19.1%)	279 (13.5%)	19 (0.9%)	12 (0.6%)	107 (5.2%)

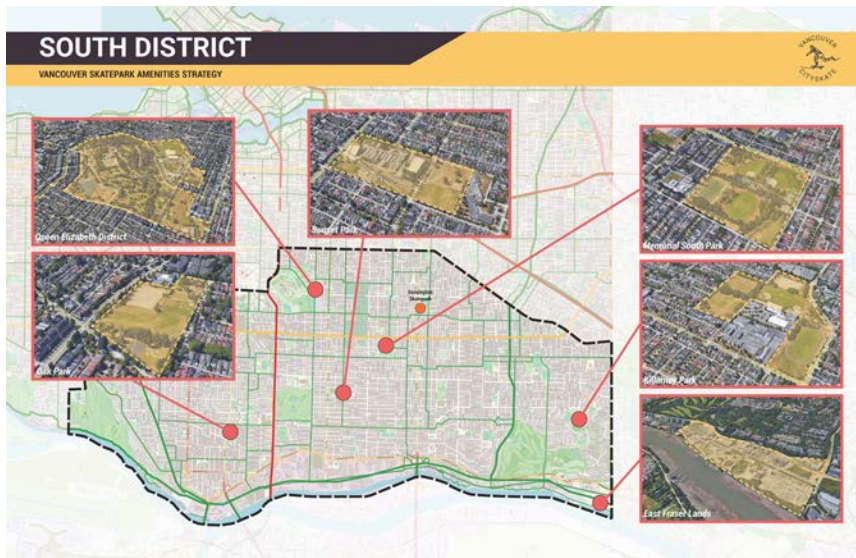
“ Strathcona park has a very old skatepark, but there is so much room for extension in this location. It’s quite central, easy to commute to, and far enough from residents so noise isn’t an issue. I dream of a big skatepark, partially covered with night lights here!

“ I think as far south east as possible. Let’s get skateparks in neighbourhoods where the youth don’t already have options “

“ Jonathan Rogers Park would be perfect for a new skatepark. It is easy to access, and could be used by many different types of people in the community. Britannia courts is currently the most popular skatepark in the North District, and the city should seriously consider supporting the addition of a new skate space in the area in its absence. “

WHAT WE HEARD

Key Takeaways



Neighbourhood Parks: Many users identified the parks in the south as neighbourhood parks to serve the local community currently lacking in skate amenities.

Queen Elizabeth District (67.1%) recieved the highest support in the northern part of the South.

Sunset Park (61.3%) is the most centrally located was the second most supported in the South.

	Strongly Support	Support	Neutral	Against	Strongly Against	Not Sure
East Fraser Lands	1134 (54.8%)	398 (19.2%)	352 (17%)	28 (1.4%)	16 (0.7%)	141 (6.8%)
Killarney Park	1177 (56.9%)	418 (20.2%)	314 (15.2%)	25 (1.2%)	14 (0.7%)	121 (5.8%)
Memorial South Park	1157 (55.9%)	405 (19.6%)	344 (16.6%)	19 (0.9%)	10 (0.5%)	134 (6.5%)
Oak Park	1157 (55.9%)	416 (20.1%)	322 (15.6%)	25 (1.2%)	14 (0.7%)	135 (6.5%)
Queen Elizabeth District	1389 (67.1%)	354 (17.2%)	210 (10.1%)	17 (0.8%)	16 (0.8%)	83 (4%)
Sunset Park	1269 (61.3%)	398 (19.2%)	259 (12.5%)	15 (0.7%)	12 (0.6%)	116 (5.6%)

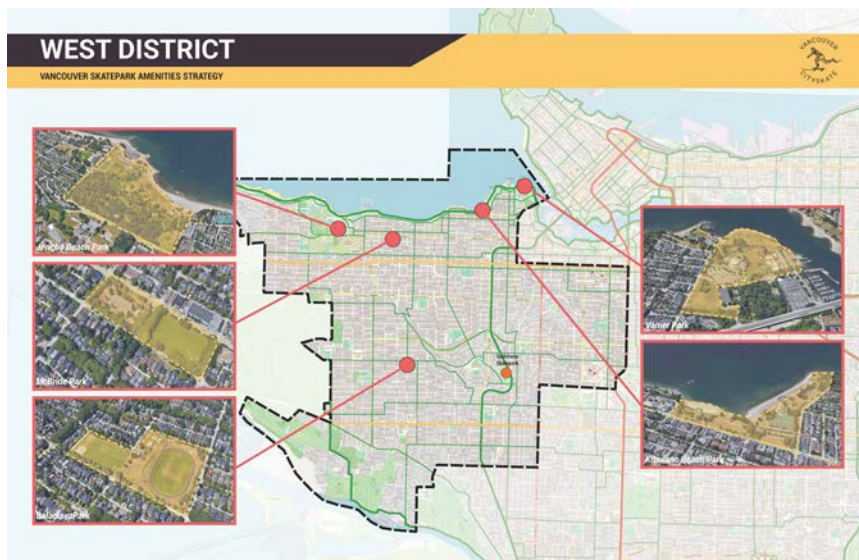
“ These are good locations for more localized skateparks. Locals in the neighbourhood would probably use them the most, but that’s good. ”

“ Couple of the parks are near elementary schools. could be great for introductory terrain / beginner style parks or skate spot style. East Lands have potential for a major park! Big competition style / advances / expert terrain ”

“ I think there is potential to upgrade Kensington park to have room for more younger skateboarders. Current Park is very high level. ”

WHAT WE HEARD

Key Takeaways



Lack of Amenities: Despite high density in the Kitsilano area and a large number of young families, only one skatepark is present in the West District

Lack of Cover: Quilchena (the only skatepark) provides no cover and existing lighting is poor making it difficult to use in the winter.

Location: Respondents were generally supportive of all sites. Kitsilano is the most supported location in the city (73.4%)

	Strongly Support	Support	Neutral	Against	Strongly Against	Not Sure
Balalava Park	1192 (57.6%)	401 (19.4%)	318 (15.3%)	25 (1.2%)	14 (0.7%)	119 (5.7%)
Kitsilano Beach Park	1518 (73.4%)	277 (13.4%)	171 (8.3%)	30 (1.4%)	20 (1%)	53 (2.6%)
Jericho Beach Park	1432 (69.2%)	320 (15.5%)	197 (9.5%)	34 (1.6%)	25 (1.2%)	61 (2.9%)
McBride Park	1191 (57.6%)	385 (18.6%)	334 (16.1%)	26 (1.3%)	14 (0.7%)	119 (5.7%)
Vanier Park	1293 (62.5%)	355 (17.2%)	279 (13.5%)	31 (1.5%)	21 (1%)	90 (4.3%)

“ This portion of the city has the least amount of parks/spots dedicated to skateboarding despite strong youth participation in the area. We need a park in the North West area (Kits)

“ Definently need more on the west side, ideally in Kitsilano where density and families live. A covered space in Kits would be amazing. Like under a bridge or covered facility.

“ Quilchena skatepark, we should either be able to have lights to be able to skate past 6pm, or have a section, or most of the park undercover. We have almost nothing to skate when it's raining.

WHAT WE HEARD

Summary of District Needs

Conclusions from survey questions 10-14

- **Stanley District**

Respondents in the Stanley District demonstrated diverse user group needs. Some respondents identified more as street skaters, preferring spots, urban areas, and small covered spaces throughout the city. Other respondents noted a lack of beginner and youth friendly spaces in the city and lack of formal parks and sanctioned skate spaces.

While beginner level space and lack of space is a key issue throughout the city, Stanley District responses also noted need for indoor space and Olympic/professional level spaces to keep Vancouver competitive as skateboarding grows as a sport.

- **North District**

The North District hosts most of the current skateparks in the city. In written responses many respondents noted renovation and improvement for all season use (addition of cover and lights) as the preferred priority action for this area. The North District also has underserved areas, most notably the South East of the district

- **South District**

The South District was noted in responses as largely underserved. Respondents noted potential for improvement in the existing parks, and need for local parks distributed throughout the south. Many in this district noted they currently travel to Richmond due to lack of amenities.

- **West District**

Responses in the West District strongly supported a park in Kitsilano and many noted the area seemed to have many amenities and a strong skate community but no skateparks. Further distribution to towards the South West and UBC was also mentioned as a need.

APPENDICES

Appendix A - Youth Survey	32 - 35
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APPENDIX A

Strathcona Youth Survey

Survey Summary:

As part of the larger public engagement, the Skate Strategy team reached out to local youth and kids in the Strathcona neighbourhood to hear their thoughts on what the barriers were to skateboarding and how they can be better supported through Park Board amenities and programming.

It is estimated approximately 8% of youth skateboard. This survey provides a sample of data from youth interested in skateboarding in the Vancouver area.

10 Years old
Average Age



1. Do you Participate in any of the following activities?

*Multiple Options Could be selected. Percentage is from total number of participants who selected said option.

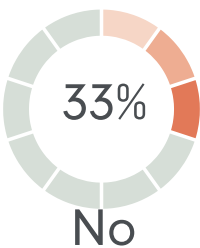
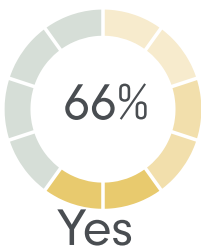
79%



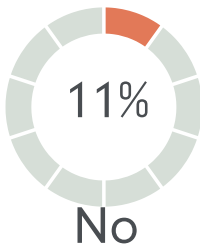
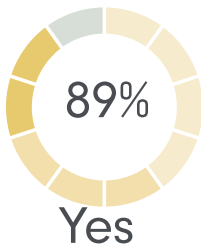
48%



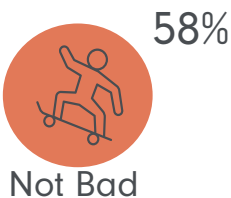
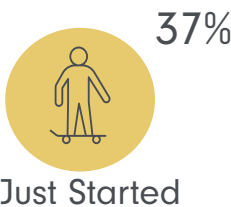
2. Do you have your own equipment for these activities?



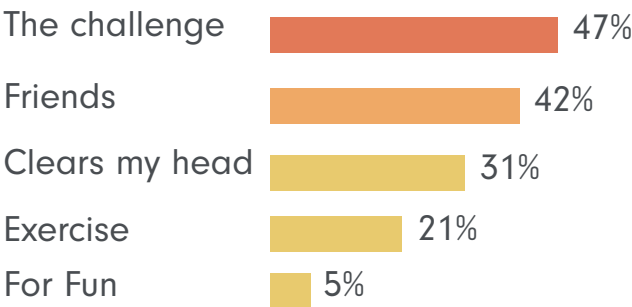
3. Do your friends skateboard or participate in related sports?



4. How would you rate your skill level?



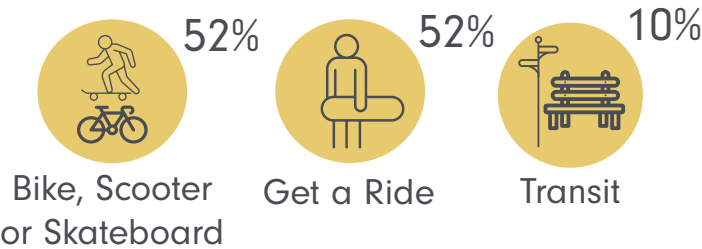
5. Why do you ride?



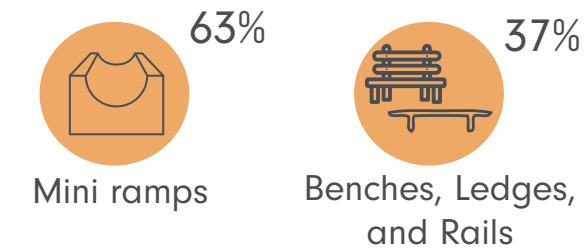
APPENDIX A

6. How do you get to the skatepark?

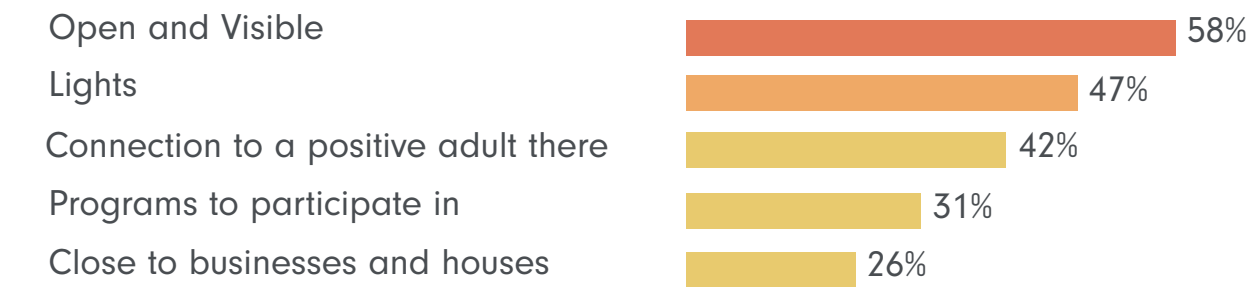
*Multiple Options Could be selected. Percentage is from total number of participants who selected said option.



