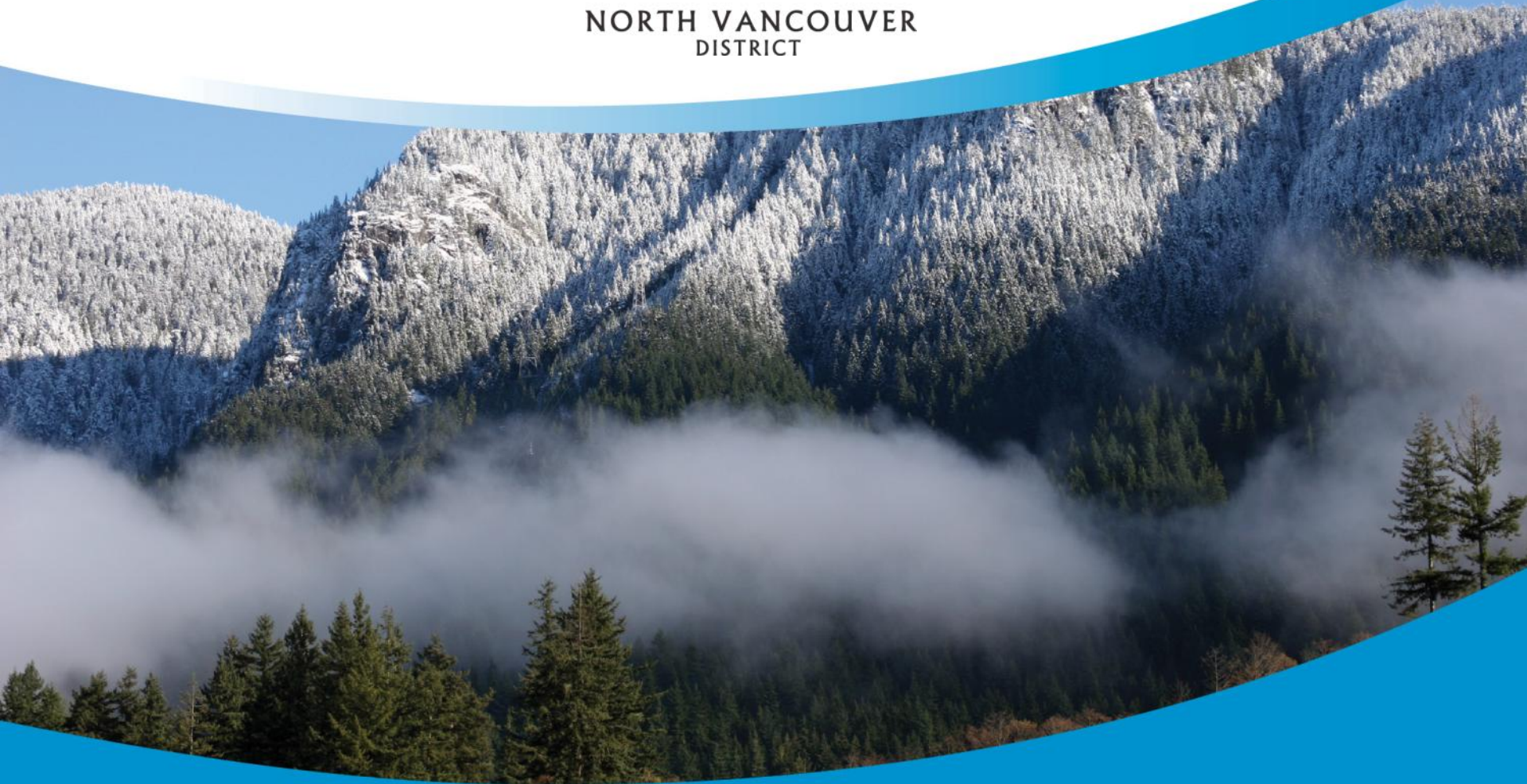




NORTH VANCOUVER
DISTRICT



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

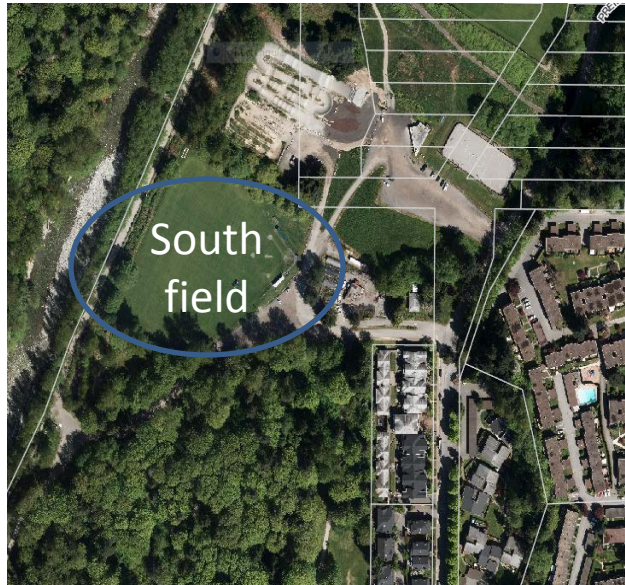
- Identified need for additional ATF fields to provide expanded/yr round playable hours
 - WG, Windsor
 - Sutherland, Confederation & Fen Burdett
- Sports group growing their sports (football, soccer, field hockey etc)
- Provide fields for informal play & for new sports
- Future of school fields

Inter River Park Sportsfield Goals

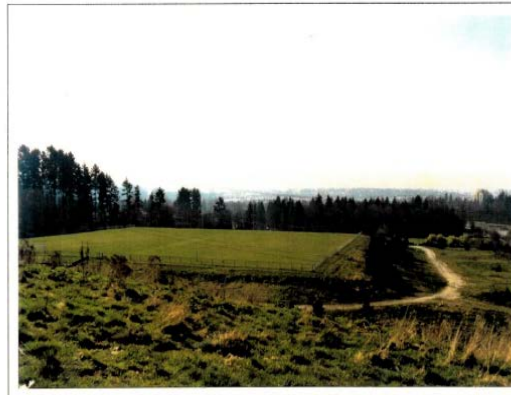
- To expand year round field opportunities at Inter River as tournament centre (potential ATF field)
- To reno & leverage existing S. field to expand playable hours
- To transfer Seylyn Park grass field play to Inter River fields
- To expand sports field opportunities within the Lower Lynn Town Centre/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

Inter River Park - South

Background Studies



Inter River Park - Lillooet 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

Inter River Park

ENVIRONMENTAL INVENTORY STUDY

prepared for

**District of North Vancouver
Parks Department**

prepared by

Ian Robertson, Nick Page, Matthew Child, and Glenn Ryder
Robertson Environmental Services Ltd.
Langley, BC

