



August 22, 2017

GORC PARK IMPROVEMENTS

FEASIBILITY STUDY

Job No. P452533

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Submitted to:

Anne Arundel County Department of Public Works





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INTRODUCTION

GORC Park is a multi-use park located at 940 Strawberry Lake Way, in the Patuxent neighborhood of Odenton, MD. The park is used by recreational leagues, competitive leagues, and local families. The park consists of eight (8) softball/baseball fields, four (4) multi-purpose fields, two (2) basketball courts, a playground, and three hundred and thirty-two (332) parking spaces. The Park also has multiple structures including storage buildings, concession stands, and rest rooms, which are served by well and septic.

This study is to evaluate improvements to the Park to include the following:

- Elimination of one basketball court and relocation of one court adjacent to Strawberry Lake Way.
- Expansion of existing parking without the loss of field space.
- Review of Water, Septic and Sewer
- Review of the overall park layout and future use and improvements.

BASKETBALL COURT RELOCATION

Two basketball courts are currently located in the south portion of the park adjacent to fields 7 and 8. This area is the farthest from Strawberry Lake Way with no immediately adjacent parking. The County has requested one court be removed and one court be relocated closer to the front of the park, along Strawberry Lake Way adjacent to parking.

Three locations were investigated, all locations considered are within existing parking areas and are anticipated to have similar cost as well as advantages and disadvantages, with the exception of impacts to parking. A general description of each location and anticipated impacts to parking and are as follows:

Option 1A – This location is adjacent to field 1 in the southwest area of the parking lot. With this option 54 spaces are anticipated to be removed.

Option 1B – This location is adjacent to field 1 in the northwest area of the parking lot. With this option 52 spaces are anticipated to be removed.

Option 1C – This location is just north of the north entrance in the parking lot. With this option 63 spaces are anticipated to be removed.

The reduction of spaces with Options 1A and 1B are comparable and cost is also anticipated to be similar. Since option 1A provides for better lot circulation it is preferred.



EXISTING AVAILABLE PARKING

ON-SITE PARKING

Parking within the park is provided at three main areas for a total of 300 spaces, which include:

- North Entrance - 109 spaces
- South Entrance between Strawberry Way and Field 1 - 63 spaces
- South Entrance roadway and lot - 128 spaces

The spaces are generally located in the south west section of the park. The North entrance lot is in the vicinity of the larger multi-purpose fields, however, parking is not provided near fields 7 and 8. This leads to users parking along Strawberry Lake Way.

OFF-SITE PARKING

Due to proximity of the fields and possible “overflow” users tend to park along Strawberry Lake Way, as well as Autumn Gold Drive. For this study, we have assumed the following “capacity” for each roadway:

- Strawberry Lake Way northbound (adjacent to Park) – 90 spaces
- Strawberry Lake Way southbound – 88 spaces
- Autumn Gold Drive – 12 spaces

A total of 490 spaces, 300 on-site and 190 off-site spaces are available to users. During peak events, it would be anticipated that users “create” additional spaces, for instance parking on grass, which is not accounted for in the study.

PARKING CAPACITY

It is common for fields to see different uses, for baseball/softball typically the use only varies between practice (one team) and games (two teams, umpires and spectators), for multi-purpose fields uses vary more significantly. Multi-purpose fields will vary by sport as well as use, they may also be used for games (two teams, referees, spectators, cheer squads) or divided into several fields for practice (possibly 6 teams and coaches).

The use will influence the parking requirements per field. Additionally, the frequency or transition (teams waiting) between users, as well as the percentage of the fields in use at one time, for instance daily rate versus tournaments, has a significant impact on spaces required. This all influences the people per field and is directly related to the people per car and parking required.



For this study scenarios for the Fall (main use soccer and football with some baseball/softball) and Spring (main use baseball/softball and lacrosse) were evaluated. Each scenario includes a minimum (generally practice/drop off scenario), desired (requirements provide by the County, typically double the minimum), an average use. The minimum and desired space requirements (assuming 100% field occupancy) ranged from 285 to 660. Based on a 60% usage the range is 171 to 396. The Spring use is estimated to be greater than the Fall and has an average use ranging from approximately 300 to 500 spaces required based on percent usage.

