

ITEM	2
MANAGER'S REPORT NO.	62
COUNCIL MEETING	94/11/07

TO : CITY MANAGER
DATE: 1994 NOVEMBER 03
FROM : DIRECTOR RECREATION AND CULTURAL SERVICES
RE : SWANGARD STADIUM PRELIMINARY DESIGN LAYOUT
PURPOSE : To request Council's approval in principle for the preliminary design changes to the Swangard Stadium sports field and track.

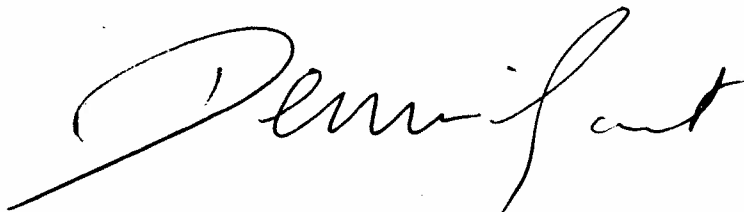
RECOMMENDATIONS:

1. THAT approval be given to expand the south fence line of the Swangard Stadium as outlined in this report.
2. THAT approval be given to the preliminary design changes to the Stadium sports field and track and field layout as outlined in this report.

REPORT

At its meeting of 1994 November 02, the Parks and Recreation Commission received the attached staff report on the above subject and adopted the two recommendations contained therein.

The Environment and Waste Management Committee has indicated an interest in reviewing the impact of expanding the Stadium fence. In view of the tight time line on which the Swangard Stadium Society is operating and in anticipation of Council's wishes on this matter, a preliminary copy of this report has been forwarded to the Committee for review at its meeting of 1994 November 08.



DENNIS GAUNT
DIRECTOR RECREATION &
CULTURAL SERVICES

DG:tc
Attachment
A/3147

~~ITEM 1
DIRECTOR'S REPORT NO. 18
COMMISSION MEETING 94/11/02~~

SUBJECT: SWANGARD STADIUM PRELIMINARY DESIGN LAY

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RECOMMENDATIONS:

1. THAT approval in principle be granted for the preliminary design changes to the Swangard Stadium sports field and track and field layout as proposed by the Swangard Stadium Society, subject to the approval of the Environment and Waste Committee on the expansion of the south fenceline.
2. THAT Council be requested to concur.

REPORT

At the Committee Meeting of the Commission held 1994 October 19, the Swangard Stadium Society presented a preliminary design layout that they feel best meets the varied needs of all sport and non-sport users of the stadium. The process that they used in developing the design was to consult with the sport governing bodies of the 4 major sport users of the stadium, plus all major stadium users and City of Burnaby stadium staff.

The Swangard Stadium Society has requested preliminary approval of their design so that they can proceed with the next step, which is to hire a design consultant to develop the detailed design specifications.

STADIUM DESIGN

Attachment #1 shows the proposed layout of the sports field and the track and field amenities. The changes to the existing design include:

- Lowering the sportsfield to the same elevation as the running track surface to eliminate the hazard to rugby, football and soccer players who run off the sidelines and endlines and drop 18" onto the track. This change would also allow javelin throwers to have a level throwing and landing area, rather than the present situation where they must throw uphill.
- Relocate the high jump fan and the long jump/triple jump run-up and landing area to the south end outside of the track. This will provide adequate space in the infield area to meet the field dimensions required to host all levels of soccer, rugby and American and Canadian football.

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- Relocate the shot putt area to the north end outside of the track.
- Relocate the existing bleachers that are in the southeast and northeast corners outside of the track. A site for these bleachers has yet to be finalized.
- Relocate the javelin run-up to the north end of the stadium.
- Construct a new equipment storage/washroom building located in the area of the existing beer garden. This building will provide wheelchair accessible washrooms at track level which do not currently exist.
- Add an additional 1,132 bleacher seats within the existing fenceline to raise the total stadium seating capacity to 8,000 seats. The location of these additional seats has yet to be finalized.
- Pave the existing V.I.P. parking area and provide 6 handicapped parking stalls and an asphalt path leading to the southwest stadium entrance gate.
- Construct a new ticket booth near the northeast gate to provide easier access for stadium visitors who utilize Skytrain or who park in the lot east of the stadium.
- Increase the number and type and location of concession areas by adding an asphalt pad with water and power hook-ups at or near the northeast and southwest light poles.
- Miscellaneous minor adjustments to existing event service buildings such as ticket booths, photofinish booth, storage rooms and the First Aid room so that they better meet the needs of stadium users.