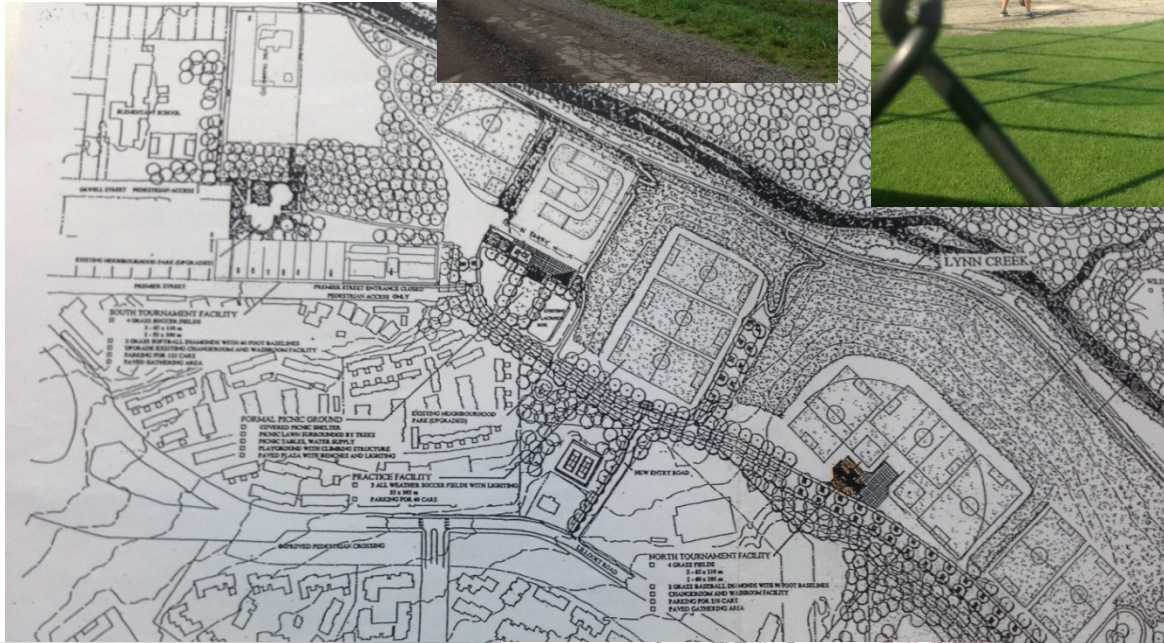
'Coast River Environmental Services Ltd.
Vancouver, BC

Draft Report
October, 1997

**ROBERTSON
ENVIRONMENTAL
SERVICES**



1525 - 200th Street, Langley, British Columbia V2Z 1W5
Tel: (604) 530-1080 • Fax: (604) 530-9800



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 **hrs** of play on grass field – 519 (largely softball)
- ❑ Potential scheduled **hrs** 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/65 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

-  Access Points
-   Existing Parking Areas
-  Proposed Parking Areas
(86 total - 22 parallel/64 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
- 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
(90 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)



