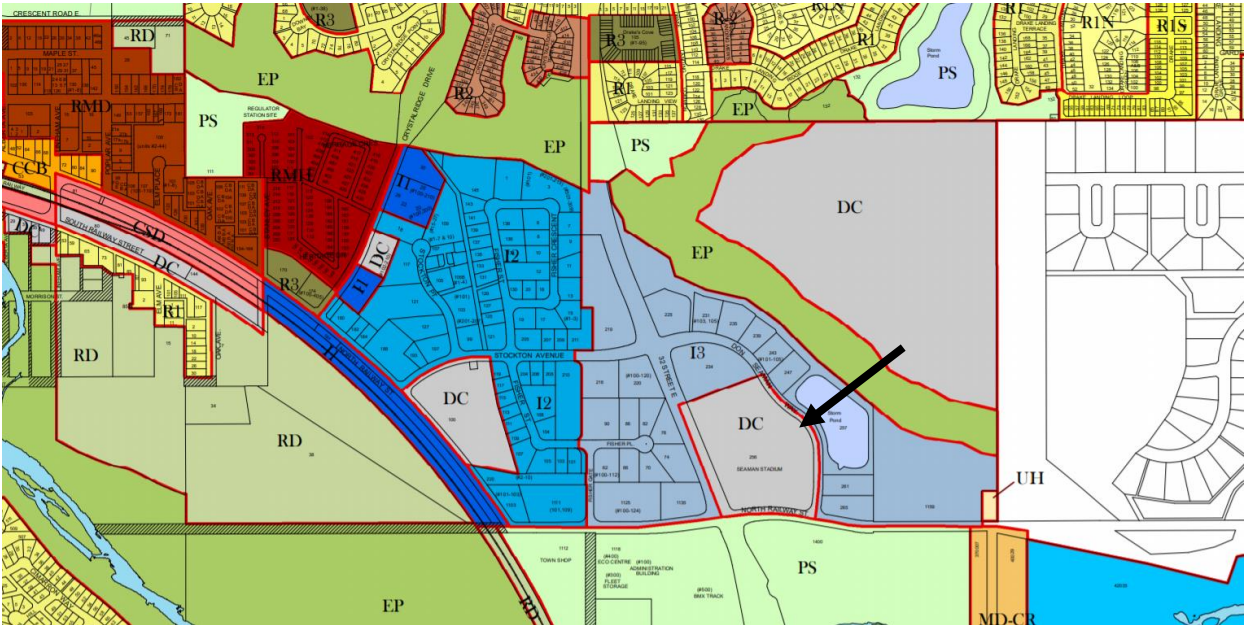


DEVELOPMENT PERMIT APPLICATION 112-18 – 256 DON SEAMAN WAY

Issue

A Development Permit Application has been received for the addition of 120 fixed seats and expansion of the patio at the existing baseball stadium at 256 Don Seaman Way (Seaman Stadium). The site is zoned Direct Control (DC) and Council is the Development Authority.



Motion Proposed by Administration

That Development Permit Application Number 112-18 for a Community Baseball Diamond (Addition of 120 Fixed Seats and 31.05m² patio expansion) be approved subject to the following conditions:

1. Development Conditions:
 - a) The Developer shall construct the development in accordance with:
 - i) all conditions of this approval; and
 - ii) the site and elevation plans approved by Council on March 12, 2018;
 - b) The Developer shall:
 - i) provide additional temporary washroom facilities in accordance with the Building Code Review provided on Drawing AS-001.1, bringing the total fixture count from 12 to 17 for males and from 19 to 34 for females; the washroom facilities may not occupy parking spaces, drive aisles or walkways, and screening may be required depending upon the solution chosen by the Developer;
 - ii) relocate and add bicycle parking spaces in accordance with the approved site plan, to a total of 130 spaces at the stadium;
 - iii) delineate all parking spaces with painted lines in accordance with the numbers and dimensions on the approved site plan, including delineation of 8 barrier-free parking spaces conforming to the Alberta Building Code;
 - iv) install curb ramps as required and sign the barrier-free parking spaces with freestanding signage;
 - v) sign parking spaces less than 5.5m long as *small car parking only*.
 - vi) protect the existing irrigation system in the course of construction;
 - vii) paint all existing storage buildings in the fenced storage yard to match or complement the building colors of the adjacent fieldhouse;
 - viii) screen the storage yard from view using privacy slats in the existing chain link fence;
 - ix) install wayfinding signage to off-site parking at the Okotoks Operations Centre, in accordance with the recommendations in the *Seaman Stadium Expansion Parking Study* by Bunt & Associates Engineering Ltd. dated March 5, 2018;
 - x) install signage at Riverside Park limiting parking at that location to users of Riverside Park, in accordance with the recommendations in the *Seaman Stadium Expansion Parking Study* by Bunt & Associates Engineering Ltd. dated March 5, 2018;
 - xi) prepare a Landscape Plan for landscaping changes necessitated by the addition of seating and retaining wall;
to the satisfaction of the Development Officer;
 - c) The maximum occupancy of the stadium facility is limited to 5,048 people at any time;

