

## EXISTING SITE REVIEW

Based on several site visits and interviews with site stakeholders in the fall of 2006 and in the spring and summer of 2007, this section summarizes information about the current conditions at the site.

### GRADING and DRAINAGE

The entire site was not graded to base level standard when it was developed. Several site grading and drainage issues were identified in the Concept Plan and reviewed in more detail during this study. These issues are shown on figure 4 and described below.

There are several low areas within and adjacent to the site that do not drain properly. Specific problem areas include: the east end of Billy D's Driving Range, the sand volleyball court area, and the northwest corner of the rugby field area. The photo to the left shows the



low area northwest of the rugby fields which is frequently wet and in major rain events will drain onto the adjacent industrial property; drainage also flows towards this same property from the south. The west portion of the park drains towards a property to the northwest, however, in 2006 a drainage swale and catch basin were constructed to intercept the run-off prior to leaving the site.

Sport fields in the park were constructed at different times and to different standards. Three of the ball diamonds drain well and are usable shortly after rain storms; the other two diamonds do not drain well and remain wet for some time after a rain. The rugby fields also do not drain well, and have some water ponding issues after rain storms.



The park site has been used by Parks operations in the past as a storage site for marginal soils and topsoil. A topsoil pile is located in the north central portion of the site and a pile of marginal material is located to the southeast of the site on Transportation land. A topsoil broker, "Dirt Guy", has been salvaging topsoil through a screening operation from the marginal pile and his tailing piles are also located on Transportation lands (photo to the left). All of these "piles" should be incorporated into the site grading or removed as they are being used as an unauthorized ATV and dirt bike site. Parks has agreed to grade the east portion of the Transportation area in conjunction with the John Fry Park upgrading.

The site is reasonably well serviced by storm water utilities. A 2275mm diameter storm sewer line crosses the site along the south edge of the Altalink R.O.W. and there are existing storm sewer connections to 31 Avenue and Parsons Road. Several catch basins service the central ball diamonds; two service the rugby area and three service the north edge of the site. See figure 4 for Grading and Drainage Issues