A maximum or peak usage was developed assuming all fields were used to capacity including three multi-purpose fields with games and cheer squads, which ranged from 420 to 840.

The detailed breakdowns for parking capacity requirements can be found in the appendix a brief summary of the findings based on the short and long term recommendations is below. These findings could vary significantly depending on fields as well as implementation of parking expansion.

Table

ADDITIONAL PARKING

It is common and not typically feasible to provide parking for peak use events and realized that excess parking can be used for other recreational activities. Facilities are typically designed for daily or typical use of the park. In this case since the park is operational counts and observations can be made. It appears reasonable to accommodate daily use on-site (within the park) while accommodating peak events by use of Strawberry Lake Way. The 300 existing on-site spaces and additional 190 off-site spaces are at the low range of the desired parking and do not meet the desirable level of the County.

Five options are presented to provide additional parking and are as follows:

Option 2A – This option includes the expansion of the north lot to the east. The expansion will require the replacement of the playground and additional lighting. It is anticipated the existing lot will remain. An order of magnitude cost for the option is \$XX,000 and would provide 102 additional spaces.

Option 2B – This option includes the expansion of the north lot to the east. The expansion will require the replacement of the playground and additional lighting. It is anticipated the existing lot will remain. An order of magnitude cost for the option is \$XX,000 and would provide 111 additional spaces.

Option 2C – This option includes the expansion and reconstruction of the entire north lot to maximize the available parking. The reconstruction will require the replacement of the playground and lighting. The work would also require the addition of some low walls and fencing. An order of magnitude cost for the option is \$XXX,000 and would provide 196 additional spaces.

Option 2D – This option includes the reconstruction of the rear parking area along the southern roadway and parking area west of field 5. An order of magnitude cost for the option is \$XXX,000 and would provide 82 additional spaces.

Option 2E – This option includes the reconstruction of the rear parking area along the southern roadway and parking area west of field 5. An order of magnitude cost for the option is \$XXX,000 and would provide 23 additional spaces.

Proceeding with Option 2D or a modification to obtain additional spaces by reconfiguring the existing parking area and minimizing impacts to the adjacent landscape. During design, consideration should be given to future use of the lot. The completion will enable additional field space, be it relocation or addition of a proposed field. This enables the relocation of field 6, to provide for the relocation of the play area and ultimate reconfiguration/reconstruction of the northern parking lot.

From discussion with the County parking along Strawberry Lake Way is common, although it is posted for no parking. This is likely as this parking is in much closer proximity to some fields, particularly 7 and 8. Providing a fence or some type of pedestrian barrier (Option 4A) would deter “off-site” parking or at a minimum encourage on-site parking until at or near capacity. Option 4B provides for on-street parking, however, this type of parking is generally only permitted on roadways with low volumes and it should also be noted the wide shoulders and bike use is a concern. These concerns would need to be evaluated versus the existing safety conditions.

PARK LAYOUT AND SPORT FIELD RELOCATIONS

The removal/relocation of the basketball courts provides for the relocation of field 3 (Option 3A) which would be impacted by the expansion of the north parking lot. Additionally, if the rear parking area along the southern roadway and parking area west of field 5 is reconstructed (options 2E) an additional adjacent field could be provided (Option 3B). Both options 3A and 3B are anticipated to be within the existing park footprint. Option 3A would have no impacts to the existing parking as the number and use of fields would be as they exist. In the event Option 3B is pursued, it would add one baseball/softball field and eliminate multi-purpose field A. As a result the parking requirements would increase **expand?**, the exception being for peak events due to the loss of multi-purpose field A.

Option 3C is similar to option 3B as to the number and use of fields, however the layout and sizing would be such that the backstops can be clustered to share central facilities. This option requires the reconstruction of fields 7 and 8 and requires additional clearing and grading.