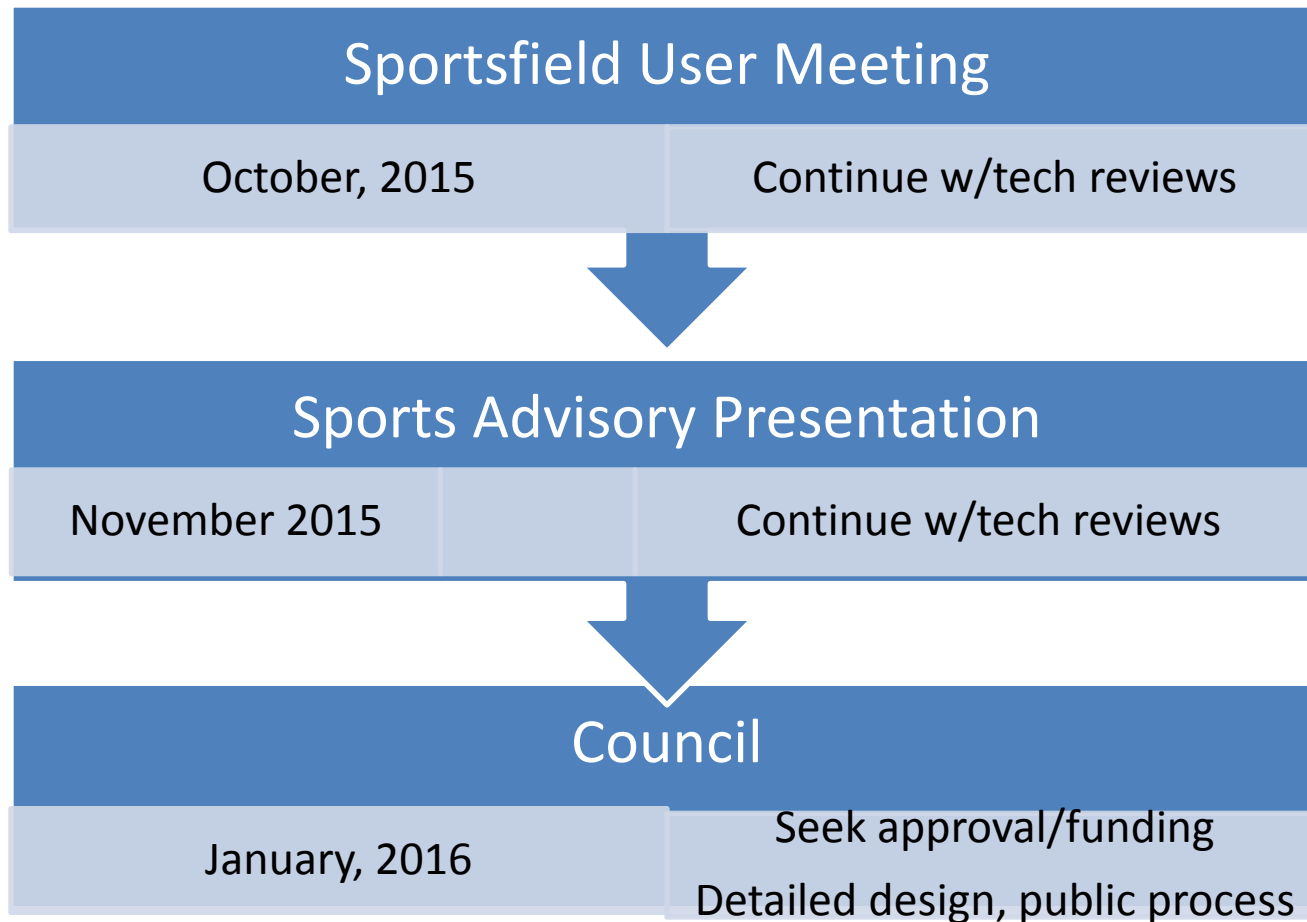
Preliminary Costs

- 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



