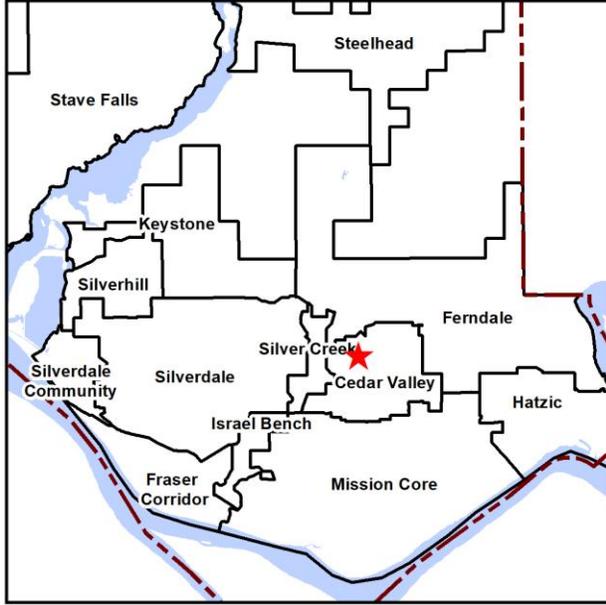
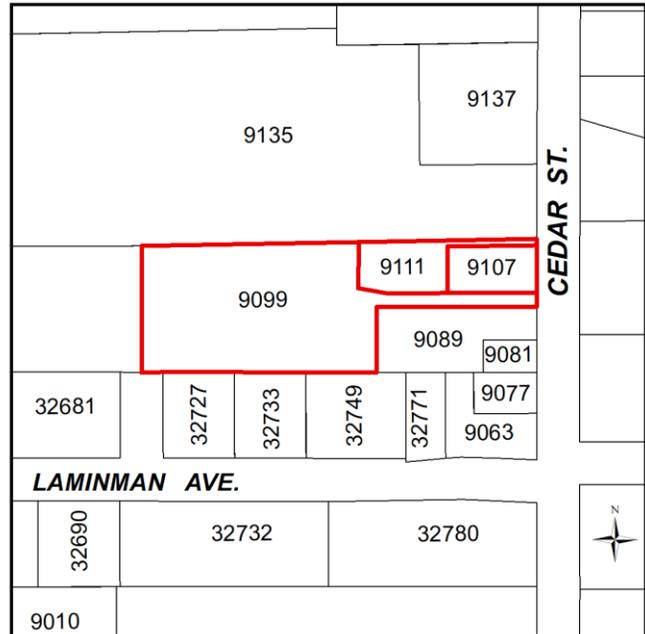


Project: P2022-104  
 Application Numbers: R22-045, DP22-127

**Subject: Development Application (R22-104) at 9099, 9107 & 9111 Cedar Street – Rezoning Report**



**DATE:** March 17, 2025  
**BYLAW / PERMIT #:** 6332-2024-5949(178)  
 6333-2024 (Street naming)  
**PROPERTY ADDRESSES:** 9099, 9107, 9111 Cedar Street  
**LOCATION:** Cedar Valley  
**CURRENT ZONING:** Suburban 20 Zone (S20)  
**PROPOSED ZONING:** Multi-unit Townhouse One Zone (MT1)  
**CURRENT OCP:** Attached Multi-unit Residential  
**PROPOSED OCP:** No change  
**PROPOSAL:**  
 To allow for a 45-unit townhouse project.



## Recommendation(s)

1. That draft bylaw 6332-2024-5949(178) to rezone 9099, 9107 and 9111 Cedar Street from Suburban 20 Zone to Multi-unit Townhouse 1 (MT1) Zone be considered for first and second reading;
2. That draft bylaw 6332-2024-5949(178) be considered for third reading;
3. That prior to the adoption of Zoning Amending Bylaw 6332-2024-5949(178), the following conditions be met to the satisfaction of the Director of Development Services:
  - a. Collection of any volunteered contributions to the City's community amenity reserve,
  - b. Completion of the Engineering requirements dated March 18, 2024 as provided in this report,
  - c. Completion of any other requirements resulting from Council's consideration of the Bylaw;
4. That Street Naming Bylaw 6333-2024 receive first, second, and third reading and that upon adoption of the bylaw, Street Naming Policy STR.28 be amended accordingly; and
5. That Development Permit DP22-127 be approved at the same time Zoning Amending Bylaw 6332-2024-5949(178) is approved.