The overall use, type and percentage, for the Park should be determined and is not analyzed in this study.



PLAYGROUND RELOCATION

The existing playground consist of a 6,000 SF wood chipped area with five (5) play structures. The play structures include two (2) swing sets, one (1) monkey bars, one (1) climbing structure, and one (1) large multi-use structure. The woodchipped base is surrounded by 1x6's on top of railroad ties. There is a small pavilion adjacent to the playground with an ADA accessible path leading from the pavilion, to the parking lot, to the playground.

The proposed is to be of an approximate value of \$60,000 as provided by Anne Arundel Recreation and Parks, this translates to about 3,500 SF of playground area. The county will need to coordinate with playground suppliers to determine the install cost and included equipment of the playground. The proposed playground will continue to have woodchips as the base. It is proposed that the playground be placed in a centralized location with proximity to a parking lot for families who wish to solely use the playground. Additionally, an ADA accessible asphalt path is proposed to connect the playground to the parkwide asphalt path. A safety net was considered, but ultimately determined not to be necessary because there is 70' of distance between the playground and the nears field.

WATER, SEPTIC AND SEWER SERVICE

The 1989 plans for the park indicate that the rest rooms are serviced by a 2,500 gallon septic tank with the septic field in the vicinity of right field foul territory of field 3. The Block House adjacent to the Concession stand is serviced by a well and has a storage tank. This service is shown to feed the rest rooms, house bibs adjacent to multi-purpose fields C and D as well as house bibs for fields 7 and 8.

County record and operating maps indicate a 12" water service in Strawberry Lake Way and an 8" sanitary sewer and manhole within the easement area adjacent to Autumn Drive.

Potential services are shown within the study, however, analysis is not provided.

CONCLUSION

Based on current field allocations and existing parking it appears that parking is closer to minimum levels than desirable and the loss of spaces would not be acceptable. To enable improvements expansion the rear parking area should be expanded (either on a permanent or temporary basis) to enable the following "short range" improvements:

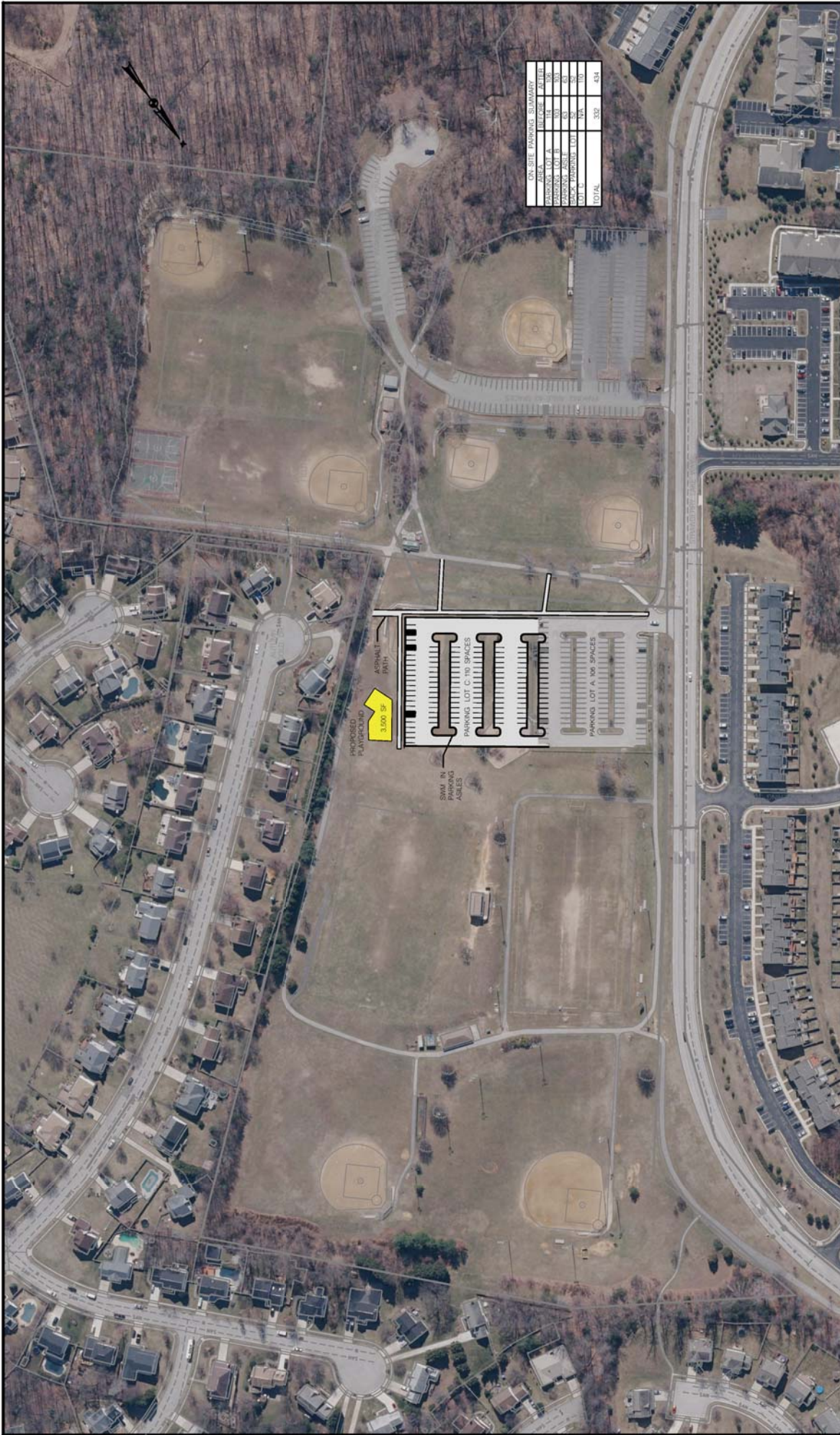
1. Basketball Court Relocation
2. Playground Relocation
3. Expansion of North Main Parking Lot

Several uses were assumed and scenarios presented within this report, detailed analysis was not performed to develop consensus on the ultimate layout of the Park.



