Agenda
January 19, 2016

- DNV Sports Field Program
  Inter River Park south field
  Field renovation options for IR
  All Weather Field options
  William Griffin Lacrosse Box

- Pay Parking in Parks – Fromme Mountain
Sportsfield Needs Assessment

• Identified need for additional ATF fields to provide expanded/yr round playable hours
  WG, Windsor
  Sutherland, Confederation & Fen Burdett

• Sports group growing their sports ( football, soccer, field hockey etc )

• Provide fields for informal play & for new sports

• Future of school fields
Inter River Park Sportsfield Goals

- To expand year round field opportunities at Inter River as tournament centre (potential ATF field)
- To reno & leverage existing S. field to expand playable hours
- To transfer Seylyn Park grass field play to Inter River fields
- To expand sports field opportunities within the Lower Lynn Town Centre/IR neighbourhood
Inter River Park - South

Background Studies

Inter River Park - Lilooet Park
Recreation Use Study

Prepared for:
The Corporation of the District of North Vancouver
Parks Department

By:
Guzzi Perry & Associates Inc.
Landscape Architecture and Land Planning

April, 1995
Background Park Planning Documents

- **Inter River Park Plan** (1990’s)
- **Parks & Open Space Strategic Plan** (2012)
- **DNV Sportsfield Needs Assessment** (2009)
- **Seylynn/Bridgman Park Plan** (approved 2014)
- **Parks 10 year Capital Plan – IR upgrade**
Inter River Park – south field

- Current use – primarily softball
Inter River Park South Field

South Inter River grass field targeted for restoration:

Levels of Use

- Current scheduled hours of play on grass field – 519 (largely softball)
- Potential scheduled hours if converted to ATF – 3,388 (based on WG hrs)
INTER RIVER-OPTION A

LEGEND

- Access Points
- Existing Parking Areas
- Proposed Parking Areas
  (89 total - 24 parallel/85 ninety degree)
- Existing Bike Skills Facility
- Proposed Practice Area
- Proposed Drop-off Area
- Existing Field Building/Washrooms

ADVANTAGES

- Centrally located, close to Hwy 1 exit
- Part of a larger athletic complex with concentrated uses
- Soccer, field hockey, football accommodated
- Super 8 / practice area allows for flexibility of use
- No residences in close proximity
- Improved vehicular access, parking and drop-off

DISADVANTAGES

- Softball and baseball not accommodated
- Minimal spectator and staging areas
- Some rerouting of existing utilities is necessary
- Some small tree loss/environmental impact
  (350m² north of park service road)
INTER RIVER-OPTION B

LEGEND

1A, 1B: Access Points
1A, 1B: Existing Parking Areas
2: Proposed Parking Areas
   (86 total - 22 parallel/64 ninety degree)
3: Existing Bike Skills Facility
4: Existing Baseball Diamond
5: Proposed Drop-off Area
6: Existing Field Building/Washrooms

ADVANTAGES

- Centrally located, close to Hwy 1 exit
- Part of a large athletic complex with concentrated uses
- Most sports accommodated: soccer, field hockey, football, baseball, softball.
- Peripheral areas provide flexible space for practice, spectator and staging areas
- Improved vehicular access, parking and drop-off
- No residences in close proximity

DISADVANTAGES

- Some rerouting of existing utilities is necessary
- Some small tree loss/environmental impact (350m² north of park service road)
INTER RIVER-OPTION C

**LEGEND**
- Access Points
- Existing Parking Areas
- Proposed Parking Areas
  - (80 total - 18 parallel / 72 ninety degree)
- Existing Bike Skills Facility
- Existing Baseball Diamond
- Proposed Drop-off Area
- Existing Field Building/Washrooms

**ADVANTAGES**
- Centrally located, close to Hwy 1 exit
- Part of a large athletic complex with concentrated uses
- Soccer, Field Hockey and football very well accommodated
- Improved vehicular access, parking and drop-off
- No residences in close proximity

**DISADVANTAGES**
- Softball and baseball not accommodated
- Minimal spectator and staging areas
- Significant rerouting of road around fields
- Extensive and expensive rerouting of existing utilities (including contaminated soil removal)
- Significant tree loss / environmental impact
  - 2250 square meters north of park service road
  - 3710 square meters south of park service road
  (mature second growth forest, ecologically sensitive areas and trails which are treasured by local residents and naturalists)
Preliminary Costs

• Option 1 – ATF Field w/warm up area
  $4 – 5 million

• Option 2 - ATF Field & Ball diamond
  $5 – 6 million

• Option 3 - 2 full ATF fields – $7 – 8 million
Considerations

- Inter River Park is centrally located in DNV
- New ATF field builds on tournament centre vision
- Existing park infrastructure – washrooms, parking, trails, bike park, lacrosse
- New field lighting required
- Multi use field in all season/weather
- Maximizes field use in scheduled annual hours
Process to Date

Sportsfield User Meeting
- October, 2015
- Continue w/tech reviews

Sports Advisory Presentation
- November 2015
- Continue w/tech reviews

Council
- January, 2016
- Seek approval/funding
- Detailed design, public process
Inter River S. Field Recommendations

- Continue to work with sports advisory & stakeholders to develop a preferred option for the Inter River south field, & seek funding for detailed design & construction cost estimates in 2016
All Weather Gravel Field
Conversions to ATF
All Weather Gravel Fields

Goal

Establish strategic approach to manage & retrofit gravel all weather fields to expand usable hours of play