## Rationale of Recommendation(s)

### *Official Community Plan and Cedar Valley Local Area Plan Compliance*

The application to rezone the development site to allow up to 45 townhouse units is consistent with the property's Attached Multi-unit Residential designation. The Attached Multi-unit Residential designation allows for a variety of multi-family housing forms, including townhouses.

The development proposal is consistent with OCP policy 8.1.3.4 which states that the attached multi-unit development should be located near neighbourhood centres, schools, and parks. The location of the proposed townhouses is in close proximity to the local school and park.

## Purpose

To accommodate the construction of up to 45 townhouse units subject to rezoning and the approval of variances. An updated site plan is shown on **Attachment A**.

The application, P2022-104, was presented to Council for introduction at the December 2, 2024 Council meeting. At that meeting Council made several comments and asked questions regarding the project as described below.

### 1. Rationale for tandem parking and other variance requests

The applicant has responded to Council's concerns regarding the requested variances to the tandem parking requirements with a revised site plan, which has eliminated the tandem parking variances. All tandem parking is now bylaw compliant. Table 4 - Parking – has been updated in this report to provide further information and clarification

A question was also raised regarding the variance to reduce the width of a parking stall, adjacent to a wall/building, from 3.0 m to 2.6 m. With the revised site plan the width of all of the parking stalls adjacent to buildings was increased to 3.0 m, and thus the width of all parking stalls is bylaw compliant.

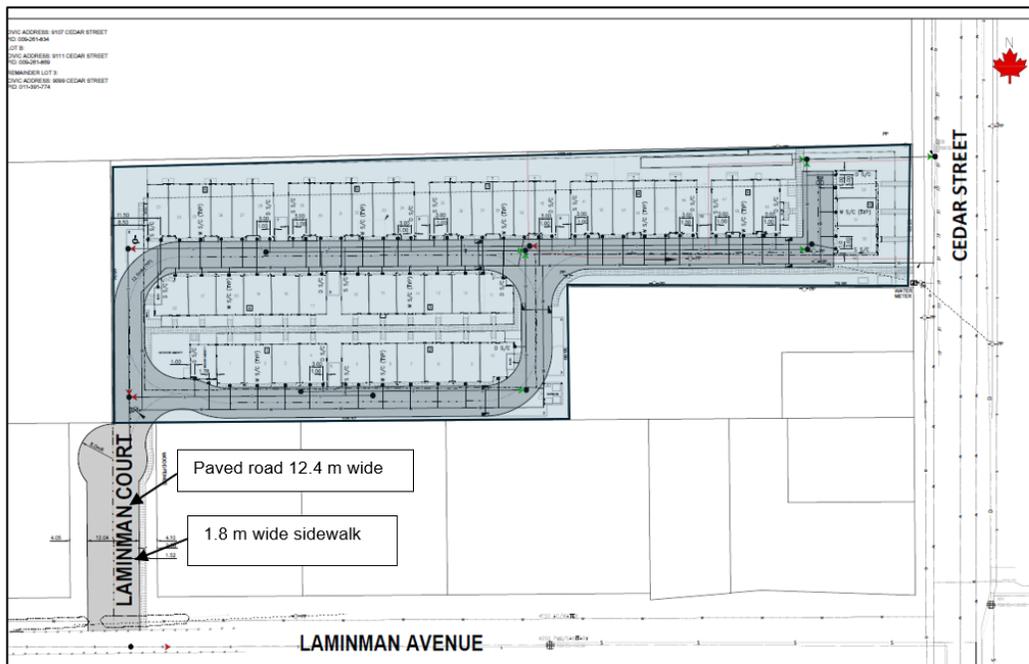
### 2. Details on the strata road configuration

All of the strata roads meet the minimum 12 m turning radius, except the one relatively remote turn which accesses the three units facing Cedar Street. The fire department would stage their truck on

Cedar Street if fire access was required for these three units. As the applicant is providing communal waste management collection the waste management trucks will also not need to access this turning point.