APPENDIX A

EXHIBITS



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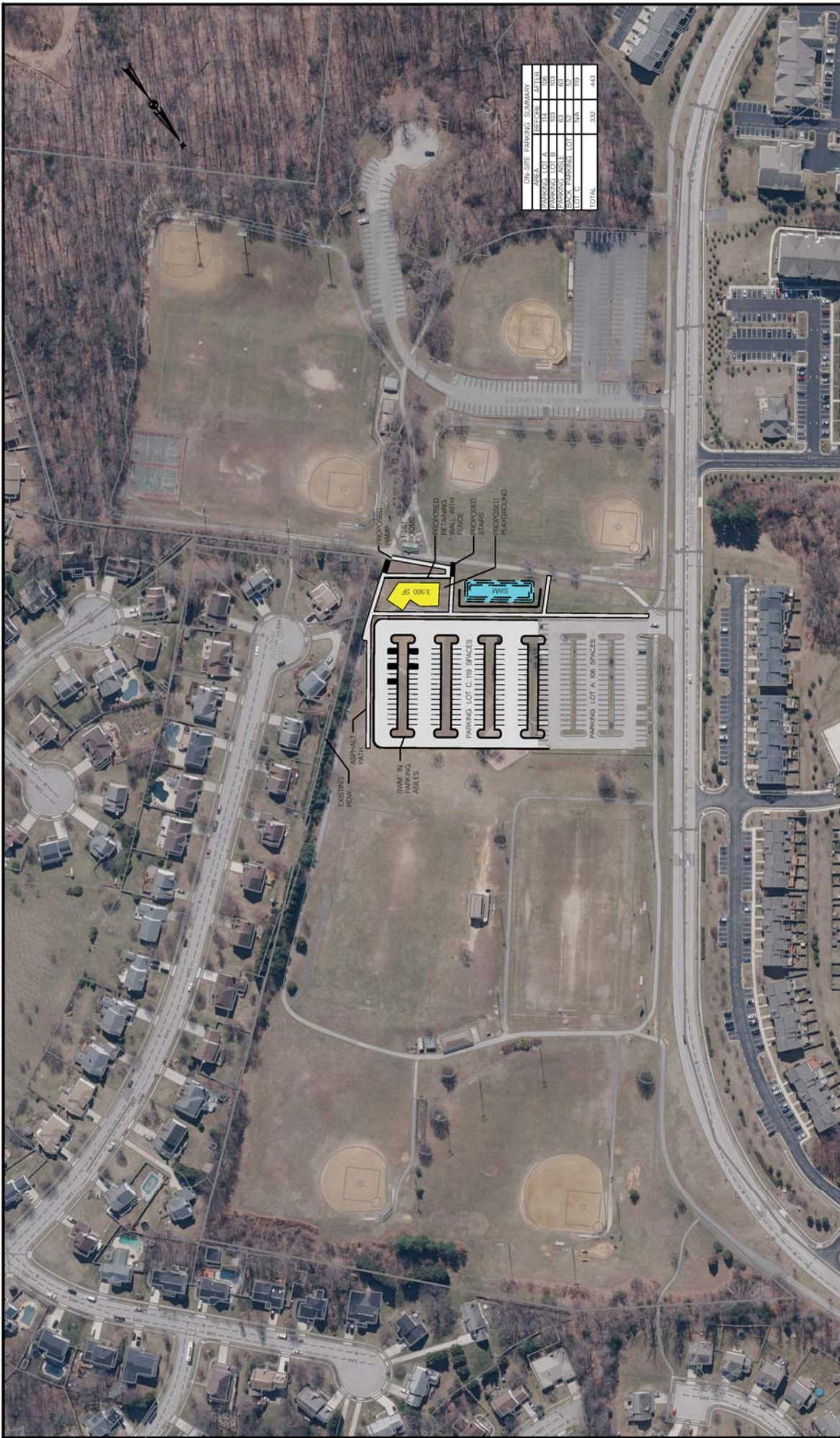
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DEPARTMENT OF RECREATION AND PARKS
PARK IMPROVEMENTS

GORC PARK
OPTION 2A
PARKING LOT
EXTENSION

80' 0 80' 160'
SCALE 1"=80'