Considerations:

• Increasing demand for more playing fields year round
• Lower booking hours scheduled for existing gravel fields
• Limited park areas to expand with new field inventory
• Fields flat & existing field lights
All Weather Gravel Fields

Review DNV all weather lit gravel fields to include:

• Review annual current booked & scheduled hours & users of AW fields, & impacts on existing users if fields converted to synthetic surface

• Review size of AW fields to determine potential for expansion to tournament size fields

• Evaluate existing size of fields & determine if field sizes are suitable for minor soccer practices and games, and other field users

• Complete current field & sport field lighting condition assessment

The District Parks Department currently has four lit, all weather gravel fields at:

• Kirkstone Park
• Delbrook Park
• Kilmer Park
• Myrtle Park
Conversion of All Weather Fields to Synthetic Field Philosophy:

- Fields converted w/o higher construction costs than regular tournament sized ATF field
- Best candidate gravel fields have existing field lighting & drainage on field perimeter.
- Field provide alternative “second tier” ATF fields to accommodate practices & some games, even if field is not tournament size.
- ATF product installed over gravel base with new perimeter concrete curb to secure synthetic carpet.
- New perimeter field fence & French perimeter drain to collect surface water
- Cost savings

EXAMPLES:

- Brennan Park in Squamish
- Aldergrove Park practice field in Langley
KIRKSTONE FIELD
(Existing Field Size: 45.7X103.6)

LEGEND

1A 1B
Access Points

2
Existing Parking Lots (14 and 35 vehicles respectively)

Field Building (currently non-accessible from field)
Washrooms:
F - 2 stalls (1 accessible)
M - 1 stall (accessible); 2 urinals
Change room: No

3
Existing Field Lighting
(4 fixtures-2 on each side)

4
Existing Grass Fields

5
Existing Batting Cage

ADVANTAGES

● Centrally located, close to Hwy 1 exit
● Adequate off-street parking
● Existing field lighting infrastructure already in place
● Field easily accessible from east parking lot
● Meets minimum FIFA size for play
● Reasonable buffer with existing residences

DISADVANTAGES

● No space for bleachers or other formal spectator seating
● Washroom building currently has no change room
● Some utilities are crossing the field, potentially requiring relocation
Kirkstone All Weather Field

- Technical field review in 2016 (engineering)
- Field dimensions meet FIFA
- Suitable for Super 8 youth soccer
- Better quality surface
- High number of playable hours
- Central location in Lynn Valley Town Centre
- Provides washroom & parking
- Field has lighting
Kirkstone AW Field Recommendation

- In 2016, undertake technical engineering review & work with sports field stakeholders to determine feasibility to convert field to an ATF, and develop construction cost estimates.
Recommendation

Undertake a feasibility review to convert lacrosse box to warm up ATF area

• Issues relate to cost for ATF, drainage, lighting,
• Isolated site/high vandalism
• Parking lot capacity with additional expanded field use
Pay Parking in Parks – Fromme Mtn Parking & Staging Area
Review potential to trial pay parking in 2016

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<td>Users park on street to avoid pay parking</td>
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<td>Recovers operational costs to manage</td>
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Fromme Mountain
Parking Vehicle Use

New Parking Lot Opened in July, 2015 – 75 parking stalls

July 30 – Jan 18, 2016 – average monthly- 9,100 cars (Max 12, 696)
Peak Periods – 10 a.m. – 3 p.m.
High Regional Use
Park Pay Parking Models

- **Stanley Park** –
  Hourly/Daily rates: $3.25 - $11.00
  Seasons Pass: April – Sept $212.00
  Annual Park: $316.00

- **CRD Parks** – Sooke Potholes Park
  Pay parking between May – Sept: $2.25 /day
  Season pass: $20.00

- **Grouse Mountain Resorts**
  $2.00/hr or $8.00/day
  Annual permit: $40.00

- **Metro Van Parks & BC Parks**
  No pay parking, except under specific conditions
Pay Parking Trial

• **Develop Trial Criteria – for example:**

  ▪ Regulate parking time limits
    (eg. off season vs season rates, 3 hr limit, annual permits)

  ▪ Determine parking rates (ie residential vs non residential rates)

  ▪ Explore core requirements of automated pay parking system

  ▪ Lease equipment first year so could be returned to vendor should program be discontinued
Pay Parking Assumptions

- Average # of cars per day: 331 based on vehicle counter
- Total # of stalls: 75
- Hrly rate - $2.00/Day Rate: $10.00
- Assumption that utilization is 100%

Assuming:

**Hourly Rate**
- Average hours open summer/winter – 9 hrs per day/$2.00
- 75% full use w/ potential revenue $1000/day
- Potential annual revenue - $363,000

**Day Rate**
- 25% stalls at @10.00 day is $190 per day
- Potential annual revenue - $68,000

- Total revenue for hourly and day passes - $431,000 (rounded)

**Private Parking Operation/Admin Costs** – 30% of gross revenue

- DNV annual revenue in order of $300,000
- 5 year revenue potential - $1,500,000
Next Steps

• Explore pay parking options with vendors
  – Set up costs, administration & operating costs
  – Determine parking rates

• Review parking vehicle counts:

• Estimate potential recovery costs from parking revenues

• Review bylaw capacity & resources
Fromme Mtn Parking Recommendation

• Staff to evaluate pay parking in 2016 with business case, and if supportable, to establish rates & implement pay parking, with parking revenues to support Fromme Mountain operational & capital costs for recreational trails.