DESIGN IMPACTS

All of the above improvements can be accomplished within the existing stadium fenceline with the exception of the high jump fan, the shot putt area and the V.I.P./handicapped parking area. The impacts of these proposed changes are as follows:

1. The high jump fan will require the fenceline and the outside perimeter path to be moved out by approximately 10 metres. This reduces the size of the V.I.P./handicapped parking area and moves the path closer to the trees.

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Parks and Recreation staff have surveyed the site and have revised the location of the high jump fan, the south fence line and the perimeter path so as to minimize the impact on trees and pathways. Attachment #2 is the revised site plan subject to further adjustment based on detail layout.

The Parks and Recreation Department's arborist has surveyed the trees in relation to the revised location of the high jump fan, fenceline and perimeter path and reports that the new location will have virtually no impact on the adjacent deciduous stand or the several conifers, and no trees will be removed. This area will be fenced off to prevent damage from occurring during construction.

It was suggested that staff examine the option of locating the high jump fan in the north end outside the track. Staff along with representatives of B.C. Athletics have discussed this option but recommend against it for several reasons:

- (a) it would mean moving the high jump event farther away from the prime seating area for track and field which is at the finish line;
 - (b) it would require the removal of the sound abatement berm at the north end which would increase traffic noise in the stadium considerably;
 - (c) the existing steeple chase pit would be a hazard to high jumpers as it would be in the area where most high jumpers would be starting their run-up to the high jump bar.
2. The shot putt area will require the north fence to be moved out approximately 5 metres for a distance of approximately 10 metres at the north end of the stadium. This change is required to accommodate the new position of the high jump fan and to provide a longer, greater shot putt landing area length than presently exists. The existing landing area is too short for national and international competition.

The berm at the northeast corner will have to be reshaped to accommodate the outside perimeter path also being shifted 5 metres to the north.

There are no trees or other vegetation that will be impacted by this change.

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The visual aspects of reshaping the berm and relocated fence should be carefully pursued to provide a quality appearance for this north end of the stadium which is open and exposed to view from Kingsway.

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- The V.I.P. parking area is currently not paved and is not suitable for use as a handicapped parking area in its present state. Paving this lot and adding handicapped parking stalls and a paved path leading to the southwest entrance gate would greatly improve accessibility for athletes and spectators with disabilities.

The Parks and Recreation Department's arborist was consulted and has indicated that the paving of this parking area will not negatively impact the trees as long as the run-off water is directed away from the trees. This parking lot is closely bordered by trees on all sides with the exception of the side facing the stadium. The boundaries of the current parking area will not be expanded. In fact, a smaller parking area will result from the proposal to expand the stadium precinct (south fence) for the high jump fan.

EXPANSION OF STADIUM SEATING

Swangard Stadium, originally seating 4,800 persons, was increased to 6,800 seats as approved by Council on 1992 February 25 and now is proposed to be increased to the full expansion of 8,000 seats as proposed by the Swangard Stadium Society. There are presently 553 parking spaces in Central Park for all uses including the stadium.

Such increased seating has been considered supportable by Council subject to the completion of a comprehensive transportation plan and location of alternate parking facilities accompanied by shuttle services. It was understood that any seating expansion would be accommodated within the confines of the existing fenced area of the stadium.

The proposal of the Swangard Stadium Society was approved by Council subject to the three-part transportation plan described as follows:

1. Transit Usage

To increase transit use, the Swangard Stadium Society and B.C. Transit proposed a promotional campaign involving direct mailing to athletic organizations, advertising, a "transit night" at events, and increased security on the path to the Skytrain Station. Based on this program, it was considered reasonable that an increase in transit usage from the current 5% to a 10% rate could be achieved.

2. B.C.I.T. Parking

The Swangard Stadium Society concluded an agreement with B.C.I.T. to provide overflow parking of up to 1,000 spaces on Wednesday and Sunday evenings from April to September. The Society indicated that

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it would provide security and signage for the parking lot and supply a fee shuttle bus service to the stadium for their scheduled events. (We understand that Wednesday and Sunday evenings were the days for scheduled professional soccer games). If other nights of the week are required then the agreement with B.C.I.T. will need to be revised to include all large event dates.

3. B.C. Telephone Parking

The B.C. Telephone Company made 283 spaces available in their building at 3777 Kingsway in the past. Their approvals have been on an event by event basis. The company will not grant a blanket approval for all potential events at the stadium because of their own requirements. However, they have indicated that they are prepared to consider the use of the 283 parking spaces on an event by event basis.