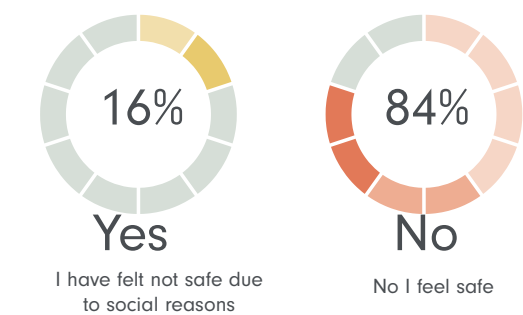
7. What are your favourite features at the skatepark?



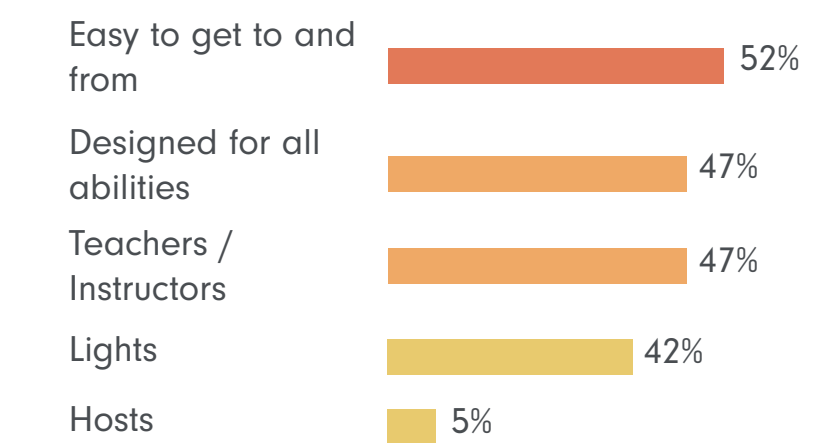
8. What makes you feel safe at the Skatepark?



9. Have you not felt safe at a skatepark?

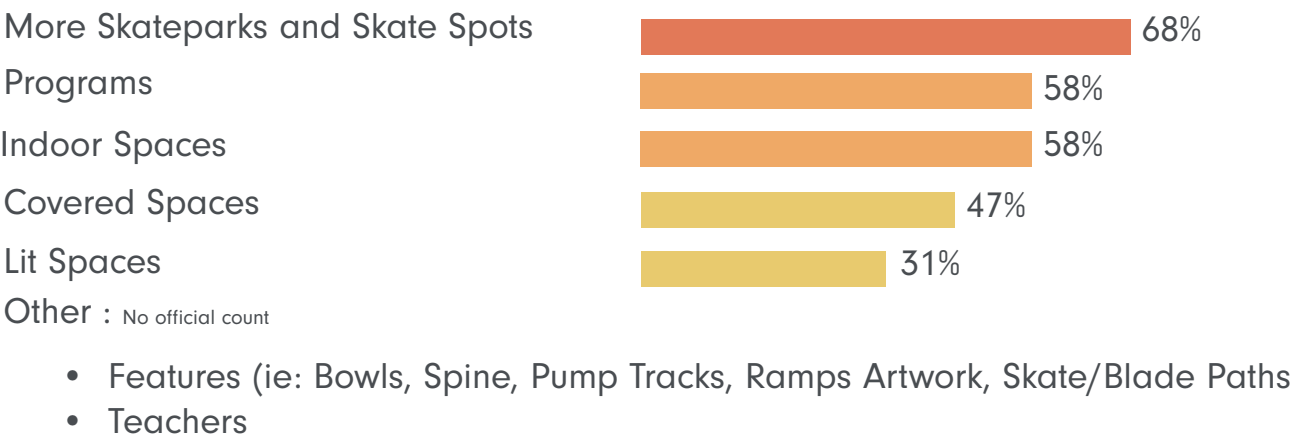


10. What can be done to make skateparks and skate spaces more welcoming?



APPENDIX A

11. What would you like to see more of in Vancouver that would make skateboarding/riding better for you?



Key Takeaways

While this is a small sample of youth skaters in Vancouver, the feedback illustrates the barriers to youth and provides some solutions to help reduce challenges.

- **Proximity and number of skate spaces:** Both youth and adult respondents support more spaces and better proximity to skate spaces but more mature skaters are able to travel to current existing amenities, while younger skaters are limited and not able to travel as far.
- **Programming:** The Park Board skate host program is valued by both adult and youth respondents, however this group felt strongly that more programming at the skateparks, either with hosts or lessons would benefit the youth tremendously. They also suggested combining programs with community centres, schools and recreation services would be beneficial.
- **Skate Environments:** Youth skaters can benefit and generally support safer and more usable skate spaces through covered space, lighting, and access to facilities (bathrooms etc) - female, non-binary, and youth skaters were more likely to note lack of lighting and location/visibility as a barrier.

Youth skaters also suggested that an actual skatepark was not necessary for beginners but even a flat covered dry area with a couple of features next to a school or park could serve this group.

APPENDIX B

Survey 2 : Indoor and Covered Space Summary (All Responses)

- Please please please please put these amenities in indoor public spaces!
- undercover space to skate
- Under Burrard bridge
- How about under the Cambie Bridge or other underused areas that are covered?
- any place that is able to provide rain cover, and dry/safe ground
- Under bridges
- Between Crab Park and the convention centre behind the railroad tracks. Where the old Indy track is by Science World. A downtown indoor park similar to the old RDS indoor park
- Under Cambie bridge southside
- Under the south side of Cambie Bridge
- We need an indoor facility
- Having an indoor park in the mall would be awesome
- Indoor spot is needed
- Under Cambie bridge south or somewhere along the train tracks from Olympic Village to Granville Island
- Underneath Cambie Bridge on the Southside of False Creek is the ideal location for skateable objects. It is an underused, covered, dry and well lit space with good transport connections. Its location underneath a busy road crossing also mitigates noise associated with skateboarding.
- Under the bridge, Harbour Green
- The location isn't as important as the ability to have it indoor or covered.
- I love the new features under Cambie bridge. Basic skatable spots like that go a long way in the growth of skateboarding, and authentic feel of street skateboarding.
- Covered skatepark! Plaza doesn't count!
- Anywhere undercover!
- Covered area near convention centre
- Under Cambie bridge (keep the benches)
- As you know the Vancouver skateboard community really needs more options for places to go when it's raining. Could any of these locations- like Coopers Park for example- be possible to locate the skate space in a covered area like under a bridge?
- All great, easily accessible but needs cover (117 days of rain in 2020)
- Please build an indoor park or one sheltered from the rain

APPENDIX B

- Under Burrard bridge
- Undercover spots is big issue
- Please keep the granite benches under Cambie Street Bridge!
- Please leave the current benches under Cambie Bridge in place. They are a key, safe resource for all ages right now and very necessary for the upcoming winter and rainy days
- Under Cambie Bridge!
- Under cambie st bridge. South side. Real shame that community didn't want the skateboarders around.
- A smaller modular facilities or ramp could be a great thing to implement at a spot like Crab park. This area has also had homeless communities pushed out and something unifying could add to the sense of community rather than make people feel unwelcome and displaced. Any and all beaches would benefit heavily from having seasonal (covered) areas for people to use during wet weather conditions for people to share and enjoy, especially for families, children and youth!
- The areas need to be covered.
- under burrard bridge southwest end
- Something covered and dry only please. Very important. Please make a place just for skating not walking or green space or chilling. Just skating. Most pedestrians get mad when they have to share the space with skaters. Too loud and we are too chaotic.
- We need covered areas to skate.
- Covered spot under south side of Cambie bridge.
- There needs to be a dry spot to skate.
- Covered spots
- Covered/dry spots to skate.
- Make sure there are coverings to allow gatherings and skating in the rain
- Please put the granite ledges back under the Cambie st bridge, that was a perfect skate spot for the winter season. The people complaining about the sound of skateboarding who live near by, already live beside a loud bridge with tons of traffic and large trucks driving at all hours of the day/night, so to remove a skate spot due to people complaining about sound is completely unreasonable and unfair to the people who were utilizing the beautiful spot the city created for skateboarding.
- Under the Cambie bridge seems like a great spot. It's already covered, paved and not very close to residences that could be affected by noise.
- Make a covered park or allocate a covered place for us to build an you would satisfy all skateboarders!

APPENDIX B

- Under Lions Gate Bridge
- South side of 4th street under the granville bridge.
- Anywhere that could be indoor or covered is best for skateboarding
- I skate a lot at Coopers park under the bridge as it is a good rainy day spot. It gets a bit crowded with basketball players, maybe even having another basketball area to create more space would be good. That and upgrading and installing some new features at the existing coopers park skatepark, like some low flatbars.
- coopers is tough because its so close to plaza and they are both almost undercover. would be better to just properly enclose plaza if any money is going to be spent on that side of the district.
- Britannia skatepark could be turned into a covered spot with skylights in the ceiling for summer with a smooth big area to practice for beginners and lessons or event hosts to set up outside of the skateboarding area There's also the old Granville island train bridge its just rotting away it could be made into a covered boat ocean themed skatepark also would then be a tourist attraction just a safe place skaters and people to skate out of the weather and away from the roads Thanks
- Coopers park is a great space but the ground is decaying. It requires repaving under the bridge.
- Coopers park already has skateboard amenities. The trouble is it's so cold by the water during the rainy season when the spot should be most used
- Safety is a big concern. I (a female skateboarder) and other skateboarders/BMXers (men and women) won't go to a park if we feel that the potential for crime / violence / theft is there. Please build well lit covered bowls / covered half pipes for all ability levels, with washroom facilities! Second Beach is not easily accessible via Public Transit. In as much as it'd be awesome to have a skatepark at Crab Park, you'd really need to make the area safe first. You really need to put covered skateparks with bowls closer to Waterfront Station. Many of the new locations you're suggesting are in areas that are not easy to get to via public transit (Kits, Jericho Beach, Cornwall).
- Make them covered
- Anything with a covered area to keep us skating through the rainy winter!!!! Please!
- The best way to improve exsisting parks is to add rain coverings and add lights for more night/winter use. Winters are mild but rainy and dark, lights allow for a park to be used in many more hours and seasons in a year. We live in a very rainy city and it is atonishing that we do not have more rain infrastructure. Public washrooms are also very useful near skateparks
- Add to the existing skate parks and cover them so we can use them more than 3 months of the year. Build parks under bridges and other dry places so its money well spent.

APPENDIX B

- Skateboarders will literally take any space made available to us. Any and all opportunities to provide Vancouver with more amenities would be “strongly supported.” Nothing has been built to address the needs of skateboarders in Vancouver for 10 years. No covered, spaces that are safe and inclusive to all skateboarders exist anywhere in Vancouver. The last skateboard strategy ended 10 years ago and at that time it was clearly stated “there are not enough spaces for the user group”, now 10 years have passed, the Olympics have showcased skateboarding to the world, popularity is exploding at an all time high, and the facilities are now being used for “all wheel activities” when they were overwhelmed with just skateboarders when they were built.
- the molson plant by the burrard bridge is not scheduled to be torn down to make condos until at least 2025. in the mean time, we should put some mini ramps and whatnot in there so there is somewhere to skate in the rainy season. the city needs indoor mini ramps!
- Definitely need more on the west side, ideally in Kitsilano where density and families live. A covered space in Kits would be amazing, like under a bridge or in a covered facility. There is nowhere for kids to skateboard through the rainy months
- Quilchena expansion/fixup or rain cover!
- On the map it looks like one park that is being considered is Granville Loop Park on the south side of the Granville bridge. Again if there was unused park space under a bridge it would be great to have a skate spot that is protected from the rain.
- Please consider a dry spot.
- Indoor or covered park is needed with lights!
- We need covered areas to skate.
- Under Cambie bridge! The ledges were just taken out! That area was perfect and it sucks that people from the city didn't realize how much just a spot with three ledges can do for our community in the seasons of fall and winter. Having that spot also helps the younger generation of coming up skaters to have a fun and dry place to learn and meet new people
- Under burrard bridge near vanier park. It's already undercover. Just put some concrete down at the very least. There's no pedestrian traffic so people can't complain. It would be perfect.. use existing infrastructure to provide the cover
- Pave under burrard bridge. It's perfect use of existing cover, and it is the way of pedestrians. Be smart about this! We need covered areas and this would allow for a big skate park suited to all levels
- Quilchena skatepark, we should either be able to have lights to be able to skate past 6pm, or have a section, or most of the park undercover. We have almost nothing to skate when it's raining.
- Under Burrard bridge. There is already noise from the bridge traffic and there are no residential buildings, so no one would be bothered by the skatepark .