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:

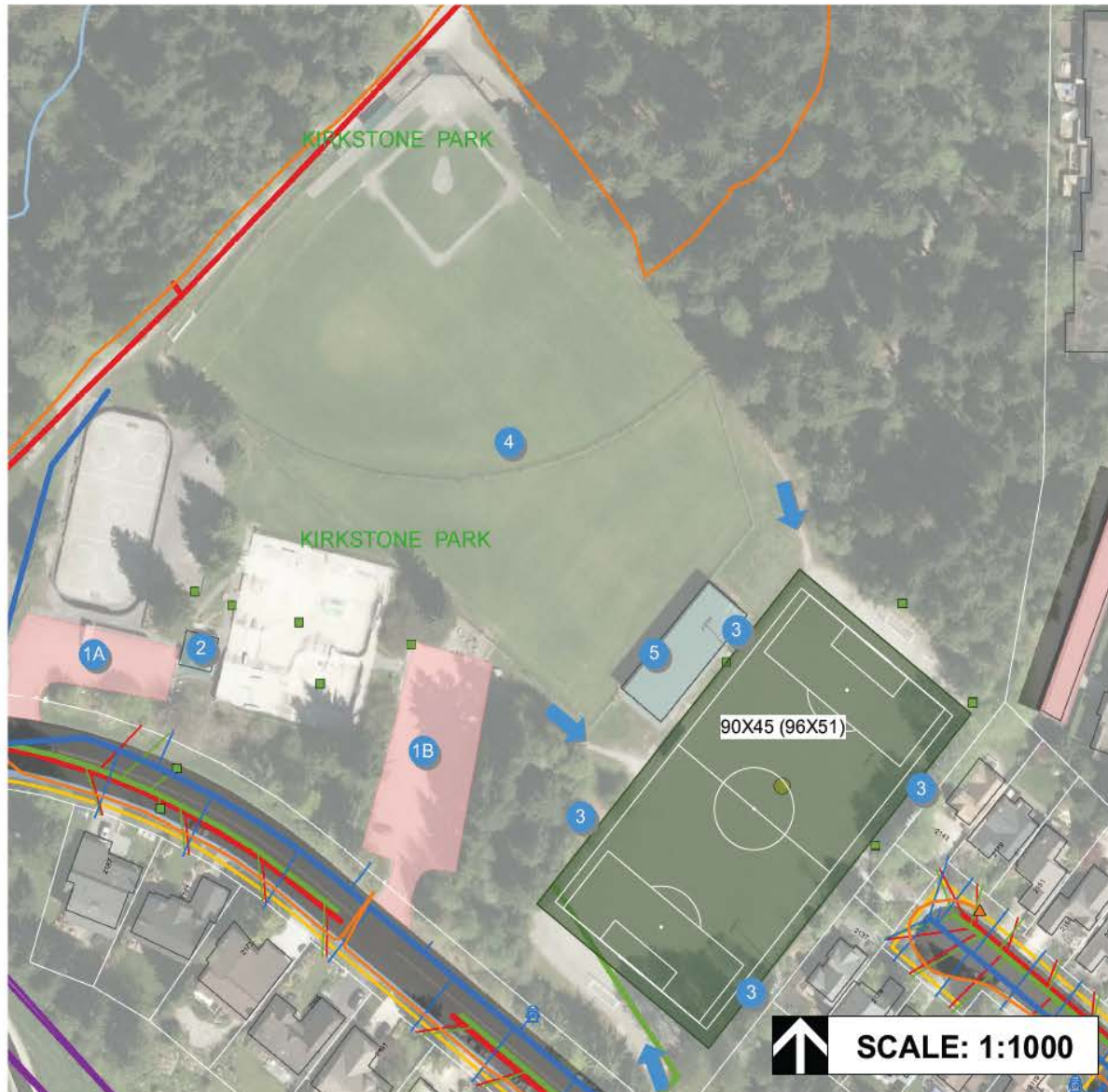
- Kirkstone Park
- Delbrook Park
- Kilmer Park
- Myrtle Park