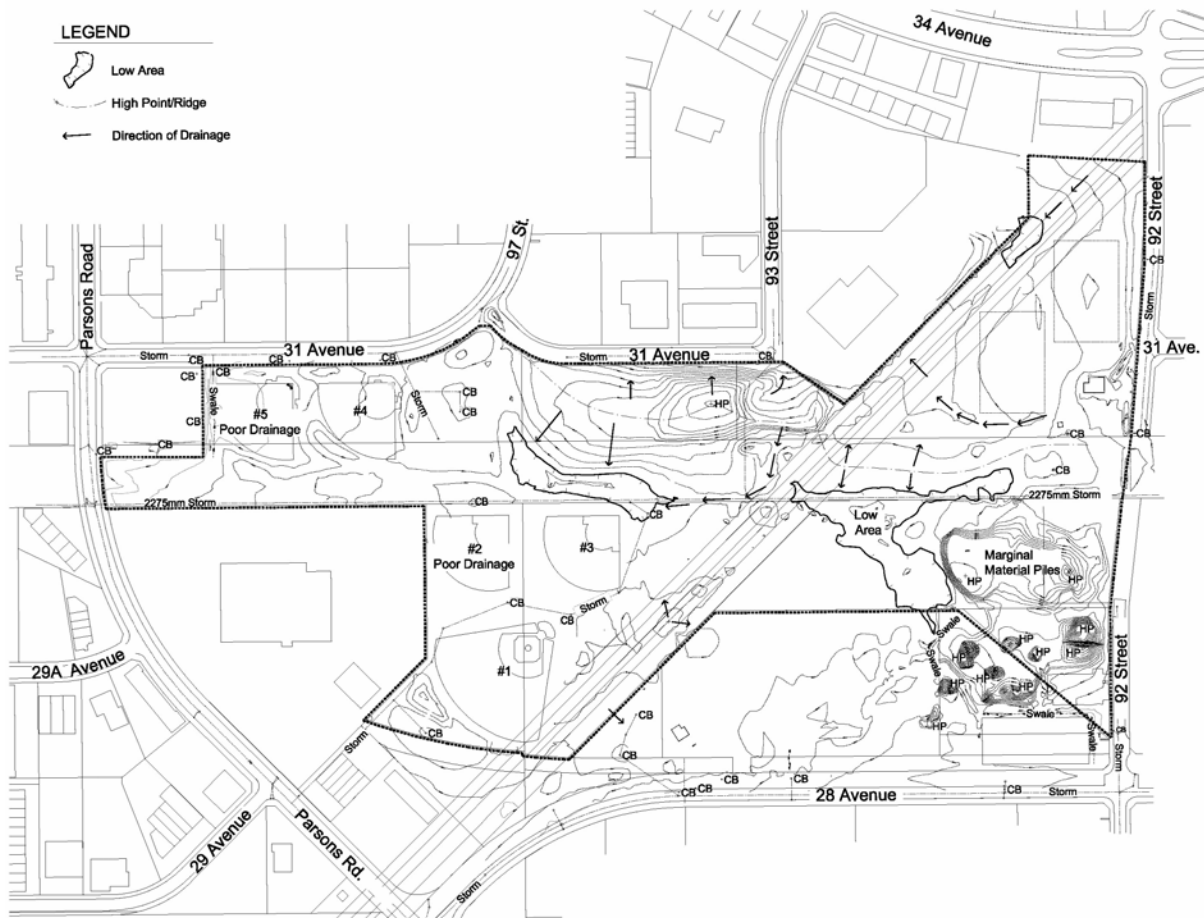


Figure 4 - Grading and Drainage Issues

## UTILITIES



A major underground pipeline utility corridor traverses the site from the southwest to the northeast and a major Altalink power line corridor runs from west to east across the centre of the site. All utility companies restrict development on their right of ways. Plan approval and crossing permits are required from each before any development can occur on or adjacent to their right of ways. Crossing agreements are required within one year of construction of any improvements on or within 30m of a right of way. All utility companies have been provided with copies of the master plan.

There are four pipeline companies with 11 active pipelines in the park site. From north to south in the pipeline corridor, the pipelines are as follows:

**Atco Gas** (formerly N.U.L.) – has two right of ways on site. The north R.O.W. contains a 610mm gas line and a 323mm gas line.

**Imperial Oil** (formerly Nisku Products) – has four pipelines within their R.O.W., a 114mm high vapour pressure line and a 60mm high vapour pressure line (propane), a 60mm oil pipeline, and an 88mm oil pipeline

**Pembina** has one 406mm oil pipeline

**BP Amoco** (formerly Dome) – has two pipelines; a 273mm high vapour pressure line and a 219mm low vapour pressure line (butane)

In addition to these active pipelines, there is an abandoned 73mm gas line – formerly owned by Strathcona

**AltaLink** has several overhead high voltage power lines crossing the site. A series of wooden power poles carry lines along the north edge of their R.O.W. and large metal towers carry lines along the south edge.

**Epcor** also has two power towers which connect to the AltaLink power lines

Contact information and crossing permit application information for each company is included in Appendix 3 – Crossing Agreement Information. *Refer to figure 5 for utility ROW locations*