APPENDIX B

- Hillcrest Park already has a community centre located in it with many public amenities and community related events and classes. There are 4 baseball diamonds which I believe is already too many. Making at least one of those into an extension of the community centre into a mix indoor/outdoor skate park would be perfect. It even easier to access than Queen Elizabeth Park which requires a trek uphill to its peak.
- Just need something covered and dry. Anyplace will do.
- Indoor park or some sort of covered park should be a priority.
- Dry spot please.
- Queen Elizabeth park is a perfect place for a covered skate park it would fit in with all the other field and sports spaces around the community center.
- Anything with a roof and able to skate through the winter without annoying the neighbours in the area
- Hastings Park has the potential to include a more open facility, instead of just the big bowl. That could include remodeling the existing 'street pit' around the bowl. It is also a good area to look at indoor options in partnership with the PNE.
- Spots with cover from rain
- Something covered and dry. Not waking path or bike path please. Doesn't matter where it is we just need something
- There needs to be a dry spot
- Britannia courts skatepark! Build a roof for courts please and don't tear it down it is a very important park of the East Van community! So important I can't stress that enough
- There is lots of potential in Renfrew or P.N.E area. The problem now is the bowl is uncovered and only caters to one style of skating. There needs to be more street boarder obstacle style park added and covered. So many kids are doing this style now. Also it rains so much that covered parks are needed. They have one in Cloverdale I believe that is great but so far to go to get there. Also indoor would be great as well. Some building at the P.N.E could be used for this. Especially in the winter. Temporary structures could easily be used in these places.
- Under an overpass, under a bridge, under a skytrain line
- Save Britannia courts!!! It is the only space that is truly open to all levels and abilities. Make it a covered area for the winter!
- Make them covered

APPENDIX C

Survey 2 : Renovation Summary

- Norquay Park on kingsway features a long ledge that has been used by the skateboarding community for a few years now. it could be benefitted by a similar angle iron upgrade like Brewers Park just received!
- Grandview park would be a cool place to build something. Also Strathcona skatepark has infinite potential for expansion/growth!
- Add new features and upgrade/update China Creek skatepark.
- Renovate China Creek Park
- Hastings Park has the potential to include a more open facility, instead of just the big bowl. That could include remodeling the existing 'street pit' around the bowl. It is also a good area to look at indoor options in partnership with the PNE.
- Please re surface Strathcona Skatepark. Do not change the park, just make it all concrete instead of asphalt to concrete. Please!
- Strathcona park has a very old skatepark, but there is so much room for extension in this location. It's quite central, easy to commute to, and far enough from residents so noise isn't an issue. I dream of a big skatepark, partially covered with night lights here!
- Leaside would hugely benefit from new amenities, ledges etc
- Strathcona Park has a lot of potential for a major extension / rebuild. The park itself doesn't get a ton of use as is, and the location is great given its proximity to the Adanac bike path.
- East Vancouver has lots of skateboarders and parks are very spread out. Especially without car or bike. Mount pleasant park is amazing and non intimidating size but gets busy very quickly due to location and accessibility of features. Hastings is world class but too scary for majority or a lot of skaters. Having smaller bowl or mini ramp would really help next generation and other less confident skaters. Kensington very good but also quite scary for lots of skaters.
- Expand china creek skatepark
- Norquay Park has a significant amount of space and could benefit from a skatepark as I've seen people skate the ledges at the basketball court there.
- Leaside.. I strongly support the expansion of this park because it is under covered and protected from the rain and has lights and can be used at night
- Kensington, rebuild and expand, that park is terrible and a death trap
- The best way to improve existing parks is to add rain coverings and add lights for more night/winter use. Winters are mild but rainy and dark, lights allow for a park to be used in many more hours and seasons in a year. We live in a very rainy city and it is astonishing that we do not have more rain infrastructure. Public washrooms are also very useful near skateparks
- Quilchena skatepark, we should either be able to have lights to be able to skate past 6pm, or have a section, or most of the park undercover. We have almost nothing to skate when it's raining.
- Expand Quilchena

APPENDIX C

- Strathcona desperately needs to be rebuilt and expanded. If we cut into the hillside between the road and skatepark we could design a park in a large 0 shape that could be skated like a continuous track
- As you know the Vancouver skateboard community really needs more options for places to go when it's raining. Could any of these locations- like Coopers Park for example- be possible to locate the skate space in a covered area like under a bridge?
- Apart from plaza and coopers park nothing else legal to skate in downtown island. Both of those parks are very street focused style of skating and not very welcoming to beginners as they are quite challenging and complex.
- I have a lot of roller skate/in-line skating people who meet at sunset beach! Lights and a smoother/ possibly covered area near there would be amazing and so needed in our community.
- I skate a lot at Coopers park under the bridge as it is a good rainy day spot. It gets a bit crowded with basketball players, maybe even having another basketball area to create more space would be good. That and upgrading and installing some new features at the existing coopers park skatepark, like some low flatbars.
- coopers is tough because its so close to plaza and they are both almost undercover. would be better to just properly enclose plaza if any money is going to be spent on that side of the district.
- Turn Cooper's Park into a better skate spot, it's already so perfect! Moveable temporary skate sculptures at VAG too

APPENDIX D

Survey 2 : DIY Spaces, Skate Spots and Britannia

- I would rather have them all in one spot, that is meant for skateboarding. But as long as it's not taking obstacles AWAY from Britannia & the like, then I'm all for it.
- Yes without skate stoppers and having hand rails too skate would be so cool. A simple skate spot can be located any where doesn't have to be on a green way or bike way whatever than means. A skate spot look at the art Gallery famous skate spot that got messed up by barriers or cibc rail before the skate stoppers.
- Lot 19 (known as New Spot in the skateboarding community) is a cultural heritage site that honestly sparked the birth of modern street skateboarding as we know it today. I think something could be done in terms of scheduling certain hours that it is legally skateable. A similar project had a lot of success in Bordeaux, France and could be a very easy model to follow!
- Remove skate stops from all parks in the lower mainland
- Something in or near Olympic village would be cool. Easy access from seawall (which is a pleasant route to travel by skateboard or bike)
Whole area around where the giant birds are is already used and fun in many places"
- I love the new features under cambie bridge. Basic skatable spots like that go a long way in the growth of skateboarding, and authentic feel of street skateboarding.
- Please keep the granite benches under Cambie bridge! They are so meaningful to the skateboard community.
- Please keep the granite benches under Cambie Street Bridge!
- Please leave the current benches under Cambie Bridge in place. They are a key, safe resource for all ages right now and very necessary for the upcoming winter and rainy days
- Under cambie st bridge. South side. Real shame that community didn't want the skateboarders around.
- Put the benches back under the Cambie bridge. I don't skateboard anymore, but this is the sort of thing that give cities character.
- Leave the benches under the south side of the Cambie bridge in place.
- The art gallery stairs have always been a great location for skater, however I was disappointed to see that they have introduced elements (large pots, rails etc.) to deter people from skating there recently. You already had a great spot for people but it got taken away.
- Leave the benches under cambie bridge. Seriously..There's so much space for everyone
- Please put the granite ledges back under the Cambie st bridge, that was a perfect skate spot for the winter season. The people complaining about the sound of skateboarding who live near by, already live beside a loud bridge with tons of traffic and large trucks driving at all hours of the day/night, so to remove a skate spot due to people complaining about sound is completely unreasonable and unfair to the people who were utilizing the beautiful spot the city created for skateboarding.
- Make Britannia Courts permanent!!!
- Britannia courts, keep it for skateboarding, skateboarders have done tremendous work to keep the place colorful and full of life

APPENDIX D

- I have a lot of roller skate/in-line skating people who meet at sunset beach! Lights and a smoother/possibly covered area near there would be amazing and so needed in our community.
- Britannia skatepark could be turned into a covered spot with skylights in the ceiling for summer with a smooth big area to practice for beginners and lessons or event hosts to set up outside of the skateboarding area There's also the old Granville island train bridge its just rotting away it could be made into a covered boat ocean themed skatepark also would then be a tourist attraction just a safe place skaters and people to skate out of the weather and away from the roads Thanks
- Opening up office building courtyards and grounds to skating. Remove all the anti-skateboarding features.
- Leave the granite benches under cambie bridge
- Dunno what it is called but it is close to Roger's arena on the seawall. People already skate the curbs there. Fix them! Add signs that inform people skating is allowed, and maybe a water fountain or bathroom
- Again all great locations consider under cover. A DIY spot was created in the summer under the Burrard bridge by granville island not being used until skaters did then it became "valuable land" could be even more valuable to the community than a price tag.
- Under Cambie bridge! The ledges were just taken out! That area was perfect and it sucks that people from the city didn't realize how much just a spot with three ledges can do for our community in the seasons of fall and winter. Having that spot also helps the younger generation of coming up skaters to have a fun and dry place to learn and meet new people
- Vanier park had an covered DIY spot that was torn down this year. I think that location would be great for an skatepark under the bridge.
- Benches under the south side of Cambie bridge were great. Douglas Park where the cement pool would work too.
- Grays Park-many local kids need an outlet for biking and skating. They've been ripping up the joint and making launchpad. Voting with their shovels. A designated space for them would be great.
- Norquay Park on kingsway features a long ledge that has been used by the skateboarding community for a few years now. it could be benefitted by a similar angle iron upgrade like Brewers Park just received!
- Britannia Park #SaveBritanniaCourts
- Britannia
- britannia tennis courts
- The Britannia sport court is a great current location - the green Granville Island ramp should be permanently relocated there. It is fenced in and can be easily locked everyday and would be an easy place to build a roof to keep it dry and safe from the elements.
- Make Britannia's park official
- Pandora park already has skaters using the courts. We could highly benefit from one there. Before the redevelopment it had a skateable bank. We were all devastated there's nothing for us anymore there.

APPENDIX D

- I know that Britannia is being considered. I own properties nearby that have been affected by the current DIY skatepark in the tennis court. I'm not against it becoming a skatepark but I'm not in favour of the graffiti and vandalism in and around the area. It's become a mess and it's bringing more damage and graffiti to surrounding private property. The graffiti in and around the tennis courts is being cleaned too infrequently or not at all.
- Britannia Courts!
- Britannia Community Center area (Close to schools, community center and transit) ,New Brighton Park, Templeton Park,
- Britannia courts is a great skatepark! The mural bike path by the school could be paved!
- Keep Britannia courts!
- Keep brittania courts
- Pandora park would benefit greatly from some skate infrastructure.
- Grandview Park ? I guess there is already one by Britannia... Anywhere where there are at-risk youth. Skate park locations should be prioritized in low income neighbourhoods, where youth are the most vulnerable.
- The courts at Britannia should remain open and accessible.
- Britannia Courts Park
- Britannia!!!
- Britannia courts skatepark! Build a roof for courts please and don't tear it down it is a very important park of the East Van community! So important I can't stress that enough

APPENDIX E

Survey 2 Skate Amenities Along Greenways / Bikeways:

- While I do strongly support this it is only in specific instances. For example some bike ways are always very busy and I could see a lot of accidents or confrontations happening between cyclists and skaters. So yes to features on greenways and also on bikeways but smart bikeways.
- They could be designed to not interfere with a bike route by having it built as a short lateral extension from a bike path or greenway. That way, skaters won't get in the way of bikers, while allowing both users to share part of that hardscape terrain.
- Support as long as it's to the side. Skateboarding near bikers can be dangerous if was on an actual bike way. But right off to the side would work
- This will most likely be met with conflict between pedestrians and skaters. Pedestrian and bike pathways are usually one direction, skateboarding is all directions and can be unpredictable. There is too many risks of boards shooting out and hitting passersby. A better option would be dedicated space for the skateboard activities.
- Yes without skate stoppers and having hand rails too skate would be so cool. A simple skate spot can be located anywhere doesn't have to be on a green way or bike way whatever that means. A skate spot look at the art Gallery famous skate spot that got messed up by barriers or curb rail before the skate stoppers,
- The answer is complex. Skateboarding on a shared pathway with cyclists is dangerous, unless there is a good barrier/divide between cyclists and skateboarders. Otherwise I strongly support small skateboard features being built around the city's greenways and paths.
- I think this would be cool tho I would put big bright bold signs prior to the location, that are so obvious no one can claim not seeing the warnings for a skate spot and oncoming traffic. Getting hit by a bike sucks. Hitting someone on a bike sucks. Otherwise the further away from the bike lane the better.
- This is very specific question with tons of variation. I would need to see specific locations to comment accurately, some places are obviously way better than others.
- These might work if they are along greenways adjacent to bikeways, but not right next to the bikeway asphalt. I'm imagining something like the bikeway between Victoria & Nanaimo along Grandview highway. Something that would face away from the bikeway with grass in between so an errant skateboard won't fly into the path of a cyclist or other users.
- When putting a skate amenity along a bikeway there will be almost immediate backlash from bikers and foot traffic saying that they skaters hanging out at the ledge or spot along a transportation route are a hazard. If there is ample buffer room between the other bike and foot traffic and the obstacle there will be more success at making everyone using the space happy. The most important and positive amenity would be a covered skate amenity or group in a plaza like setting where skaters and community members can use the space with priority going to skateboarders.