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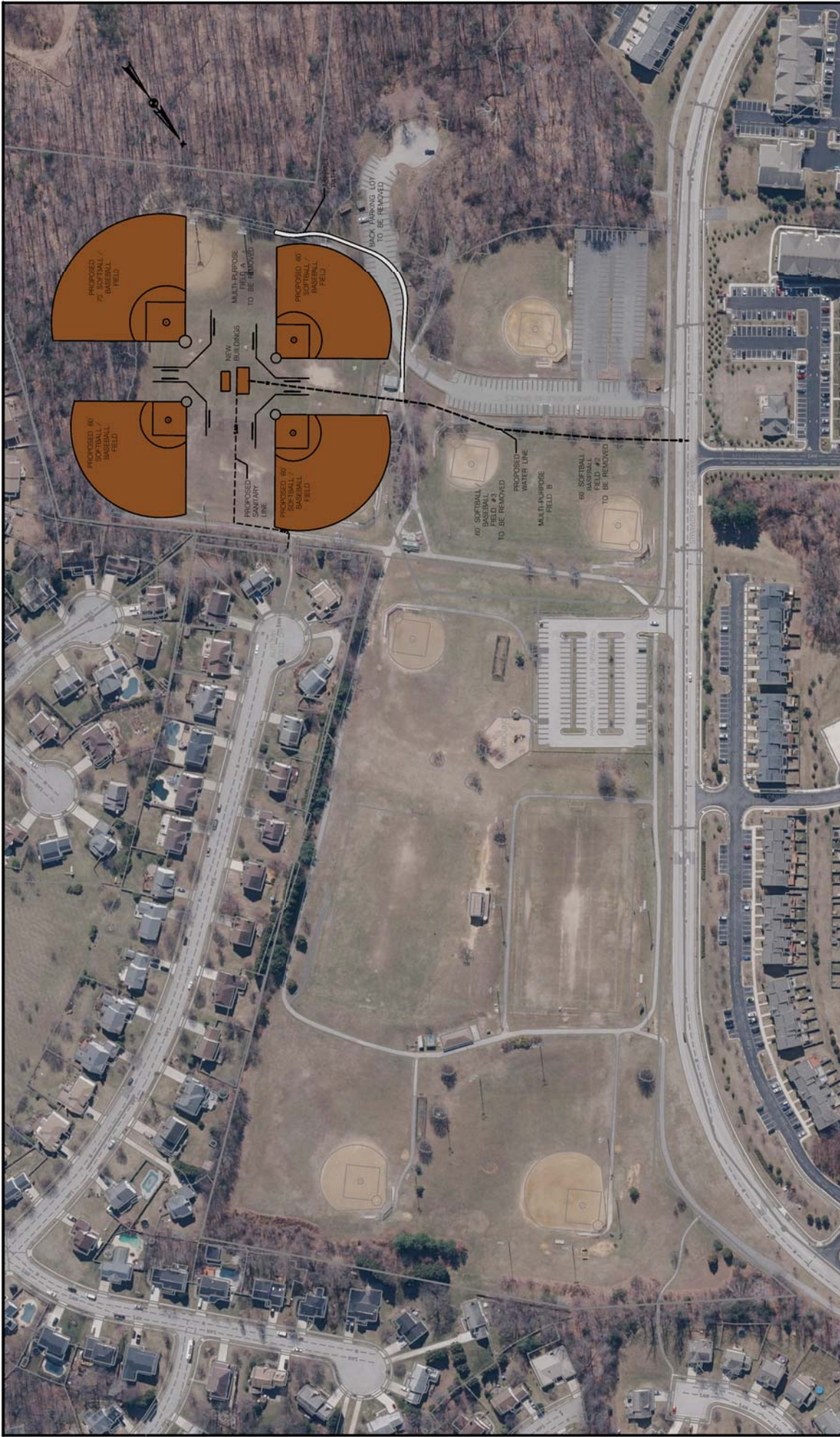
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GORC PARK
OPTION 2B
PARKING LOT
EXTENSION - MAX



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		<p>GORC PARK OPTION 3A SHORELINE / NATURAL FIELD PARK IMPROVEMENTS</p>