A question was also raised regarding the road standard for the new public Laminman Court, road that will be construct off Laminman Avenue.

Laminman Court will be constructed to an alternate standard as permitted in the Development and Subdivision Control Bylaw, as shown below.



Concern was raised over the close proximity of the roadway and the buildings. Staff have also noticed this and had a concern. The applicant has revised the site plan and verify that the layout meets current standards.

### 3. Project Renderings that show finer details of design and landscaping

The renderings illustrated in **Attachment B** provide the design and landscaping details.

### 4. Clarification of waste enclosure requirements being met

The site plan meets the waste management requirements as per Schedule L of the Development and Subdivision Control Bylaw. Updated comments from Environmental Services have been attached to this staff report.

### 5. How the proposed walkway will improve connectivity with the proposed school and park sites to the north

The developer will be dedicating a 1.5 m strip of land and cash in lieu of construction. The walkway would be constructed to standard at the time the school site is built out. The walkway will provide pedestrian access from Cedar Street to the new park and to the new road to the west as shown on the map below. This walkway is also shown on the Cedar Valley Engineering Plan.



## Site Characteristics and Context

### Applicant

- Trio Architecture Inc.

### Property Sizes

- The size of the site is 9,258 sq m and involves three properties. A 4 m road dedication along Cedar Street is required.
- The existing structures have been removed.
- The grounds are relatively flat.

### Neighbourhood Character

- This flat suburban area is redeveloping to urban multi-unit residential uses primarily in a Townhouse format. A Neighbourhood Centre is proposed on adjacent lands to the southeast.
- The Cedar Valley Local Area Plan designates the site as Attached Multi-unit Residential. The surrounding land designations are:
  - north - Institutional to accommodate a proposed school;
  - south - Attached Multi-unit Residential and Neighbourhood Centre;
  - west - Attached Multi-unit Residential; and
  - east - Attached Multi-unit Residential.
- There are several active development applications in the neighbourhood.

### Environmental Protection

- The land is located within the City's Multi-unit Residential Development Permit Area, Natural Environment Development Permit Area, and the Cedar Valley Neighbourhood.
- There are no major environmental issues identified on the lands.
- The guidelines prescribed in the OCP Section 9.7 and the tree retention and removal policy in LAN.32 apply to the site. Landscaping will be done as per the landscaping plan contained in the Development Permit.
- The development proposes utilizing a communal waste collection rather than door to door curbside waste collection because the traffic circulation within the complex restricts truck turning movements in the eastern portion of the site.

### Parks and Trails

- A public walkway will flank the northern property line, as shown cross hatched in **Attachment B drawing A 1.2**. The walkway facilitates access to the proposed school and parkland to be developed to the north of this site.
- The land for half of the walkway along the northern property line will be dedicated and the developer will provide cash-in-lieu of construction as part of this development. Construction of the walkway will occur once all the lands for the walkway have been acquired.

### Servicing

- Development of this area will require servicing, as outlined in the Engineering Department in Attachment C.
- The developer will be required to dedicate a 1.5 m strip of land for a walkway along the northern property line. This represents half of the walkway's overall width. The other half will come from the proposed school site.
- The developer will be required to upgrade the road stub projecting north between 32681 and 32727 Laminman Avenue. This road stub, to be named Laminman Court, will serve as the primary access to the development. Access from Cedar Street will be prohibited because Cedar Street is a designated arterial.

### **Referrals**

Engineering Department:	Refer to <b>Attachment C</b> .
Environmental Services:	Refer to <b>Attachment D</b> .
Mission Fire Rescue Service:	The vehicle entrance on the southwest corner of the development appears sub-standard. The developer is to confirm the configuration will meet the turning requirements outlined in the Development and Subdivision Control Bylaw, when turning east into the development from the entrance to the site.
School District 75:	The School District is hoping that as development continues to move north on Cedar, that pedestrian improvements will be considered as well, to ensure students have a safe route to school. The development is expected to generate 16 elementary students that would attend Albert McMahon, and an additional 12 students that would attend middle and high schools.