- d) Permanent washroom fixtures adequate for the number of patrons must be designed and developed as part of any future stadium expansion or renovation;
- e) The issuance of a Development Permit by the Town of Okotoks does not relieve the permit holder of the responsibility of complying with all other relevant municipal bylaws and requirements, nor excuse violation of any regulation or act, which may affect this project.

Report, Analysis and Financial Implications

The site is located on the east side of 32nd Avenue and currently serves as the home of the Okotoks Dawgs baseball team. The lands were re-designated from I3 to Direct Control by Bylaw 12-15 on May 25, 2015 to accommodate third-party signage on the site, which is not permitted elsewhere under the Land Use Bylaw. The intent of the district is to facilitate the development of a Community Baseball Diamond.

The Bylaw for this Direct Control District is specific to the site and does not refer to another district in the Bylaw. All development and parking regulations are at the discretion of the Development Authority - in which case the General Land Use Regulations and Provisions of Land Use Bylaw Section 9 are in most instances applied as a guideline in accordance with Direct Control District regulations - however, there is no obligation on Council's part to do so. As the landowner, the Town is acting as the Applicant and will assign a Project Manager to oversee the work and ensure all conditions of approval are satisfied.

Council should be aware when deciding on the file that, based on the general regulations in the Land Use Bylaw, the minimum parking requirement for a capacity of 5,048 people would be 1,010 spaces and the site can support 447 spaces, which is 563 short of the standard requirement for similar uses. Off-site parking, between the Operations Centre and on-street, can accommodate up to 269 spaces, for a shortage of 294 spaces. A limited number of parking spaces, based on existing condition of the parking lot as-built, may be marginally short of the minimum dimensions of 2.6m wide and 5.8m long. Those spaces are addressed by a recommended condition to sign as *small car parking*.

In addition to plan review for compliance with the Land Use Bylaw, the development review process included two key components: a parking study and a review of the Alberta Building code to ensure that the facility with the additional seating could safely accommodate the number of patrons that are anticipated.

Site Plan

The development proposes the addition of 120 fixed seats to the existing baseball stadium on the west end of the structure and expansion of the patio area.

The valve boxes for the existing irrigation system are in close proximity to the work area, therefore protection measures are required to prevent costly damages to that system. The ground adjacent to the new seating will require re-landscaping due to the addition of a retaining wall, therefore a Landscape Plan is required. The Town will undertake both. New delineation of parking spaces with painted lines is necessary, to

maximize the number of parking spaces on the site and to provide the minimum number of barrier-free spaces required under the Alberta Building Code.

Parking Study

When the Town originally approved DP 139-06 for the development of a Community Baseball Diamond on the lands, the site was designed to accommodate a capacity of 2000 people. In the intervening years, exits have been added and capacity has increased but the parking supply hasn't kept pace with the increase in patrons. Where parking is based on seats, the Land Use Bylaw specifies that the Maximum Occupant Load represents the number of seats.

Some of the parking spaces are moderately substandard in length or width compared to the bylaw standards of 5.8m and 2.6m. In this case the variances are supported in light of a lower width standard of 2.5m at time of original development, constraints associated with locations of existing curbed islands on the lot, and demonstrated evidence that the lot has been functioning adequately to this point as originally designed. Where parking spaces are less than 5.5m in length, spaces should be marked with freestanding signage for small car parking only.

A parking study prepared by Bunt & Associates Engineering Ltd. for the project outlines the following conclusions and recommendations:

Conclusions:

1. For average game attendance of 4,104 persons (as reported by the facility user), the parking shortfall (i.e. the difference between the typical parking standard for the use and the available spaces on-site) amounts to 374 spaces.
2. For maximum occupancy of 5,048 persons, the parking shortfall amounts to 563 spaces.
3. By comparison to other communities, Okotoks' ratio of 1 space per 5 seats is appropriate.
4. Off-site parking is available on-street (81 spaces) and at the Okotoks Operations Centre (188 spaces).
5. Scheduling conflicts preclude stadium parking at Riverside Park. Zoning and restrictive covenant conflicts preclude the development of a parking lot at 261 and 265 Don Seaman Way.
6. A large proportion of Town attendees are able to travel to/from the stadium by active modes (walking, cycling). There are no major sidewalk or crosswalk missing links in the pedestrian network.