Use of the stadium for events beyond the capacity of the existing 4,800 seats is required to be pre-approved by the Parks and Recreation Department on a permit basis for each event upon written notification from B.C. Tel confirming the availability of their 283 parking spaces at the time of the scheduled event.

An assessment needs to be submitted by the stadium expansion proponents of the success or otherwise to-date of the transportation plan measures undertaken by the Swangard Stadium Society when events were proposed for more than a 4,800 seat capacity.

Written confirmation and commitment is also needed indicating that these measures are still achievable and will be undertaken for events where seating beyond 4,800 seats is proposed.

Depending upon the results of the review, the proposed seating expansion and transportation plan measures may need to be approved by the Parks and Recreation Commission, the Environment and Waste Management Committee and Council.

SUMMARY

The preliminary design proposed by the Swangard Stadium Society recommends several major stadium improvements that are long overdue. The process that the Swangard Stadium Society's Technical Committee followed provided the opportunity for all major users of the stadium to provide input into a stadium design which will better meet the present and future needs of Swangard Stadium renters, athletes, officials and spectators.

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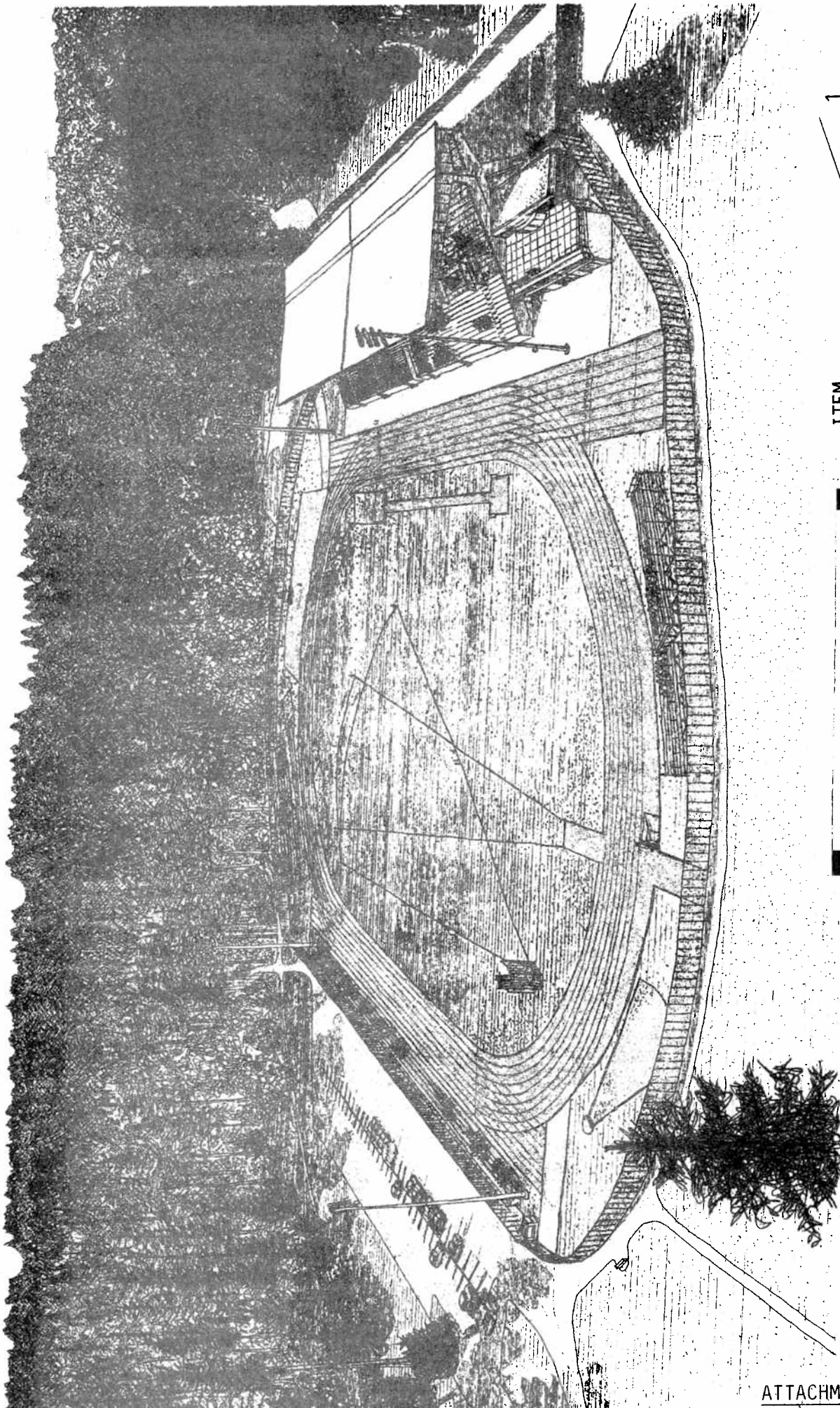
SWANGARD STADIUM PRELIMINARY DESIGN

The design required the consensus of 4 major sports users, all of which have experienced great difficulty in hosting events in the stadium for the past several years. Field dimensions and facility standards have changed considerably since the original stadium layout was developed 25 years ago.