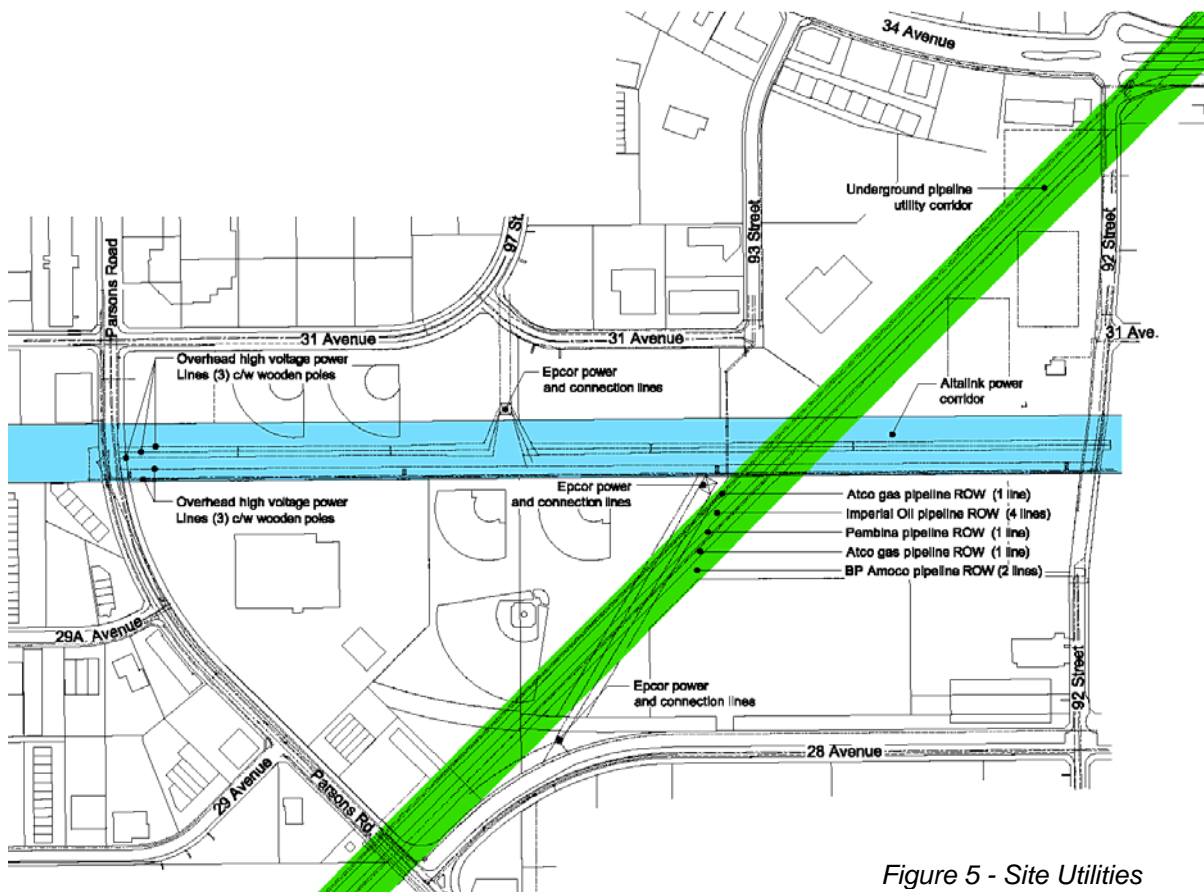


Figure 5 - Site Utilities

## LANDSCAPING



Landscaping of the site was completed with the original ball diamond development and there are many mature trees in the west half of the site and surrounding the ball diamonds. More recent development of the site, however, has not included a landscape component and overall, the site is deficient in landscaping. Currently there are approximately 155 trees on site. The City of Edmonton parks standard planting rate for park development is 70 trees per plantable hectare. With this standard, the total tree requirement

would be 877 trees, implying a shortage of 722 trees. Landscape enhancements are a key component of the upgrading proposals for the park.

The western half of the site is irrigated including the five ball diamonds. Diamonds #1, #4, and #5 have updated irrigations systems, but Diamonds #2 and #3 are on an old manual irrigation system. All systems are operational.

The prime function of this site is the provision of sport fields, however, it also provides passive park space for area businesses. As such, it should be an attractive place for workers to spend time. Through this Master Plan, a balance of the two aspects will be created. *Refer to Figure 6 for an indication of the quantity and locations of existing planting on site*