Recommendations:

1. Add on-site bicycle parking to bring the number up to 130 spaces.
2. Identify vehicle and bicycle parking locations on the Okotoks Dawgs website
3. Consider use of a shuttle to off-site parking lots or communities
4. Consider requiring vehicles parking on-site to have 3 or more occupants

Rationale for support of the development notwithstanding the parking shortfall includes the following:

1. Seasonal nature of the use, and part-time nature of special events, does not warrant the development of additional permanent parking spaces on site;
2. Limitations on parking availability will encourage more use of active modes of transportation on the part of patrons who are residents of Okotoks; this is consistent with Goal 6 of Council's Active Transportation Strategy (Ensure all new development supports active transportation.)
3. The tenant will be asked to provide information on their website regarding on-site and off-site parking availability and to encourage active modes of transportation; this is consistent with Goal 8 of Council's Active Transportation Strategy (Increase educational awareness on the benefits of active transportation.)
4. Off-site parking is available at the Okotoks Operations Centre, and hours of operation of the two facilities differ and do not conflict.
5. Council has approved both autonomous vehicle and transit pilot projects, both of which have the potential to reduce demand for, and impacts of, parking associated with the use.

Building Code Review

Historical Occupant Load Capacity for the stadium started at 2000 people in 2008 and gradually increased over time to 5,630 people in 2017 as exits were added. As part of the current renovation, the Okotoks Dawgs organization has requested an Occupant Load Capacity of 5,200 people for the stadium.

Building Code review undertaken in 2018 revealed:

1. Alberta Building Code calculations for occupant load confirm the maximum occupancy of the stadium is 5,048 people within the public areas (not including offices, concession, playing field and associated facilities).
2. Washroom facilities were designed and built to accommodate an occupant load of 2,000 people. In order to increase the capacity to 5,048, washroom fixtures must be added in the amount of 5 fixtures for males and 15 fixtures for females.

Summary

This Development Permit is ready for consideration by Council. The recommendation has been prepared to approve the application as proposed.

Strategic Plan Goals

<input type="checkbox"/>	Manage Community Growth	<input type="checkbox"/>	Provide Strong Governance
<input checked="" type="checkbox"/>	Provide Quality Community Infrastructure	<input checked="" type="checkbox"/>	Healthy and Safe Community
<input checked="" type="checkbox"/>	Maintain Organizational Excellence	<input checked="" type="checkbox"/>	Foster Economic Vitality
		<input type="checkbox"/>	Promote Environmental Stewardship

Governing Policies/Bylaws/Legislation or Agreements

Land Use Bylaw: Community Baseball Diamonds are a listed discretionary use in the I3 Industrial Land Use District. Under Section 9, facilities designed with seating require a parking ratio of 1 per 5 seats, where the seat count represents the Fire Department Occupant Load Capacity.

Restrictive Covenant: Land uses listed in the district are limited by a Restrictive Covenant (RC) registered at time of donation of the I3 district lands to the Town by Nexen. In response to a recent inquiry, the Town was notified that Nexen will not entertain the addition of any land uses to the Restrictive Covenant. Without amendment of the RC, uses cannot be added to the district in the Land Use Bylaw. The Town cannot approve a “parking lot” on off-site lands in the district, as it’s not a listed use.

Public Engagement/Communication Strategy

In a DC district where Council is the Development Authority, Council may elect to hold a Public Hearing before making a decision on a Development Permit Application, however it is not a requirement.

Notice of this development was posted on the site adjacent to 32nd Avenue and Don Seaman Way March 5, 2018, and written notice was hand delivered to adjacent businesses on March 5, 2018. The same day, written notices were mailed to adjacent property owners. Any comments received in response to the posting, notice delivery, or mailing will be reported at the meeting.

If Council deems that greater public participation is desired prior to a decision on the application, the file could come back for consideration on April 9, 2018 to allow for advertising.

Alternatives for Consideration

n/a

CAO Comments

I support approval of this Development Permit. The rationales provided by Administration supports our move to Active Transportation. The seasonal nature of this operation further reinforces the flexibility.

Attachment(s)

1. Plans: AS-001, Overall Site Plan; AS-001.1, Code Review; AE-201, Building Elevations

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March 07, 2018