The expanded seating requested is manageable within the existing fence line. The additional spectators can be accommodated without building new parking areas in the park through promoting greater use of rapid transit, using parking at B.C. Tel and utilizing shuttle bus service to stadium events from off-site parking areas such as B.C.I.T.

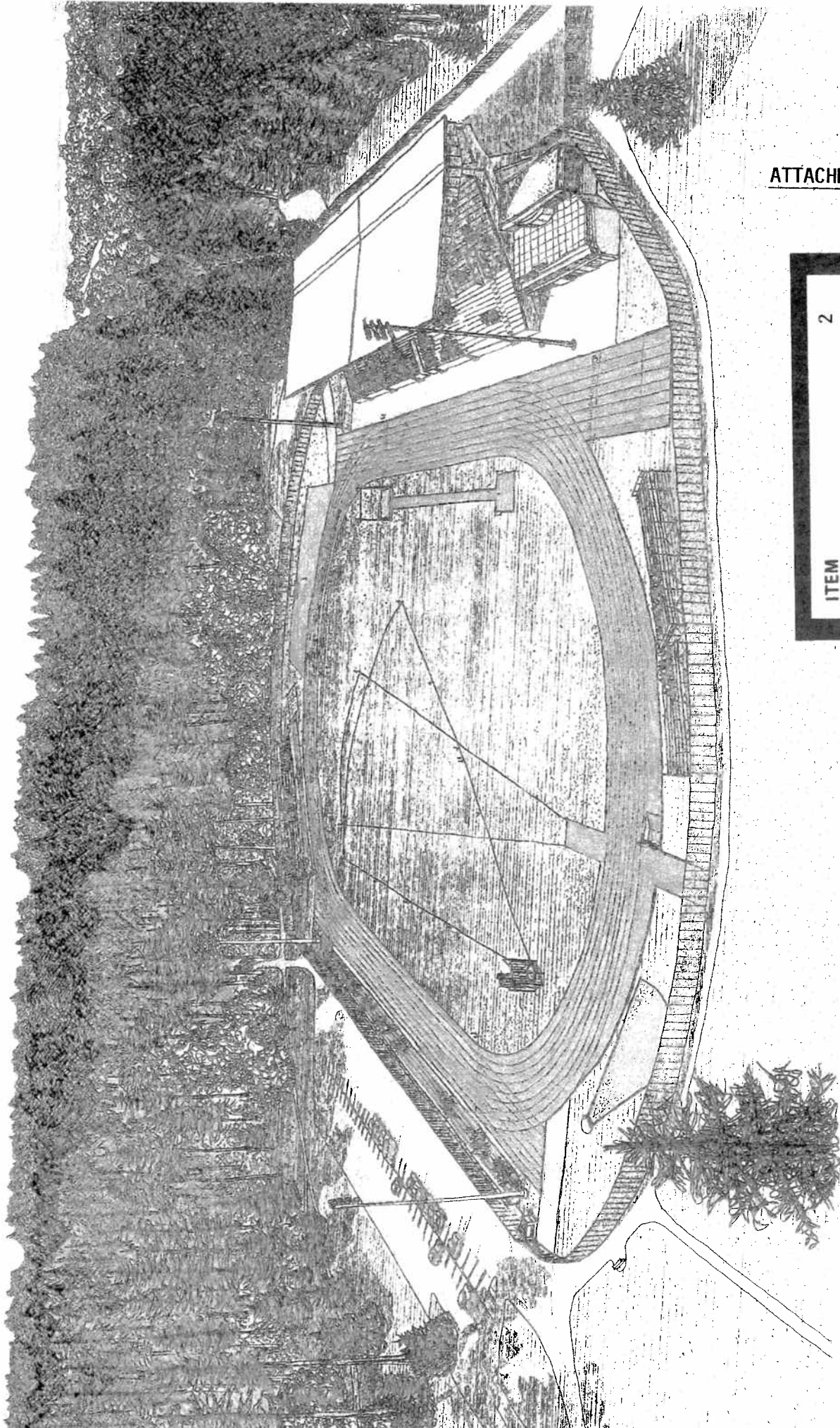
Staff are confident that the proposed changes to the stadium layout will better meet the needs of stadium visitors without negatively impacting the aesthetics, the trees, or the various uses of Central Park.