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

-  Access Points
-   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
-  Existing Field Lighting (4 fixtures-2 on each side)
-  Existing Grass Fields
-  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.

William Griffin ATF Field Lacrosse Box Conversion

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

Pay Parking Advantages	Pay Parking Considerations
Acknowledges regional users of trails/ contribution to fund trail access	Users park on street to avoid pay parking
Recovers operational costs to manage	Cost & resources to manage pay parking
Recovers capital costs to construct parking	Bylaw ticketing management

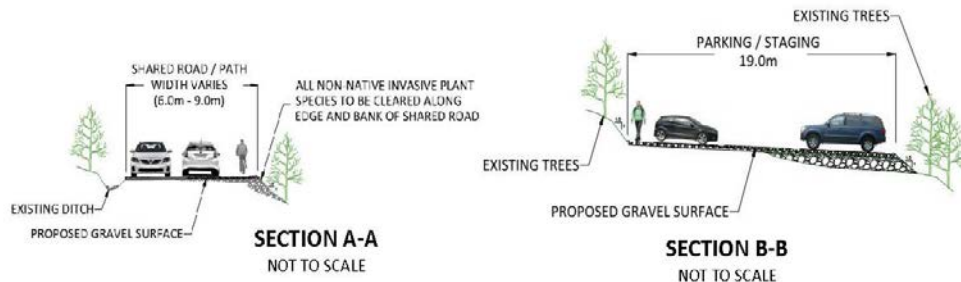
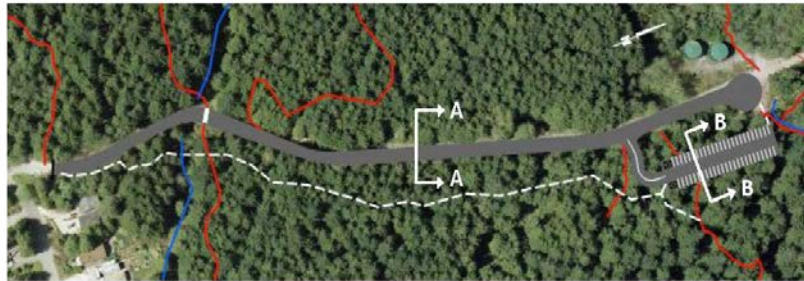
Fromme Mountain

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:
 - July, 2015 – January, 2016
- 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.