APPENDIX F

Sample of Answers: Stanley District

- I have a lot of roller skate/in-line skating people who meet at sunset beach! Lights and a smoother/possibly covered area near there would be amazing and so needed in our community.
- Please consider park proximity to transit as most skateboarders use public transit when the distance is too far to travel on a skateboard. This being said building parks in hard to reach neighborhoods is also important for those in said community.
- The best way to improve existing parks is to add rain coverings and add lights for more night/winter use. Winters are mild but rainy and dark, lights allow for a park to be used in many more hours and seasons in a year. We live in a very rainy city and it is astonishing that we do not have more rain infrastructure. Public washrooms are also very useful near skateparks
- All options with seawall access seem like a great choice - in addition to being able to skate along the seawall to a park, many skateboarders I know bicycle to skateparks and the seawall makes that very accessible.
- I skate a lot at Coopers park under the bridge as it is a good rainy day spot. It gets a bit crowded with basketball players, maybe even having another basketball area to create more space would be good. That and upgrading and installing some new features at the existing coopers park skatepark, like some low flat bars.
- South side of 4th street under the Granville bridge. We desperately need covered spots in this wet west coast.
- I think that Sunset Beach would be perfect for a new park. During the green ramp pop-up this summer - we had many community members come out and express their support for a park in this location. I've lived near Sunset Beach for a few years now, and believe this would be an excellent space for new skate amenities. Second Beach and Charleston Park are too far for people to access easily, and Crab Park is occupied heavily by Vancouver's homeless population which makes it unsafe - it is also hard to access.
- I have lived in the west end for over 15 years. The parking lot at Sunset beach would be ideal for a small mini ramp or a few ledges/ramps. Anything larger than that may take away from the peaceful relaxed environment and neighborhood.
- We desperately need a skateboard park/amenity for the West End so we don't have to drive anywhere! As it is now there's only the Plaza (which is still a long way), and it's basically unskate-able for kids at most hours of the day, given either homeless/needles in morning or expert skaters rest of day. We currently drive to Ambleside, but would be amazing to have something local. Lots of kids grow up in the West End too but rarely have amenities built for them.
- As a family who uses skateparks regularly we feel they should be everywhere. The growing numbers of young kids and familys using them is growing daily, they are a postive space for everyone!
- Any park that is more centralized in relation to the surrounding community would be a good place if it is at the centre of an area it offers the most ease of access for those within the community.

APPENDIX F

Sample of Answers: North District

- Norquay Park on Kingsway features a long ledge that has been used by the skateboarding community for a few years now. It could be benefitted by a similar angle iron upgrade like Brewers Park just received!
- Hastings Park has the potential to include a more open facility, instead of just the big bowl. That could include remodeling the existing 'street pit' around the bowl. It is also a good area to look at indoor options in partnership with the PNE.
- Jonathan Rogers seems to be a prime location! Slokan would be a good spot near transit too.
- More in the Hastings-Sunrise area. Hastings and Leaside are cool, but very limited in scope and unfriendly to beginners and street skaters
- Pandora park already has skaters using the courts. We could highly benefit from one there. Before the redevelopment it had a skateable bank. We were all devastated there's nothing for us anymore there.
- Trout Lake is the perfect space for a new park. Close to amenities, existing sports facilities.
- As a property owner as well as home owner and resident of east Vancouver I see a lot of the parks have cement "kiddie" pools that no longer get filled. Wouldn't almost any of those be a good place for skate obstacles? They'd definitely get more use that way and not just be a waste of public park space. Also what about Bates park under the second narrows bridge?
- A lot of people skate around the Emily Carr campus and the plazas surrounding it. Since there is so much development going on in the South Flats area, it would be a great opportunity to introduce more skate friendly plazas and architecture.
- East Vancouver has lots of skateboarders and parks are very spread out. Especially without car or bike, Mount Pleasant Park is amazing and non intimidating size but gets busy very quickly due to location and accessibility of features. Hastings is world class but too scary for majority or a lot of skaters. Having smaller bowl or mini ramp would really help next generation and other less confident skaters. Kensington very good but also quite scary for lots of skaters.
- All these locations are good. I like the idea of trout lake and especially Jonathan Rogers park as it's very accessible to skate/bike to for me and all my friends.
- Plenty of room for skate amenities in one of the 4 giant parking lots in this park. I would support it in a parking lot. I would be against paving any more of the park over for skating or any other purpose though.
- Templeton Community centre. East Vancouver needs more options, feels ignored by planners.
- I'm strongly supporting all locations because we need it more than ever! With how popular skateboarding has gotten over the last few years. We need new stuff as soon as possible.
- The old DIY spot at cedar cottage park in the old unused tennis court was great. Would be nice to see something back there.

APPENDIX F

Sample of Answers: South District

- Hillcrest Park already has a community centre located in it with many public amenities and community related events and classes. There are 4 baseball diamonds which I believe is already too many. Making at least one of those into an extension of the community centre into a mix indoor/outdoor skate park would be perfect. It even easier to access than Queen Elizabeth Park which requires a trek uphill to its peak.
- These parks are not central enough to attract users - transportation is lacking, as is parking. Smaller skate amenities, sure, but the main attractions ought to be closer to the city core.
- Kensington, rebuild and expand, that park is terrible and a death trap
- Lots of active/sports facilities at Memorial South already could be a good option
- Sunset is perfect, lots of space waiting to be filled in the district with the fewest parks (counting UBC as West). Depending what all the redevelopments on 49th look like Langara Park could host something too. It doesn't serve much of a purpose currently, aside from the YMCA using it
- Queen Elizabeth Park needs a paved path with hairpin corners on the big grass hill by the duck pond for longboarders/downhill skateboarders!
- The location isn't as important as having it indoor or covered.
- The South District area has been lacking in proper facilities and amenities for skateboarding for a long while, the integration of smaller, movable features and covered spaces for community initiatives to take place would add to the overall engagement of these spaces and help address the need for the even distribution of these spaces! The spaces in between municipalities (Van/Richmond border) often get overlooked and are sparse in meeting spots/ parks.
- Again, think these south locations are a great idea. Let's bring skateparks to those kids living on the outer sections of Vancouver.
- I think there is potential to upgrade Kensington park to have more room for younger skateboards. Current park is very high level.
- Basically anywhere you see a tennis court, could be turned into a skate park. I see 100 times more skateboarders than people playing tennis.
- Queen Elizabeth park is a perfect place for a covered skate park it would fit in with all the other field and sports spaces around the community center.
- Queen Elizabeth or Hillcrest would be fantastic. Both a destination and centrally located
- Memorial South has ample space, close to transit. Queen Elizabeth is a good option but maybe Hillcrest or Riley Park are more suitable as they are more flat.
- Grays Park-many local kids need an outlet for biking and skating. They've been ripping up the joint and making launchpad. Voting with their shovels. A designated space for them would be great.
- William Mackie Park!! Give Marpole a skatepark! We deserve some sweet amenities, I live blocks from here and would be there all the time. Oak Park is another brilliant location(strongly agree!!!), That old batting cage between the gravel pitch and Parkhouse could easily be replaced with a similar skatepark to Mt Pleasant.

APPENDIX F

Sample of Answers: West District

- I think Vanier or either of the beaches have lots of space and the right vibe for a skatepark. Decent access. Beach parks could be great for the city's culture like Ambleside is in West van
- Add to the existing skate parks and cover them so we can use them more than 3 months of the year. Build parks under bridges and other dry places so its money well spent.
- Maybe they could include skate amenities if the McBride Park street closure becomes permanent?
- "Kid-oriented amenities at Granville Park? It would be nice to have somewhere where they can be a little wobbly and don't need to compete with older skaters. The west side needs to accommodate their fair share of skate amenities and support this activity.
- Somewhere along the Arbutus Greenway
- Kits Beach park is a great place for a skatepark since there is nothing between Downtown Plaza and UBC. Also it is a great park. I think kits area is best suited for a skatepark
- Vanier Park would be super cool to see a park in, or any of the beach parks would also be amazing!
- Beach front skateparks at Jericho/ Kitsilano would be perfect for the area/ community
- Quilchena expansion/fixup or rain cover!
- On the map it looks like one park that is being considered is Granville Loop Park on the south side of the Granville bridge. Again if there was unused park space under a bridge it would be great to have a skate spot that is protected from the rain.
- Again all great locations consider under cover. A DIY spot was created in the summer under the Burrard bridge by granville island not being used until skaters did then it became "valuable land" could be even more valuable to the community than a price tag.
- this portion of the city has the least amount of parks/spots dedicated to skateboarding despite strong youth participation in the area. we need a park on the northern portion of this (kits, vanier preferred)
- Literally anywhere in this area that isn't too close to Quilchena or UBC skatepark. So many youth in the West District and very few parks. Again, skateparks close to the water and other popular public spaces are a great idea.
- Under burrard bridge near vanier park. It's already undercover. Just put some concrete down at the very least. There's no pedestrian traffic so people can't complain. It would be perfect..use existing infrastructure to provide the cover
- Vanier park had an covered DIY spot that was torn down this year. I think that location would be great for an skatepark under the bridge.
- in the West keep any future skate amenities near the future Broadway line or Cambie line for accessibility. Also get VSB at the table as many schools are also great locations for skateboard amenities.



APPENDIX 3 - Existing Skate Amentities SCORECARDS

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

BRITANNIA COURTS

CONTEXT MAP



OVERVIEW:

Over the past several years the Britannia Courts have emerged as one of the most popular and beloved skateparks in the city. Formerly an underused pair of tennis courts, skateboarders began using the space and importing their own homemade terrain. While not a formalized skatepark supported by the City, the adjacent Britannia Community Centre has embraced the presence of skateboarders and encouraged their use of the courts. Local skateboarders feel a great sense of ownership of the space and plan to continue to improve it for as long as possible.

THE DETAILS:

BUILT: DIY SINCE 2015

SIZE: 12,000 FT²

TERRAIN: 70% STREET, 30% TRANSITION

CAPACITY: 8-10 SIMULTANEOUS RIDERS

SKILL LEVELS: BEGINNER TO INTERMEDIATE STREET & TRANSITION

LIGHTS: YES

SHELTER: NO

ACCESSIBILITY:



Bicycle Infrastructure



Public Transit - Bus



Pedestrian Infrastructure



Parking Lot

SAFETY & VISIBILITY



Residential Setback



"Eyes on The Street"

AMENITIES



Garbage



Washroom



Community Centre



Green Space

STATE OF FEATURES

UNDER CONSTANT MAINTENANCE AND RENOVATION THROUGH COMMUNITY LED EFFORTS - WOOD FEATURES DETERIORATE QUICKLY IN RAIN

IMAGES



OPPORTUNITIES & CONCLUSION

While it may appear informal and in disrepair, Britannia is considered one of the best skateparks in the city and is beloved by the community. It offers a unique opportunity for users to take ownership of the space, and make changes and improvements as they use it. Many features are in disrepair, due to the persistent rain's effect on the wooden ramps.

Many local users are fearful of city involvement in the space and would rather be left alone to manage it themselves. The space could be improved through financial contributions to VSBC to maintain the park.

Constructing a roof over Britannia Courts would be the best possible outcome for users, giving them a dry space and protecting wooden ramps.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

CHINA CREEK SKATEPARK

CONTEXT MAP



OVERVIEW:

China Creek Skatepark, Vancouver’s first skatepark and a catalyst for modern skateboarding in Vancouver, is still a popular spot with locals despite its 40 year age. While concrete has been patched and resurfaced periodically over the years, it is essentially the same as when it was built in 1979. The park consists of just two concrete bowls, surrounded by a band of asphalt. While the bowls are still very much rideable, their designs are not up to the standard of modern transition terrain, and do not provide the same opportunities for learning. Performing any tricks in these bowls is a feat in itself, as they are challenging to ride even for advanced participants.

THE DETAILS:

BUILT: 1979, VANCOUVER’S FIRST SKATEPARK
SIZE: 5,600 FT²
TERRAIN: 100% TRANSITION
CAPACITY: 2-4 SIMULTANEOUS RIDERS
SKILL LEVELS: BEGINNER TO INTERMEDIATE TRANSITION
LIGHTS: NONE
SHELTER: NONE

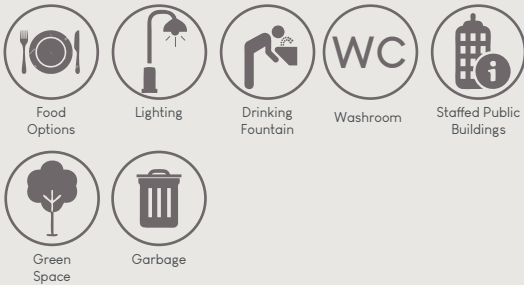
ACCESSIBILITY:



SAFETY & VISIBILITY



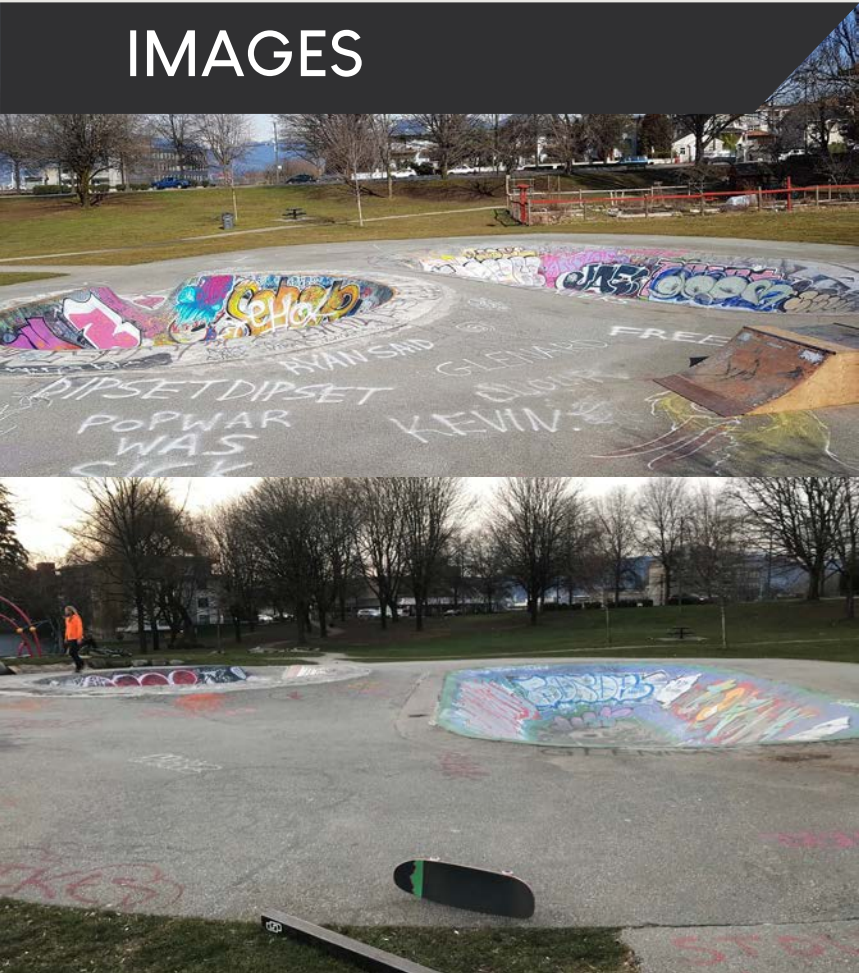
AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

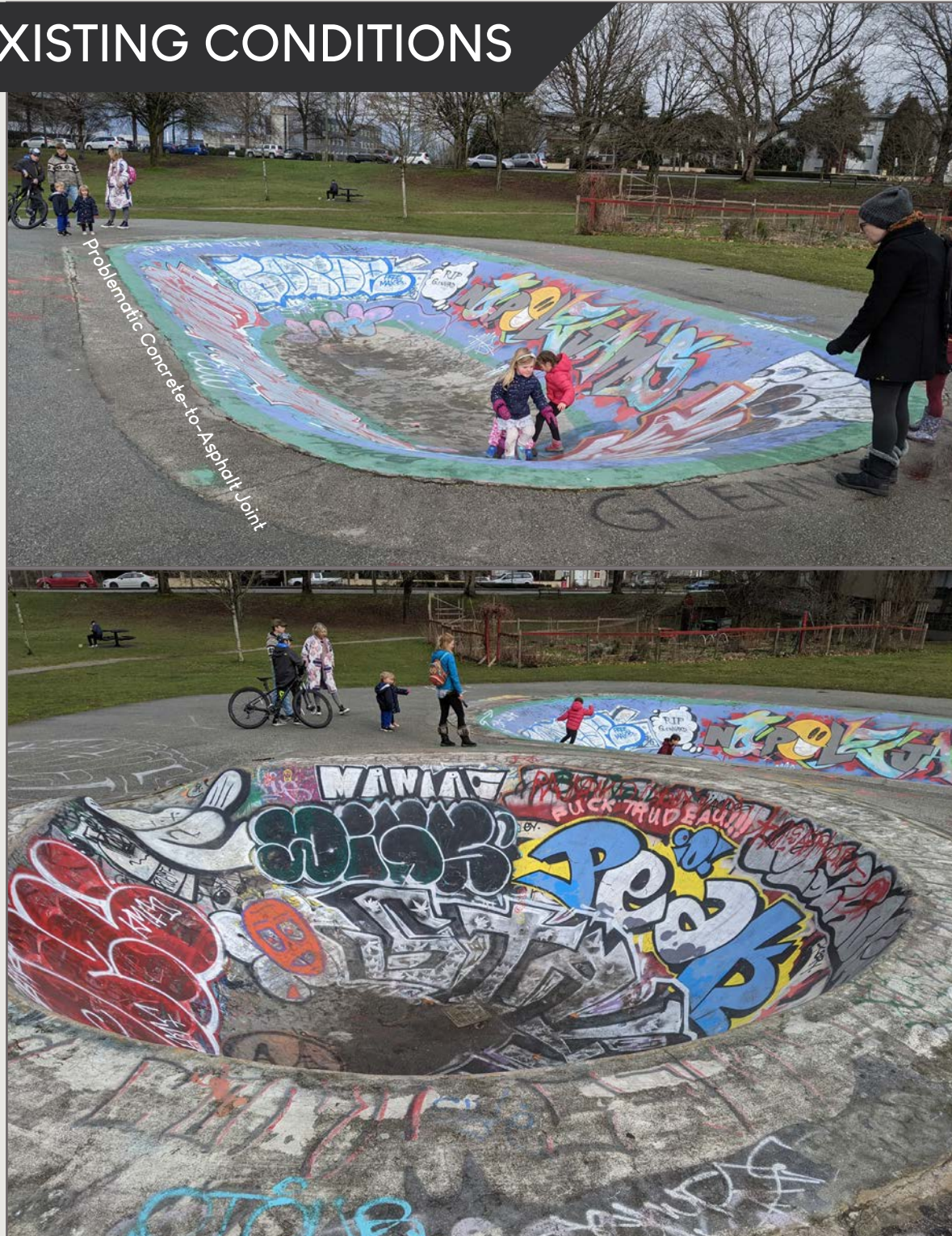
China Creek Skatepark is an historic landscape, key in the development of the sport of skateboarding, and the bowls need to be preserved for their historical significance. The overall space, however, is not conducive to all levels of riding, and can become an intimidating or dangerous space. Opportunities for expansion are present and outlined on the following page, which could transform this space into an accessible and well rounded all-wheel space while also preserving its history.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

CHINA CREEK SKATEPARK

EXISTING CONDITIONS



*Photos from Google user, not taken during Thursday evening site visit.

TERRAIN:

While the quality of the concrete bowls is not of a modern standard, they are still very much enjoyed by the community and with routine maintenance have a long lifespan ahead of them.

The primary maintenance issue for this skatepark is the joint between the concrete bowls and adjacent asphalt surface. Due to the lack of reinforcement and connection between concrete and asphalt, this joint will present an ongoing maintenance issue and hazard to riders as it separates due to settling and freeze/thaw effect. This issue could be permanently solved by replacing asphalt surfaces with reinforced concrete.

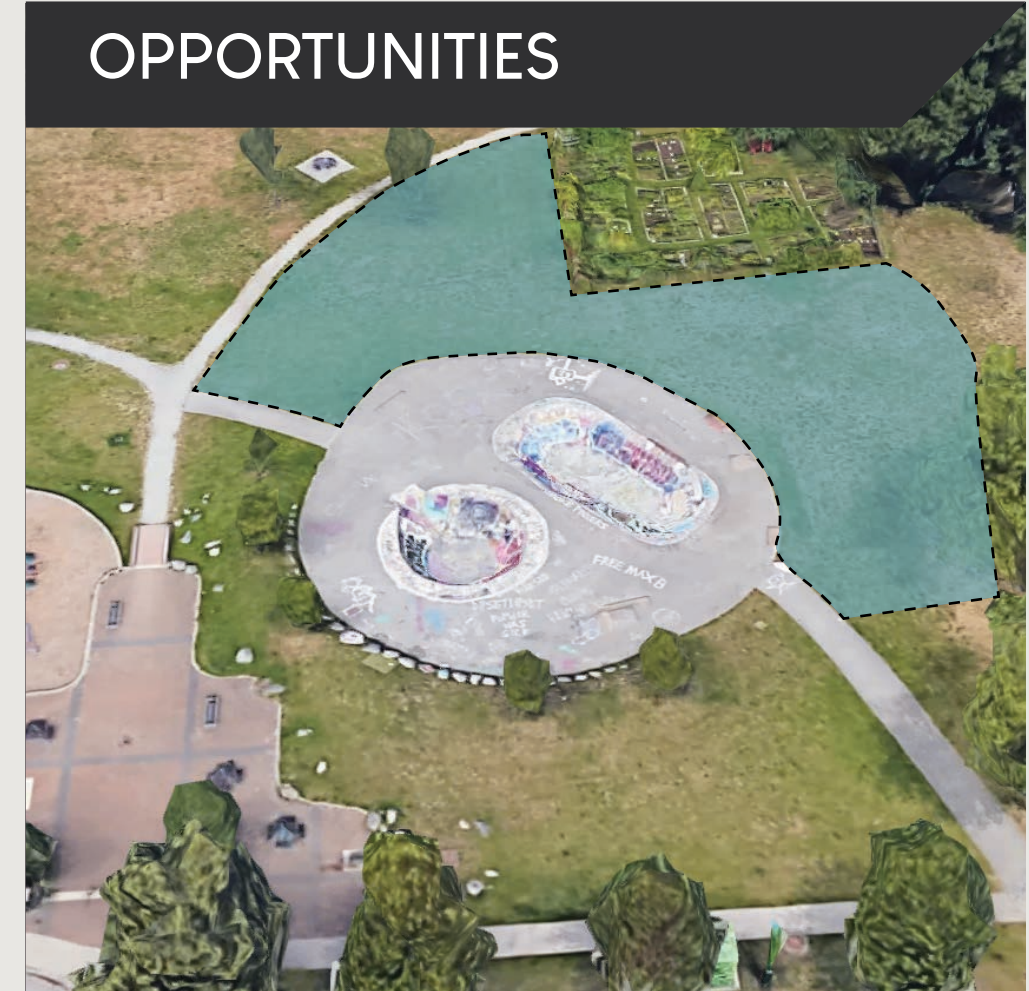
ENVIRONMENT:

The China Creek Skatepark is surrounded by open park space including playgrounds, community gardens, grass, shade and seating, situated in a residential neighborhood adjacent to the busy East Broadway corridor. The overall environment is very family friendly, but the rough and crusty old bowls do not provide a well rounded riding experience for all skill levels and do not attract a diverse group of users.

When visited on a sunny Thursday evening in spring, China Creek Skatepark was attended by approximately 20 adults who were thoroughly enjoying the space, but creating an unapproachable space for many. Music was played, most were consuming alcohol and smoking, men were taking turns urinating in the corner of the community centre.

Due to the lack of approachable, modern terrain and skateable surfaces, this park does not attract a diverse range of users. The environment of this space could be improved to a degree by replacing the asphalt with concrete, and adding beginner level features at the perimeter.

OPPORTUNITIES



China Creek Skatepark has room to expand by approximately **3,500 square feet** to provide a more well-rounded riding experience for all users while preserving and protecting the historic bowls. Because of the established presence of skateboarding in this park, and the opportunity to make a more welcoming environment, China Creek should be a high priority for the type of skatepark renovation and expansion work done at Quilchena Park.

Recommended Terrain Improvements:

- Replace asphalt decks with reinforced concrete
- Add beginner to intermediate ledges and manual pads
- Add beginner to intermediate organic transitions, 500-900mm tall

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

COOPERS' SKATEPARK

CONTEXT MAP



OVERVIEW:

Beneath the north side of the Cambie Bridge, Coopers' Park contains a covered basketball court with surrounding paving that became a popular place for skateboarding after construction. The city formalized the space as a skateboard park and added two prefabricated steel benches for skateboarding. While the terrain is minimal, it is a well-used space that demonstrates the potential for successful integration of small scale skate spots in public spaces.

THE DETAILS:

BUILT: 2003

SIZE: 1,500 FT²

TERRAIN: 100% STREET

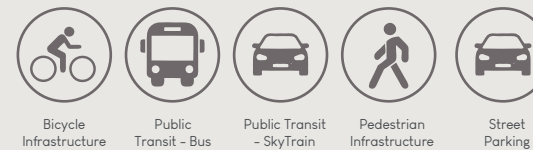
CAPACITY: 3-4 SIMULTANEOUS RIDERS

SKILL LEVELS: INTERMEDIATE TO ADVANCED STREET

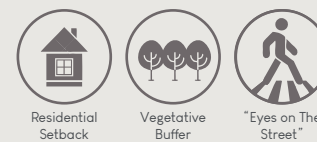
LIGHTS: YES, PEDESTRIAN LEVEL

SHELTER: YES, FULLY DRY & COVERED

ACCESSIBILITY:



SAFETY & VISIBILITY



AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

The skate spot at Coopers' Park is the best example of an integrated skate spot in public space, with minimal conflict between skateboarders and other users due to appropriate spacing, buffer zones and alternate pedestrian routes. With the need for a proper covered skatepark as a top priority for skatepark users in Vancouver, Coopers' Park presents an excellent opportunity for expansion and improvement to better meet the needs of the community.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

COOPERS' SKATEPARK

EXISTING CONDITIONS



TERRAIN:

Coopers' Park became a popular place for skateboarding primarily due to a single existing handrail on an accessible ramp into the basketball court. This handrail does not have skate stoppers added to it, and it became one of the most famous features for skateboarding in the city.

An asphalt basketball court is sunken approximately 50cm and surrounded by a low concrete wall. Additional asphalt paving wraps around the elevated area above the court, where the two prefabricated steel and composite lumber skate benches were installed. The condition of the ledge features is declining, but the asphalt paving is still fairly smooth due to the protection of the bridge.