ES:sh:em
 Attachments (2)
 A/COMMISSION/2170



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ATTACHMENT #1

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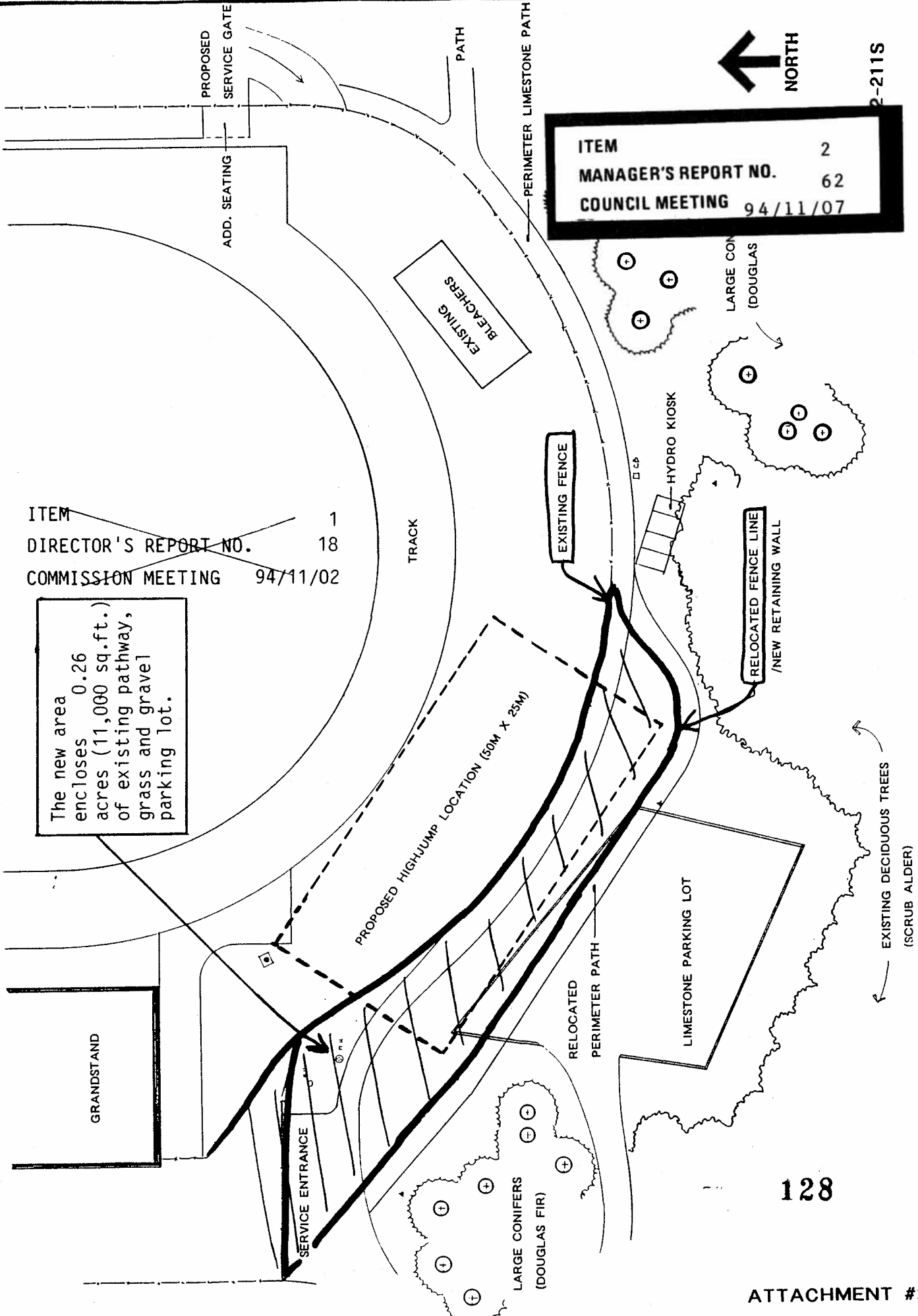
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The new area encloses 0.26 acres (11,000 sq.ft.) of existing pathway, grass and gravel parking lot.

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SWANGARD STADIUM - PROPOSED FENCE RELOCATION

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