## Development Considerations

### Street Naming

In accordance with Section 39 of the *Community Charter* and Council Policy Street Naming STR.28(C), a bylaw shall be prepared to provide a name for the opening of an unnamed road allowance projecting north between the properties at 32681 and 32727 Laminman Avenue. The road will be built as the principal access to the site since access from Cedar Street, a designated arterial, will not be available.

The City's Street Naming policy advises that lesser roads that are unlikely to extend as through roads should be designated either "Terrace", "Place" or "Court". In this case the brevity of the road warrants "Court". The road name "Laminman Court" quickly identifies its proximity with the better known Laminman Avenue. The draft of Street Naming Bylaw 6333-2024 is in **Attachment E**.

### Development Implications

The proposed development conforms with the OCP's land designation boundaries which identify a Neighbourhood Centre to the southeast and the Institutional designation of the proposed school site to the north. These designations narrow the width of the eastern portion of this development limiting the design of traffic circulation. It also encourages that all the lands within the Neighbour Centre designation be assembled because, as an arterial road, the individual properties that currently front Cedar Street will not be able to retain their existing access to Cedar Street upon redevelopment.

### Community Amenity Contribution

The applicant has volunteered to contribute \$7,200 per unit in accordance with Policy LAN.42(C).

### Tree Management

The arborist report identifies that 38 trees will be removed. The landscaping of the development will be done in accordance with the Development Permit.

## Development Permit DP22-059 – Multi Unit Residential

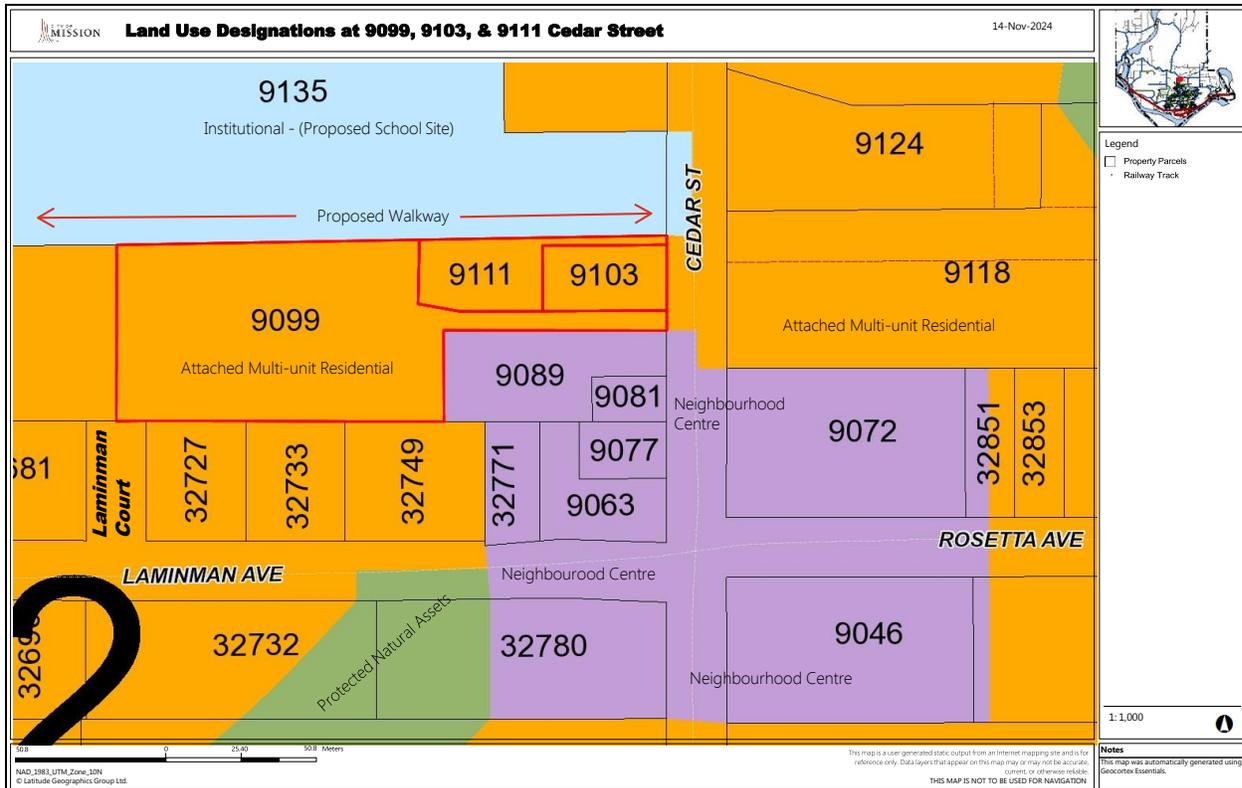
Development Permit DP22-127 is shown in **Attachment B**. The proposed development is consistent with the following design guidelines:

Guidelines	Meets Guidelines	Does Not Meet Guidelines
Design the site layout and building locations to: <ul style="list-style-type: none"><li>• reduce overlooking and shadowing of outdoor use areas and adjacent buildings;</li><li>• encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles;</li></ul>	X	
Locate amenity spaces within the site, such as courtyards, gathering spaces, play areas, community gardens, and dog off-leash areas, in areas with high visibility and optimal access to all residents. This means the amenity space should be located: <ul style="list-style-type: none"><li>• adjacent to the primary entrance, or in a central location, of the development site when a development consists of townhouses, rowhouses, or other ground-oriented development;</li></ul>	X	
Orient building frontages and main entrances to the dominant street frontage, with well-defined entries and with walkways and bicycle access to the street, including the following: <ul style="list-style-type: none"><li>• townhouse residential units have their "front door" (i.e., principal public entry) facing the public street where possible, or otherwise to the internal road; and</li></ul> Where multi-unit developments do not directly face the street, consider interesting facades facing the street, clear pedestrian access to the street, and individual unit gates and	X	

Guidelines	Meets Guidelines	Does Not Meet Guidelines
entrances on the street.		
Consider appropriate safety and natural surveillance measures (such as substantial lighting, visual access, and sight lines) per CPTED principles.	X	
Design residential units facing streets so that primary living areas have a clear view of the street.	X	
Design with parking garages or carports facing away from the street as much as possible.	X	
Design buildings with varied facades and articulated rooflines, or design in a contemporary style that offers visual interest, to discourage large bland buildings that do not reflect the character or scale of Mission.	X	
Screen rooftop mechanical equipment from views in a manner that is consistent with the architectural design of the building.	X	
Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.	X	
A clear, direct, and attractive pathway system, preferably with landscape treatment, is encouraged to connect the buildings with parking lots and sidewalks along fronting streets.	X	
Encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible.	X	
Consider energy efficiency and conservation in landscape design, e.g., provide shade in summer, moderate wind, and allow sunlight and daylight into buildings.	X	
Blend parking areas into the landscape, rather than having them dominate it, by distributing parking areas and separating them with landscaping, especially between parking areas of adjacent dwelling units.	X	
Townhouse developments are to provide an enclosed parking space for each dwelling unit, with access to additional shared spaces.	X	
Parking areas should be visually separated from streetscape views with landscape areas.	X	
Views into the development to maintain site safety should be integrated into the landscape plan.	X	
Roads internal to the site should be laid out in a circulation manner.	X	
Driveways to individual units should be useable. This means the driveway length should be less than 1m or greater than 6 m.	X	
End units should be designed with additional architectural detail.	X	
Locate Garbage, Composting and Recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.	X	

The design is characterized by the following:

- Access to the townhouse complex will be off Laminman Avenue via an unbuilt road allowance situated between 32681 and 32727 Laminman Avenue (Laminman Court) as noted below. The existing accesses to Cedar Street will be closed because Cedar Street is a designated arterial road.
- The configuration has three dwelling units facing Cedar Street, 22 dwelling units overlooking the proposed school site to the north, and the remaining 20 dwelling units orientated around an internal courtyard.