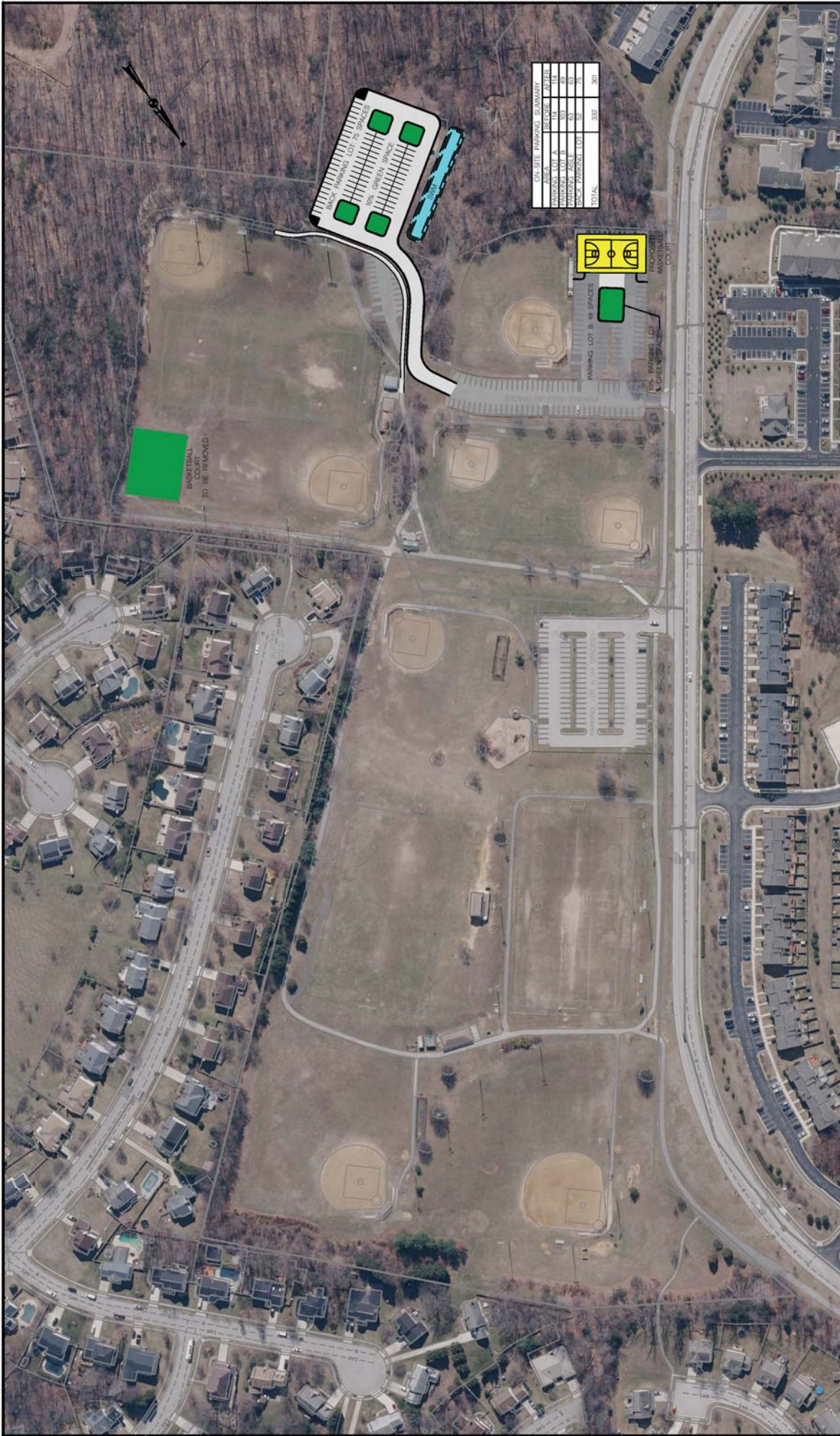
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GORC PARK
OPTION 3C
PROPOSED IMPROVEMENTS
BASEBALL FIELDS
SHARED BACKSTOP

80' 0 80' 140'
SCALE: 1"=80'