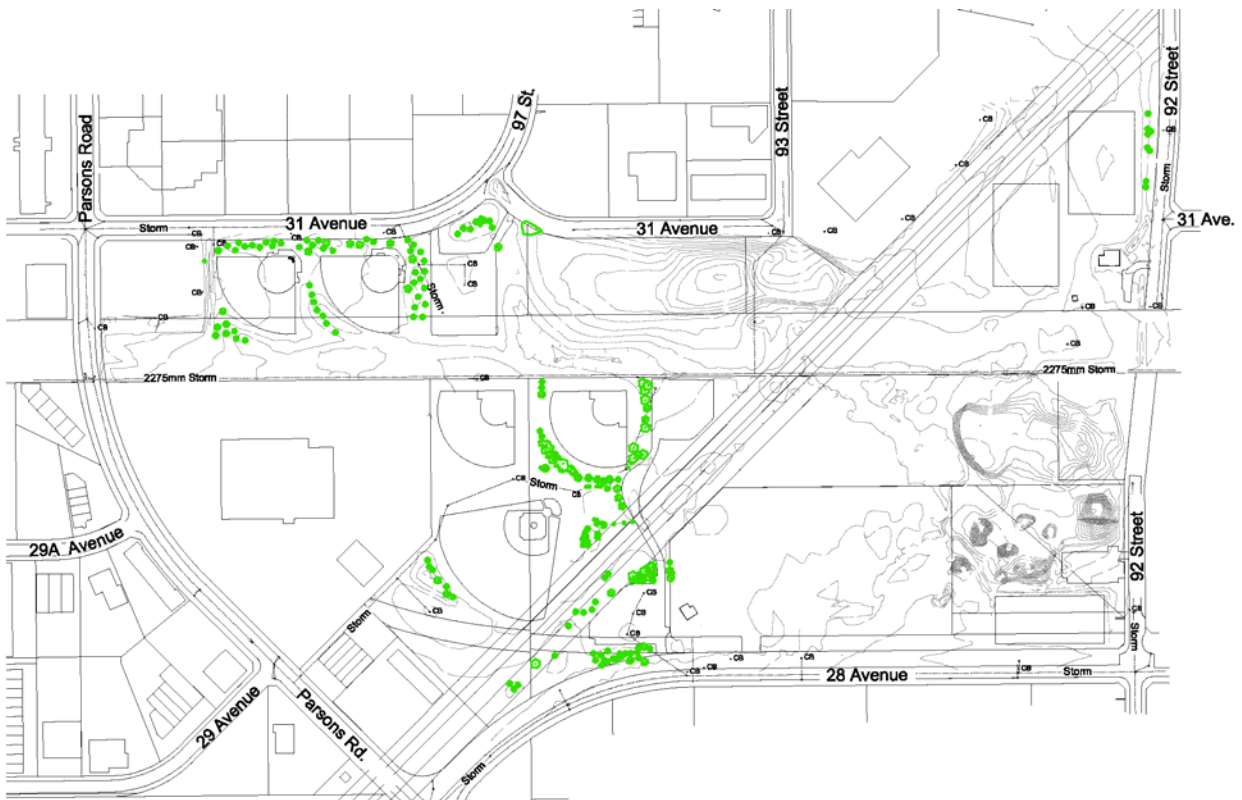


Figure 6 - Existing Site Planting

## ACCESS and PARKING



There are currently three vehicular access points into the site. Users of the northwest diamonds enter the site from 31 Avenue between 93 Street and Parsons Road and use an undefined, gravel parking area (photo to left).

Some rugby users enter the site from 92 Street and utilize a very small paved parking area, but most users park along 92 Street. The Rugby Club may consider upgrades to their parking area in conjunction with other work at John Fry Park.



Users of the three southern diamonds enter the site from 28 Avenue, using the access road adjacent to Billy D's Driving Range. A paved parking lot is currently accessed from this entrance and serves the southern ball diamonds (photo to left). This lot has had painted lines, but they are somewhat faded and not fully effective. This connection must be removed prior to development of the Transportation maintenance site.

In the past, movable concrete curbs restricted vehicles to the parking areas and designated roads; these have been recently removed and unauthorized traffic throughout the park has become an issue. People often drive between the north and south parking lots across the grass, and drive onto the Altalink ROW, accessing it from both the north parking lot and from the rugby parking lot. The Master Plan provides recommendations to improve efficiency and to provide control for unauthorized vehicular traffic on site.



The current number of parking stalls on site is approximately 141 with distribution as follows:

- North parking lot accessed from 31 Ave – 75 stalls
- South parking lot accessed from 28 Ave – 60 stalls
- Rugby Lot accessed from 92 St – 6 stalls

Some walkways have been developed linking Parsons Road with the ball diamonds; however, there is no trail development in the eastern half of the site. The current walks are concrete and in reasonable condition, but are narrow. Completion of the trail system is addressed in the Master Plan.