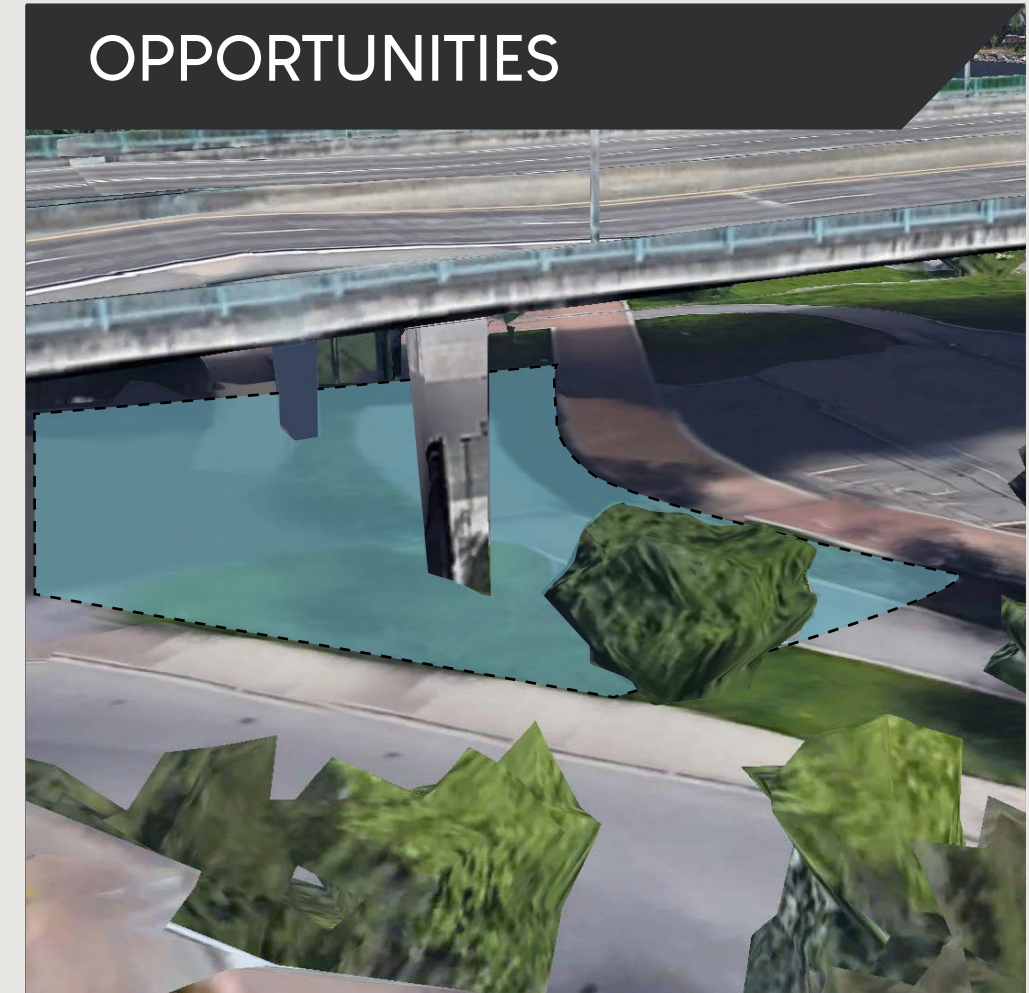
ENVIRONMENT:

Coopers' Park is one of the most popular parks on the downtown side of False Creek, and offers a variety of amenities and scenic views of the city. The most important environmental factor for this space is the covering of the Cambie Bridge, which keeps the space fully dry year round.

There is great visibility through the site, and constant pedestrian and bicycle traffic along the seawall. Pedestrian and ambient light allow this space to function 24 hours a day.

The basketball court is in regular use and is generally used by casual players shooting hoops that coexist fairly peacefully with adjacent skateboarders. When the court is not in use, skateboarders will ride in and out of it over the concrete ring wall. There are unused grass and paver areas immediately adjacent to the two asphalt strips used for skateboarding. The space contains no banks or ramps to catch skateboarders, allow them to turn around, or propel them towards a feature.

OPPORTUNITIES



Coopers' Park presents a unique opportunity to create a sheltered skatepark space for very little cost compared to other options. The unused grass and paver area on the north and west side of the court could be redeveloped into rideable terrain with additional small-scale street and transition elements. The south side offers a longer line that could fit additional ledge features, and has space to include small transitional turnaround elements.

Improving this space could go a long way to creating a permanent covered space for skatepark users, but capacity would still be very limited by the small footprint. However, if the basketball court itself could be converted into a skatepark, this could allow for an exceptional covered plaza space in the heart of the city on the seawall.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

HASTINGS SKATEPARK

CONTEXT MAP



OVERVIEW:

Hastings Skatepark is one of two projects in Vancouver that revolutionized skateboarding in Canada at the beginning of the new millennium. This skatepark consists primarily of a single expansive bowl of varying depths for intermediate to advanced transition riders, with a smaller secondary space with more transition and a few aggressive street elements. Hastings is arguably the best bowl in Canada and legendary around the world, but at 20 years old has significant maintenance issues and lacks modern construction details and techniques.

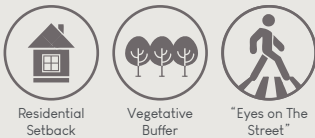
THE DETAILS:

BUILT: 2001
SIZE: 14,000 FT²
TERRAIN: 90% TRANSITION, 10% STREET
CAPACITY: 3-4 SIMULTANEOUS RIDERS
SKILL LEVELS: INTERMEDIATE TO ADVANCED
TRANSITION
LIGHTS: NO
SHELTER: NO

ACCESSIBILITY:



SAFETY & VISIBILITY



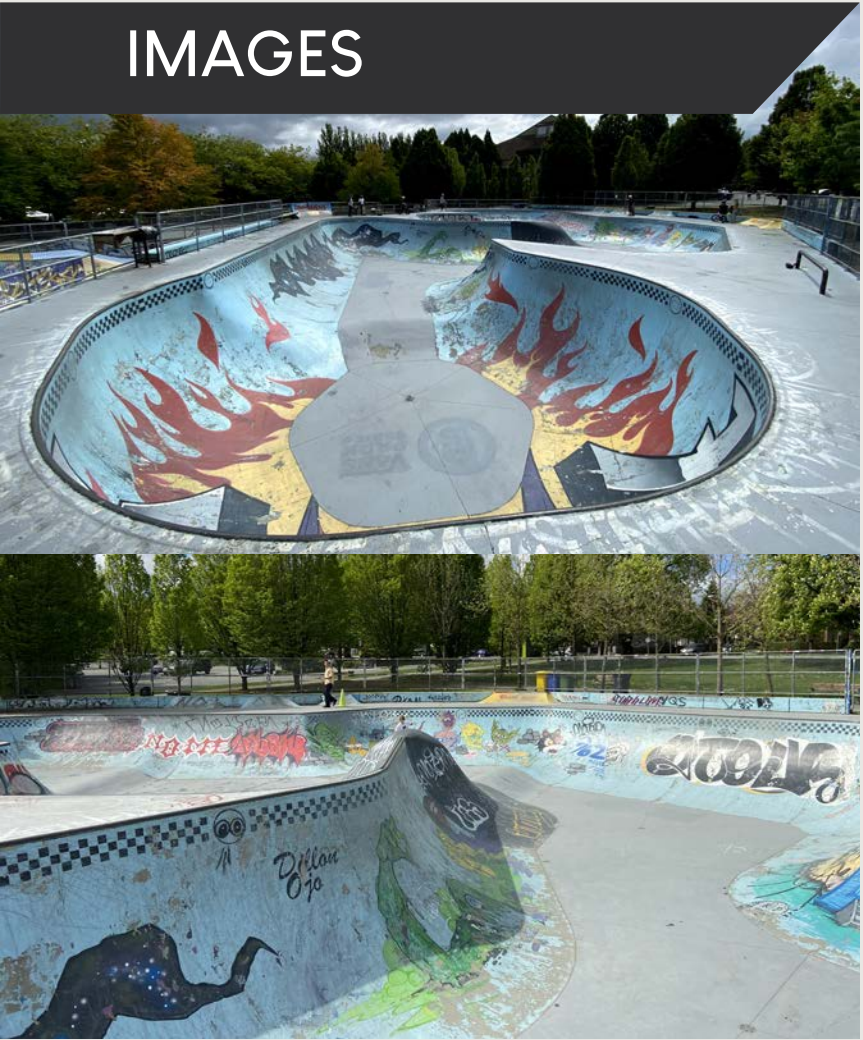
AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

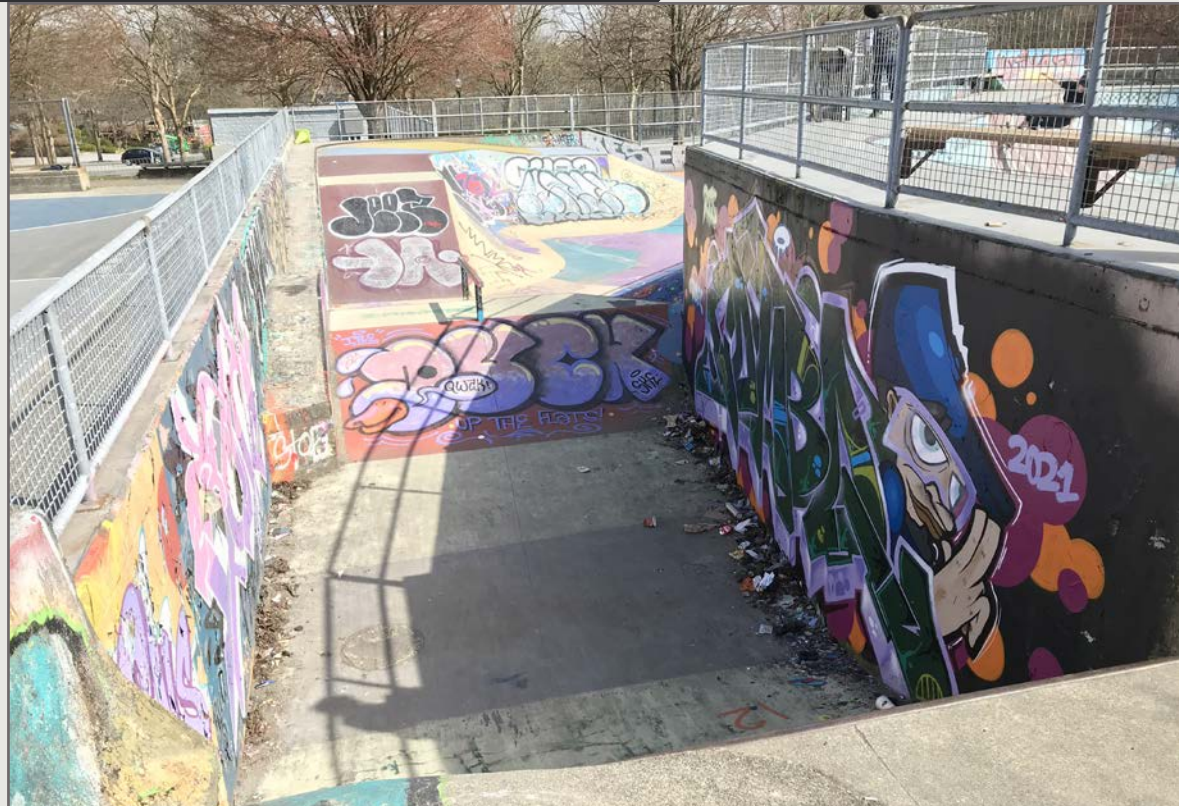
Hastings skatepark is an iconic location in Canadian skateboard history and is coveted in the local skate community. The park however has worn significantly since its construction and would benefit from a renovation. Opportunities to improve the park include resurfacing the bowl, addressing maintenance issues, redesigning the adjacent street course and improving overall access, visibility and safety.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

HASTINGS SKATEPARK

EXISTING CONDITIONS



TERRAIN:

Hastings Skatepark is entirely centered around the main bowl, with a secondary 'street course' hiding behind and below the bowl. The deck of the bowl is a consistent height contained by a fence, with a large drop off of the back into the street course.

The bowl itself offers nearly every intermediate and advanced transition opportunity, going from 4' to 6' to 8' and then 10' deep. One rider can dominate the entire bowl linking every hip and pocket, but it is possible to have multiple simultaneous riders staying in different sections of the bowl.

The street course behind and below the bowl still contains several large transitions, plus high-speed advanced ledges and a rail. The surface is rough, and the area is prone to collecting litter and debris, creating a somewhat dangerous and hidden corner of the park.

ENVIRONMENT:

Hastings Skatepark is positioned at the west edge of Vancouver's PNE, with many adjacent recreational opportunities and spaces available. The bowl was the former host of the Vans Park Series, the premier transition competition in skateboarding, until it moved to Montreal in 2018 when that city constructed a modern standard and highly improved competition bowl.

The deck of the bowl offers ample seating and gathering space, a barbeque installed by a rider, some shade, and excellent views to the north shore mountains. The area is generally clean and safe, but the hidden street course below the bowl presents an issue with litter and a lack of passive visibility.