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PARK IMPROVEMENTS

GORG PARK
COMBINED OPTION 1
SHORT TERM

APPENDIX B
PARKING REQUIREMENTS

GORC Park - Parking/Space Requirements

Field Summary

	Field	100% Usage			60% Usage		
		Min.	Avg.	Desired	Min.	Avg.	Desired
Baseball/Softball	1	30	45	60	18	27	36
Baseball/Softball	2	30	45	60	18	27	36
Baseball/Softball	3	30	45	60	18	27	36
Baseball/Softball	4	30	45	60	18	27	36
Baseball/Softball	5	30	45	60	18	27	36
Baseball/Softball	6	30	45	60	18	27	36
Baseball/Softball	7	30	45	60	18	27	36
Baseball/Softball	8	30	45	60	18	27	36
Multi-Use	A1	15	22.5	30	9	13.5	18
Multi-Use	A2	15	22.5	30	9	13.5	18
Multi-Use	A3	15	22.5	30	9	13.5	18
Multi-Use	B1	15	22.5	30	9	13.5	18
Multi-Use	B2	15	22.5	30	9	13.5	18
Multi-Use	C1	15	22.5	30	9	13.5	18
Multi-Use	C2	15	22.5	30	9	13.5	18
Multi-Use	C3	15	22.5	30	9	13.5	18
Multi-Use	D1	15	22.5	30	9	13.5	18
Multi-Use	D2	15	22.5	30	9	13.5	18
Multi-Use	D3	15	22.5	30	9	13.5	18
Football/Soccer/Lax	A	40	60	80	24	36	48
Football/Soccer/Lax	B	40	60	80	24	36	48
Football/Soccer/Lax	C	40	60	80	24	36	48
Football/Soccer/Lax	D	40	60	80	24	36	48
Football/Cheer	A	60	90	120	36	54	72
Football/Cheer	C	60	90	120	36	54	72
Football/Cheer	D	60	90	120	36	54	72

GORC Park - Parking/Space Requirements

		Fall Season					
		100% Usage			60% Usage		
	Field	Min.	Avg.	Desired	Min.	Avg.	Desired
Baseball/Softball	1	30	45	60	18	27	36
Baseball/Softball	6	30	45	60	18	27	36
Baseball/Softball	7	30	45	60	18	27	36
Baseball/Softball	8	30	45	60	18	27	36
	Sub-Total	120	180	240	72	108	144
Multi-Use	A1	15	22.5	30	9	13.5	18
Multi-Use	A2	15	22.5	30	9	13.5	18
Multi-Use	A3	15	22.5	30	9	13.5	18
Multi-Use	B1	15	22.5	30	9	13.5	18
Multi-Use	B2	15	22.5	30	9	13.5	18
Multi-Use	C1	15	22.5	30	9	13.5	18
Multi-Use	C2	15	22.5	30	9	13.5	18
Multi-Use	C3	15	22.5	30	9	13.5	18
Multi-Use	D1	15	22.5	30	9	13.5	18
Multi-Use	D2	15	22.5	30	9	13.5	18
Multi-Use	D3	15	22.5	30	9	13.5	18
	Sub-Total	165	247.5	330	99	148.5	198
	Total	285	427.5	570	171	256.5	342

GORC Park - Parking/Space Requirements

Spring Season

	Field	100% Usage			60% Usage		
		Min.	Avg.	Desired	Min.	Avg.	Desired
Baseball/Softball	1	30	45	60	18	27	36
Baseball/Softball	2	30	45	60	18	27	36
Baseball/Softball	3	30	45	60	18	27	36
Baseball/Softball	4	30	45	60	18	27	36
Baseball/Softball	5	30	45	60	18	27	36
Baseball/Softball	6	30	45	60	18	27	36
Baseball/Softball	7	30	45	60	18	27	36
Baseball/Softball	8	30	45	60	18	27	36
Multi-Use	C1	15	22.5	30	9	13.5	18
Multi-Use	C2	15	22.5	30	9	13.5	18
Multi-Use	C3	15	22.5	30	9	13.5	18
Multi-Use	D1	15	22.5	30	9	13.5	18
Multi-Use	D2	15	22.5	30	9	13.5	18
Multi-Use	D3	15	22.5	30	9	13.5	18
Total		330	495	660	198	297	396

GORC Park - Parking/Space Requirements

Maximum/Peak

	Field	100% Usage		
		Min.	Avg.	Desired
Baseball/Softball	1	30	45	60
Baseball/Softball	2	30	45	60
Baseball/Softball	3	30	45	60
Baseball/Softball	4	30	45	60
Baseball/Softball	5	30	45	60
Baseball/Softball	6	30	45	60
Baseball/Softball	7	30	45	60
Baseball/Softball	8	30	45	60
Football/Cheer	A	60	90	120
Football/Cheer	C	60	90	120
Football/Cheer	D	60	90	120
Total		420	630	840



APPENDIX C

COSTS ESTIMATES