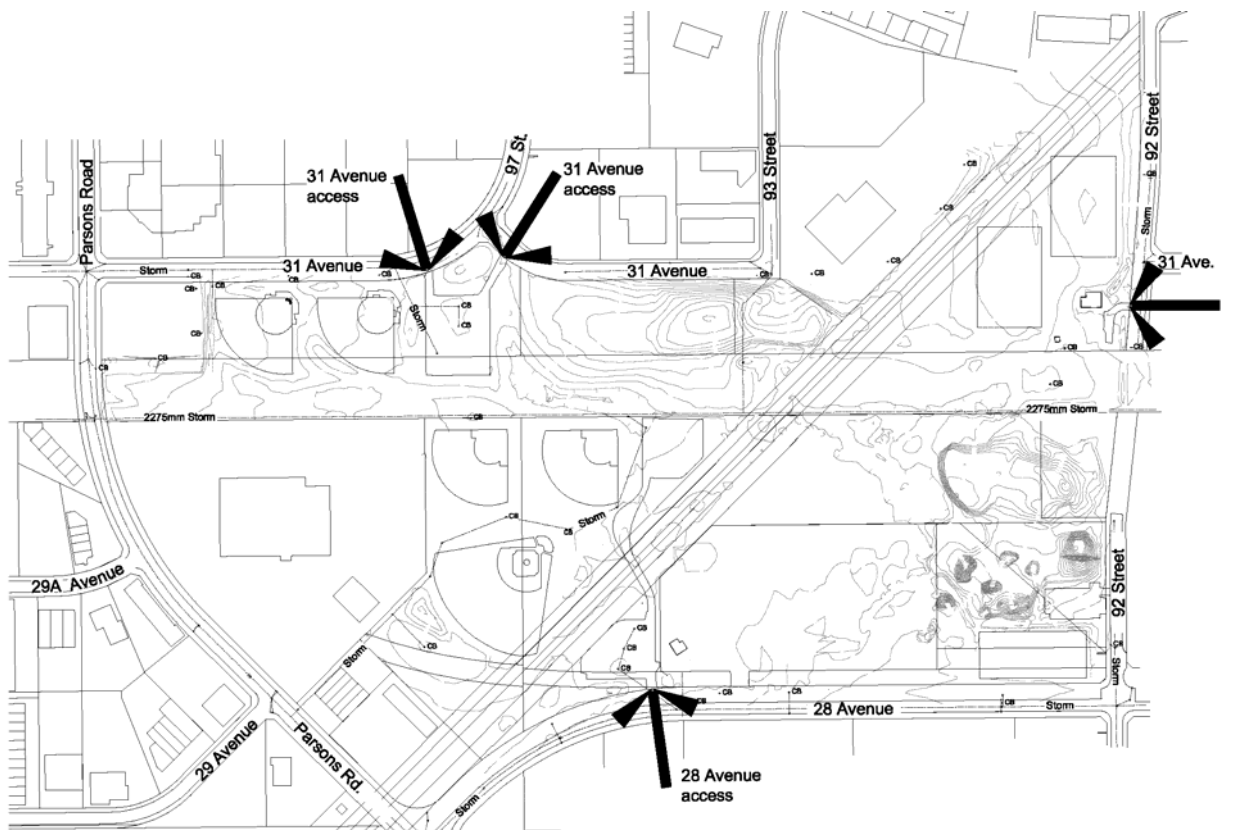


Figure 7 - Existing Site Access

## SITE SAFETY

Some incidents of vandalism have been reported by user groups and by the Parks Operations group. A “Crime Prevention Through Environmental Design” (CPTED) assessment was conducted to address improvement of safety, usability and accessibility of the John Fry Park site and is included in Appendix 2.

The basic CPTED principles of Access Control, Natural Surveillance and Territoriality can be implemented to provide a more user friendly environment. Recommendations from this report are as follows and include both physical site improvements and operational improvements. The physical improvements have been incorporated into the final Concept Plan.

- Improve access into and throughout the site through road or trail construction to improve natural passive surveillance and police surveillance, as well as improved access for the users.
- Provide signage at entrance points c/w address – numbers clearly visible for emergency responders. Other signage would include information signage, i.e.) site map, ‘rules of conduct’, phone numbers for reporting problems.
- Provide site lighting for all internal roads, trails and parking areas that are intended for use after hours.
- Adopt a zero tolerance for graffiti.
- Maintain a diligent maintenance program.
- Consider CPTED principles for any proposed new development at the site, including adequate sightlines and access to all new facilities. Clearly define public space, and private space, i.e.) storage facilities.
- Install adequately accessible emergency blue phone locations on the site.
- Replace sub-grade dugouts with surface dugouts
- Create and maintain insider “Home Base Agreements” for all sport groups.