Reinforced chainlink wraps the perimeter of the skatepark and limits access to the park to a stairset and turnstile presents accessibility concerns and issues for BMX riders.

OPPORTUNITIES



Hastings Skatepark is perhaps the most beloved in the city of Vancouver, and was at a time one of the best bowls in the world. While the design is still extremely functional and popular, the quality of the surface has been in decline for many years, presenting safety and rideability concerns. The street course below the bowl does contain certain iconic features like the wall ride, but is in worse condition than the bowl and is used the least.

The main bowl requires a significant amount of repair to have a safe, smooth, modern-finish ride surface, which could be accomplished through polishing, patching and sealing. Issues with construction would still be present though, and the city could consider re-pouring the transitions with new concrete to offer a much improved ride experience and meet a modern standard of construction quality.

The somewhat neglected street course offers opportunities for renovation, but more interestingly could be filled in with brand new organic transition or street plaza terrain, while preserving the iconic wall ride.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

KENSINGTON SKATEPARK

CONTEXT MAP



OVERVIEW:

Built in 2010, Kensington Skatepark is centered around an advanced pool-style bowl with steep transitions and concrete coping. Ample shade from the surround trees and a beautiful view of the city make it an appealing place to spend a sunny day. Additional terrain includes a terracing amphitheater style ledge area, a cantilevered mini-ramp with no standing deck, a jump gap, fiat rail, and bank ramp stylized to look like a vinyl record. While this is the most modern pool-style bowl in the city the park is now 11 years old and the additional features are dated. A lack of seating has led locals to construct their own benches out of used skateboards.

THE DETAILS:

BUILT: 2010
SIZE: 6000 FT²
TERRAIN: 75% TRANSITION, 25% STREET
CAPACITY: 2-3 SIMULTANEOUS RIDERS
SKILL LEVELS: INTERMEDIATE TO ADVANCED
TRANSITION & STREET
LIGHTS: NONE
SHELTER: NONE

ACCESSIBILITY:



SAFETY & VISIBILITY



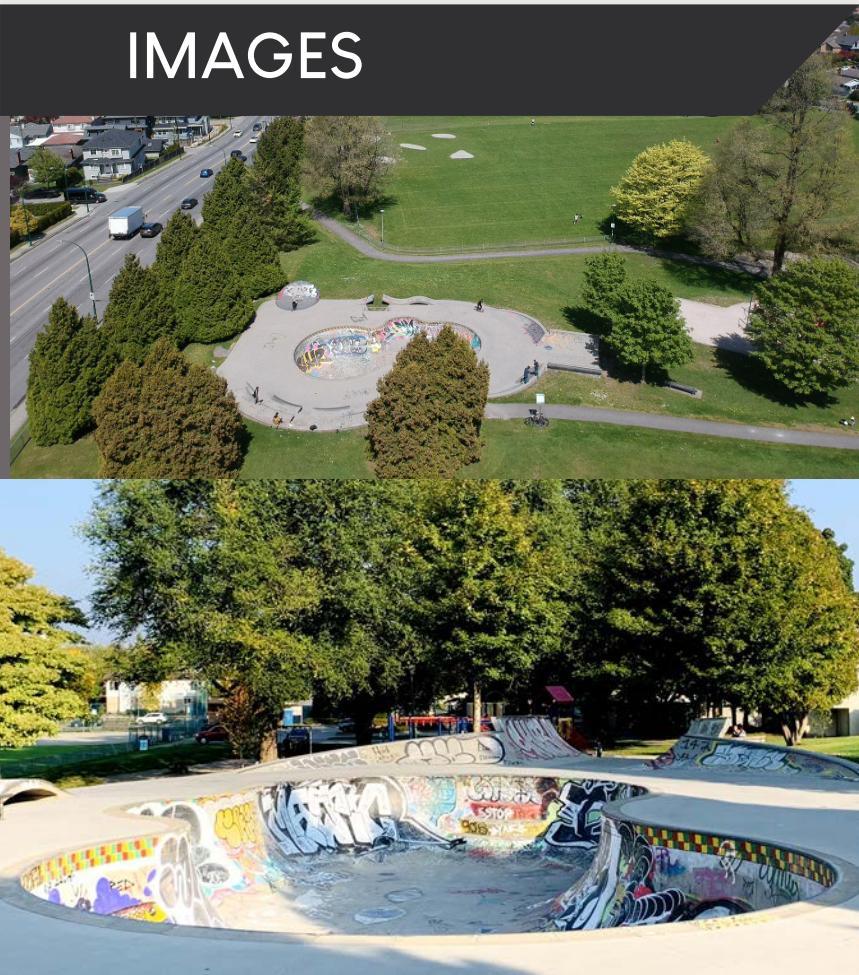
AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

Kensington skatepark is a well used space within the Vancouver skatepark network, with a strong local user group and a unique pool bowl that is one of a kind in the city. The location further south in the city is beneficial to the underserved South Vancouver community, and the position in the park makes it a lovely public space. The features around the bowl though are not the most functional, and the park does have room to add new small-scale rideable terrain as well as additional amenities like improved seating.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

KENSINGTON SKATEPARK

EXISTING CONDITIONS



TERRAIN:

The pool bowl is aggressive and designed for advanced riders, so a local scene has emerged around pool style riding. It features depths from approximately 5 to 9 feet, with concrete pool coping and a replica pool filter intake box and stairs for added challenge.

The mini half pipe ramp is a replica of a famous skate spot in Montreal, and has no deck on top making it more intimidating to ride than a traditional mini ramp. The top of the terracing ledges makes for a great place to sit and overlook the park, but the curve, gaps, drops and banks make them a challenge to ride. The features on the north side are all functional, but don't include many of the essential terrain types most users would like to ride.

ENVIRONMENT:

Kensington Skatepark is Vancouver's furthest-south skatepark, with no skateparks at all from 37th to 64th Avenues, making it the closest skatepark for about one third of the City of Vancouver. Situated on a hillside adjacent to a community center, Kensington Park offers many park amenities and open space in addition to views of downtown Vancouver and the north shore. Shade from existing trees offers plenty of room to stay cool on a sunny day, although there are no formalized seating opportunities around the park.

Directly adjacent to the park, Knight Street provides an effective noise buffer to the residential neighbourhood to the west. The Ridgeway bike route to the south and several bus routes along Knight Street and E 33rd Ave provide opportunities for alternative transportation to and from the park.

OPPORTUNITIES



Kensington Skatepark does offer some opportunities for expansion, which could help better meet the needs of the community and provide revitalized interest and use of the park. Construction access for expansion could be challenging, but the addition of a few well placed smaller features could greatly improve the function of the space. One possibility to consider could be cutting and removing the top 1' of the mini ramp and adding a deck with new coping. This would make the feature much less intimidating to ride and provide one of the most popular terrain types lacking in the city.

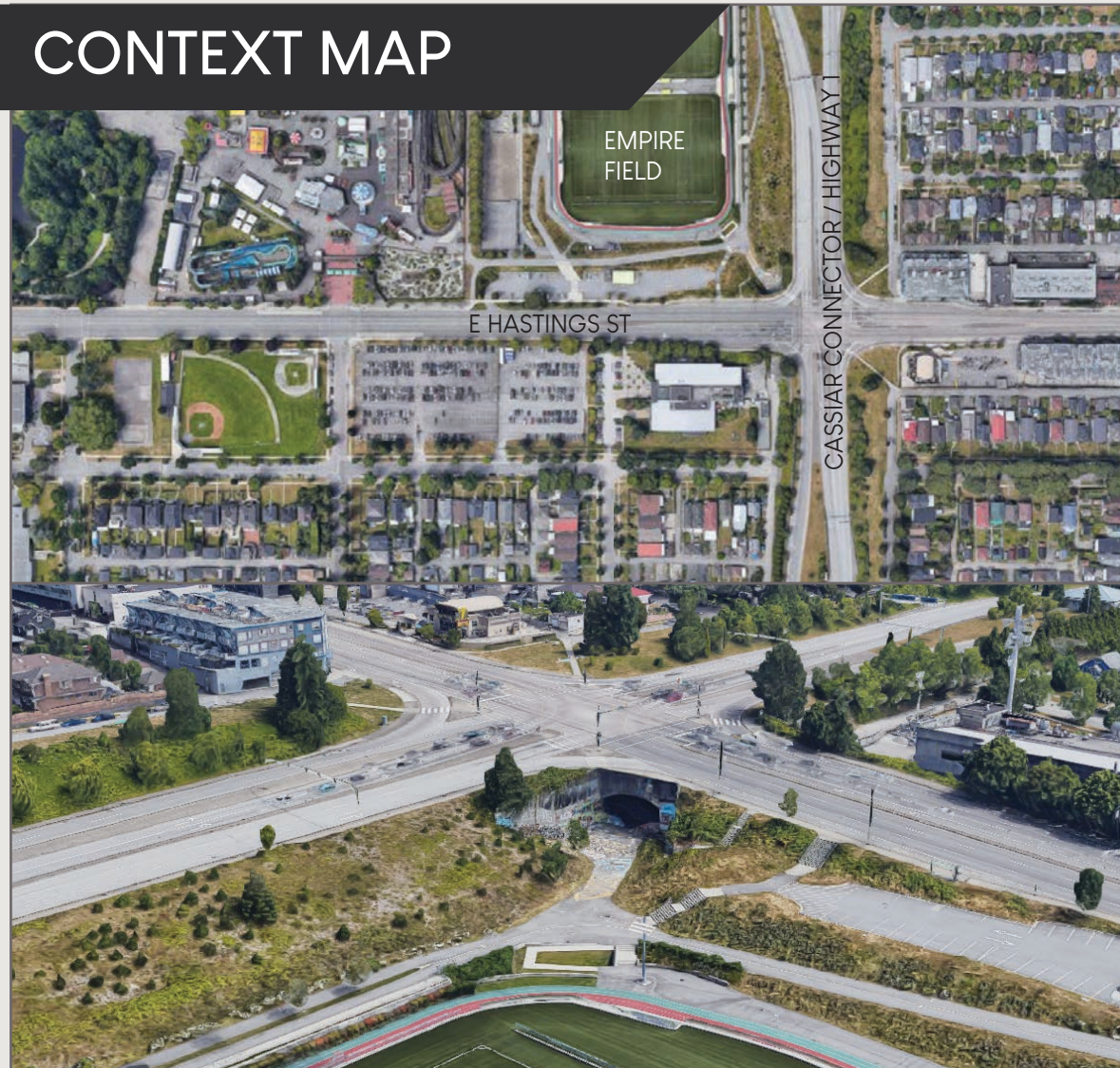
The addition of formalized seating areas with comfortable backrests is a highly requested desire from local users and parents.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

LEESIDE SKATEPARK

CONTEXT MAP



OVERVIEW:

Leaside Skatepark is a community-built covered skatepark sanctioned by the City of Vancouver, inside a pedestrian tunnel under the Cassiar Connector. As the only covered transition area for riding in the city it provides a great benefit to the community during the rainy months of the year. The park has evolved and improved continuously for more than a decade, but it remains a fairly advanced and challenging space, especially for new riders. One half of the park has professionally poured advanced level transitions in excellent condition, while the other half is smaller but much rougher and more dangerous to ride.

THE DETAILS:

BUILT: 2005 Onward

SIZE: 7,200 FT²

TERRAIN: 100% TRANSITION

CAPACITY: 2-4 SIMULTANEOUS RIDERS

SKILL LEVELS: INTERMEDIATE TO ADVANCED TRANSITION

LIGHTS: YES

SHELTER: YES

ACCESSIBILITY:



Bicycle Infrastructure



Public Transit - Bus



Pedestrian Infrastructure



Parking Lot

SAFETY & VISIBILITY



Residential Setback



Shelter

AMENITIES



Garbage



Drinking Fountain



Washroom



Community Centre



Lighting

STATE OF FEATURES

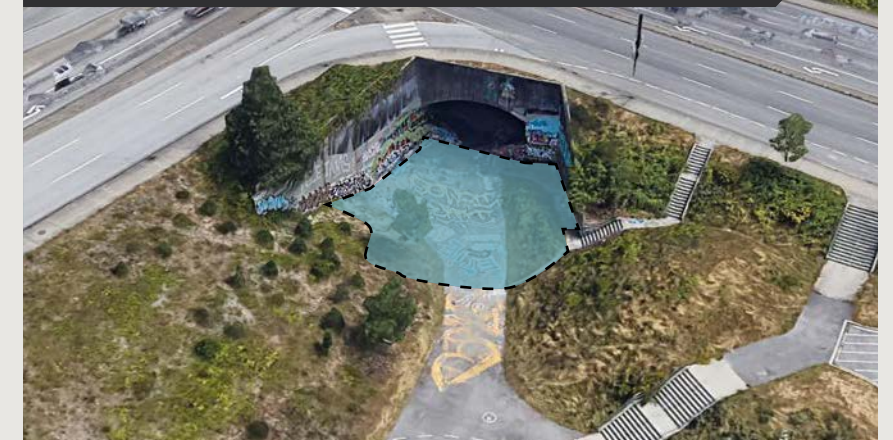


MODERATE REPAIR & RENOVATIONS NEEDED

IMAGES



OPPORTUNITIES



CONCLUSION

Leaside DIY skatepark is a world-renowned covered transition space, but the older half of the park contains dangerous cracks and textures unsafe for riding. A small investment in repairs and renovations would greatly improve safety and rideability, while improvements to the entry such as additional features, seating and landscaping would provide the community with a much more enjoyable experience.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

MT. PLEASANT SKATEPARK

CONTEXT MAP



OVERVIEW:

Mt. Pleasant Skatepark is a small neighborhood-level skatepark, sometimes referred to a skate spot. The space consists of compact banks and transitions around central street features for beginner to intermediate style riding – while advanced riding is always possible, the scale of the space makes it more challenging. Due to opposition from adjacent neighbors, a large fence was erected to screen the park, a rubber sound wall installed, and gates and transecting chains are locked at 9pm to prevent after hours riding. Mt. Pleasant is home to the most dense concentration of skatepark users in the city, and while this park is well used, it does not meet the needs of the increasing community.

THE DETAILS:

BUILT: 2011

SIZE: 3,000 FT²

TERRAIN: 75% STREET, 25 TRANSITION

CAPACITY: 1-2 SIMULTANEOUS RIDERS

SKILL LEVELS: BEGINNER TO INTERMEDIATE STREET & TRANSITION

LIGHTS: NO

SHELTER: NONE

ACCESSIBILITY:



Bicycle Infrastructure



Public Transit - Bus



Pedestrian Infrastructure



Street Parking

SAFETY & VISIBILITY



Residential Setback



Vegetative Buffer



"Eyes on The Street"

AMENITIES



Drinking Fountain



Green Space



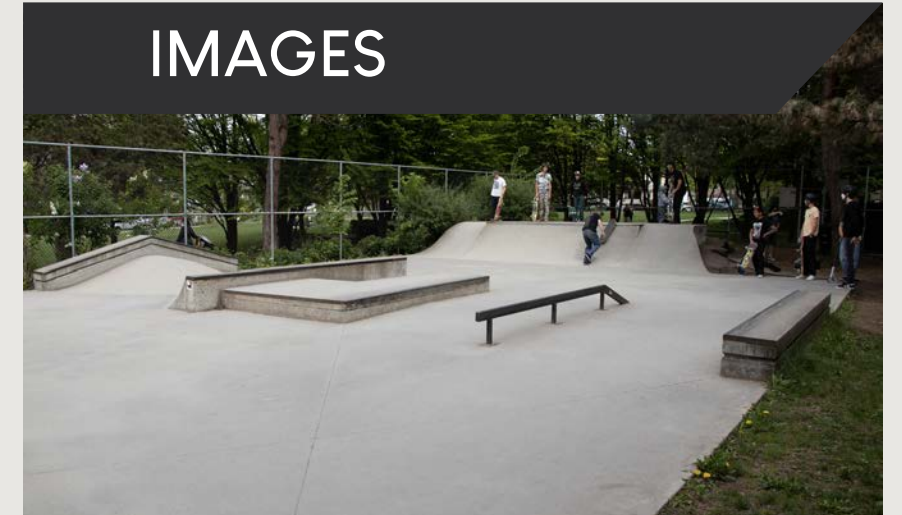
Garbage

STATE OF FEATURES



MINIMAL TO NO REPAIR NEEDED

IMAGES



CONCLUSION

Mt. Pleasant is a small yet well-rounded beginner to intermediate space with modern terrain, though some design details are dated. Due to park program and siting, Mt. Pleasant does not have potential for expansion, but opportunity for improving social spaces particularly along the East edge.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

MT. PLEASANT SKATEPARK

EXISTING CONDITIONS



TERRAIN:

Mt. Pleasant Skatepark is a rectangular space about the size of a basketball court, with a central complex feature and circular flow around it. The park is street-oriented but contains two different height quarter pipes, plus some of the essential street terrain including a fiat ledge, rail, and manual pad. The features work well, but the spacing in between them is extremely compact making for a more challenging riding experience that gets very crowded quickly.

While the skatepark contains some of the most recently constructed terrain in the city, it wouldn't meet what is now considered a modern standard of design and construction quality. Certain features like the mini quarter pipe, A-Frame and fiat rail could be improved or replaced, and there is room for a small but potentially highly valuable and functional expansion to the park.

ENVIRONMENT:

Mt. Pleasant Park is one of the most popular public spaces in the community with vibrant activity year-round. Many park amenities are present and it is a safe place for families and riders of all styles and skill levels. The skatepark itself though is somewhat cut off from the park, screened by a tall fence and locked at night to prevent access. There is an excellent shaded seating area and gathering space inside the gate, but the bench and landscaping is in poor condition. Local users have added a geotextile fabric over the dirt area at the end of the street line to prevent their boards from entering a potentially muddy or dirty area.

OPPORTUNITIES



Mt. Pleasant Skatepark is fenced off close to the edge of concrete on three sides, but on the east side at the main entrance gate there is a generous shaded grass area with seating. An earth berm descends from the back of the 3' tall quarter pipe, with deteriorating heavily trafficked landscaping.

One key skate amenity missing from the community is a beginner level mini half pipe, referred to as a mini ramp. This space presents a perfect opportunity to add a mini ramp connected to the existing deck, which would increase the capacity of the space and better serve the community for a relatively low cost of construction. In addition, a concrete path connecting the existing park to the corner gate would greatly improve the function of the fiat ground street line, creating room for 1-2 additional features and the opportunity to create a better seating area. The protection of existing mature trees need to be taken into consideration with potential improvements.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

DOWNTOWN SKATE PLAZA

CONTEXT MAP



OVERVIEW:

Nearly 20 years ago Vancouver revolutionized the world of skateparks when the first urban skate plaza, consisting entirely of realistic street terrain like stairs, rails and granite ledges, was opened under the Dunsmuir and Georgia viaducts. While still in heavy use, the quality of the park has fallen well behind the modern standard in the two decades since. For the past several years, the future of new skateparks in Vancouver has been inextricably linked to the impending demolition of the Plaza, with funding in limbo as the potentially imminent demolition of the viaducts is uncertain. This has led to cancelled projects like Plaza 1.5 and the left skateboarding community unsure if the city will invest in modern terrain so badly needed.

THE DETAILS:

BUILT: 2004
SIZE: 21,500 FT²
TERRAIN: 90% STREET, 10% TRANSITION
CAPACITY: 10-15 SIMULTANEOUS RIDERS
SKILL LEVELS: INTERMEDIATE TO ADVANCED STREET
LIGHTS: YES
SHELTER: SOME

ACCESSIBILITY:



SAFETY & VISIBILITY



AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

Vancouver was an innovator in the early 2000's creating the world's first true skate plaza. While the space is somewhat in disrepair and in need of significant renovations and upgrades, it is hoped the space will be demolished and replaced to the modern standard as False Creek is redeveloped.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

QUILCHENA SKATEPARK

CONTEXT MAP



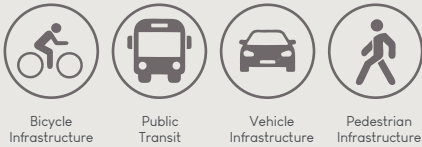
OVERVIEW:

Quilchena Skatepark is a centrally located, neighbourhood level skatepark with a variety of terrain types. As the only skatepark on Vancouver’s West Side, it serves users from Kitsilano down to South Vancouver. Built in 2001, it was the first in the new generation of 21st Century skateparks in the city. While the original design and construction techniques were not up to a modern standard, a renovation in 2017 greatly improved the skateability and added new features to make this one of the best skateparks in Vancouver.

THE DETAILS:

BUILT: 2001
RENOVATED & EXPANDED: 2017
SIZE: 6,780 FT²
TERRAIN: 75% STREET, 25% TRANSITION
CAPACITY: 3-5 SIMULTANEOUS RIDERS
SKILL LEVELS: BEGINNER TO INTERMEDIATE
TRANSITION, BEGINNER TO ADVANCED STREET
LIGHTS: NONE

ACCESSIBILITY:



SAFETY & VISIBILITY



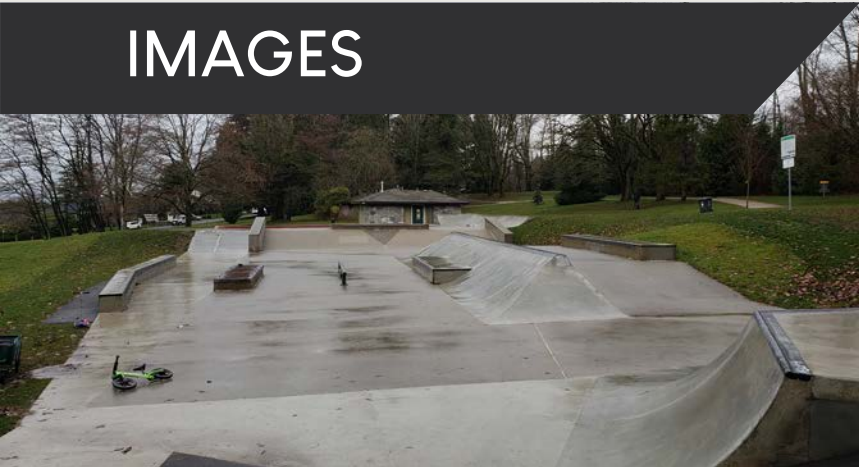
AMENITIES



STATE OF FEATURES



IMAGES



OPPORTUNITIES



CONCLUSION

Since renovation, Quilchena Skatepark has served as a quality neighborhood skatepark popular with a wide range of ages and ability levels. No major repairs are needed, though additional amenities, particularly lighting and seating or tables, would be appreciated by active skatepark users.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

STRATHCONA SKATEPARK

CONTEXT MAP



OVERVIEW:

Strathcona Skatepark is one of Vancouver’s earliest skateparks, and while the overall design of the space still functions well, the park was built with sub-standard construction techniques that result in a space that does not function nearly as well as it could. Instead of concrete fiat work, the park contains concrete ramp features with asphalt paving in between. It’s a popular space for events like Go Skateboarding Day due its central location and generous surrounding park space and amenities, and has the potential to become a great modern skatepark if thoroughly renovated and re-poured.

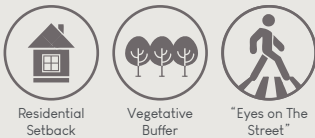
THE DETAILS:

BUILT: 2003
SIZE: 5,200 FT²
TERRAIN: 90% STREET, 10% TRANSITION
CAPACITY: 3-5 SIMULTANEOUS RIDERS
SKILL LEVELS: BEGINNER TO INTERMEDIATE STREET, ADVANCED TRANSITION
LIGHTS: NO
SHELTER: NEARBY COVERED PICNIC AREA

ACCESSIBILITY:



SAFETY & VISIBILITY



AMENITIES



STATE OF FEATURES



IMAGES



CONCLUSION

Strathcona Skatepark was well planned and designed for a park in 2003 but was unfortunately built with asphalt instead of concrete, leading to a very poor ride surface, and as a result most riders look to other parks to meet their needs and rarely use this space. The potential for renovation and expansion, however, is substantial, and could provide an opportunity to greatly increase the availability of modern skatepark terrain for a lower cost if updated.

SKATEPARK SCORECARD

VANCOUVER SKATEPARK AMENITIES STRATEGY - FACILITY ASSESSMENTS

STRATHCONA SKATEPARK

EXISTING CONDITIONS



TERRAIN:

Strathcona Skatepark contains a decent variety of intermediate level street elements, primarily a banked hip, two ledges and a rail. This skatepark has been supplemented with features donated by the community, including the two curbs and the advanced transition barrier feature.

While the existing concrete features are still rideable, their condition is poor, but the bigger issue is the asphalt paving in between features. The experience of riding this park is rough, lumpy, and has somewhat dangerous cracks and joints between the asphalt and concrete. The park has room to accommodate a large crowd, but because there are few functional features and little division between spaces it is still challenging for multiple riders to use it simultaneously.

ENVIRONMENT:

Strathcona Park provides a generous green space and a variety of park amenities that make it a great place to spend time, although it is underutilized due to the poor quality of the skatepark. Picnic tables, barbecue spaces, a basketball court, washrooms and lots of grass and shade allow users to spend a day there and organize meet-ups of larger groups. The location of the park within the city puts it close to a dense concentration of skatepark users, although it is often overlooked in favor of other parks in the city.

Strathcona has the most room for expansion of any park in the city, and has the potential to become a great community-level skatepark that would be very well used by the community.

OPPORTUNITIES



The areas highlighted in blue represent possible areas for expansion, although opportunities are not limited to these as Strathcona is a large park with lots of room for redevelopment.

If any work is done here, the first priority would likely be to pour new concrete features and flats on top of the existing park footprint, preserving greenspace and replacing terrain that won't ever be well used unless replaced. Additional expansion could be considered though, with ample room for both transition and street terrain. The field to the north of the park would allow for the space to roughly double in size without any significant effect on the rest of Strathcona Park's function and use.

While closer expanding northward would bring skateboarding closer to the adjacent residential homes, Venables is well traveled road, providing a continuous ambient noise, and if the skatepark is expanded, earthworks could be undertaken to provide a sound barrier to buffer against noise of park use.