- A public multi-use path, identified in the Cedar Valley Plan, will flank the northern property line.
- The proximity of the proposed school site to the north invites this development to incorporate Crime Prevention Through Environmental Design (CPTED) principles and serve as the “eyes on the street” overlooking the school’s grounds and providing casual surveillance of the multi-use pathway.
- The inability to provide circular garbage truck access to buildings 8 to 10 (eastern portion) prohibits curbside garbage collections thereby causing this development to adopt a communal waste collection facility.
- The buildings are three storeys in height with roof decks. The design uses a combination of ground-oriented yard space and roof decks to exceed the minimal amenity area requirements for each dwelling unit.
- Most of the residents’ parking is in side-by-side garages. Only building blocks 8 and 9 employ tandem parking over their 10 dwelling units (see **Attachment F - Variance Map**).
- Private yard spaces are exposed to either the multi-use path along the north property line, fronting Cedar Street on the east, or oriented to the interior courtyard framed by buildings 1 to 4.
- The site’s Attached Multi-unit Residential land use designation along Cedar Street is sandwiched between the Neighbourhood Centre designation to the south and the Institutional designation to the north. The narrowing of the Attached Multi-unit Residential designation along the Cedar Street section restricts the design of circular traffic flows through the eastern portion of the development. The differences in OCP designations discourage incorporating additional lands from the north or south to compensate for this characteristic.
- The amenity building and outdoor features are in the southwestern portion of the site near the

main entrance. The amenity building contains an elevator to access three levels plus the roof deck.

While the development of the site has been designed to meet the several aesthetic aspects of the form and character guidelines, the applicant seeks to alter the yard setbacks, maximum building height, and parking provisions of the Zoning Bylaw. The location of the variances is identified in **Attachment F**. The requested design variances that are incorporated into the Development Permit are identified on Tables 1, 2 and 3 below.

Table 1: Building Setback Variances

<b>Section 704 MT1 Zone D 1. – Setbacks</b>				
			<b>Required</b>	<b>Proposed</b>
1.	Rear (west lot line)	Building 5	7.5 m (24.6 ft)	6.69 m (21.9 ft)
2.	Interior (north lot line)	Building 5	7.5 m (24.6 ft)	4.5 m (14.4 ft)
3.	Interior (north lot line)	Building 6	7.5 m (24.6 ft)	4.9 m (16.0 ft)
4.	Interior (north lot line)	Building 7	7.5 m (24.6 ft)	5.3 m (17.3 ft)
5.	Interior (north lot line)	Building 8	7.5 m (24.6 ft)	5.5 m (18.0 ft)
6.	Interior (north lot line)	Building 9	7.5 m (24.6 ft)	5.9 m (19.3 ft)
7.	Interior (north lot line)	Building 10	7.5 m (24.6 ft)	4.2 m (13.7 ft)

Staff support the north side yard relaxations that flank the proposed public walkway and school yard. The proximity buildings of the property line will not interface with other residential dwellings since a school will be built to the north. Therefore, the issue of privacy intrusion to other residential dwellings is muted. Given that there will be a public walkway flanking the northern lot line, it is beneficial to have dwelling units acting as the “eyes on the street” over the public walkway and future school yard. This is in keeping with CPTED (Crime Prevention through Environmental Design) principles. For this reason, the relaxations in the north side yard setback are supported.

Table 2: Building Height Variances

<b>Section 704 MT1 Zone G 1. – Building Height</b>			
		<b>Required</b>	<b>Proposed</b>
1.	Building 8	12 m (39.4 ft)	12.2 m (40.1 ft)
2.	Building 9	12 m (39.4 ft)	12.1 m (39.7 ft)
3.	Amenity Building	11.5 (37.3 ft)	11.9 m (39.1 ft)

Staff support the relaxations in building height. The building height variance of 0.2 m for buildings 8 and 9 is minor and reflects minor variations in the site’s grading. The increase in height will hardly be noticed given all buildings utilize roof decks as part of the private amenity area and only the relatively small roof top access portal projects above the allowable height.

The building height variance on the amenity building increasing the height from 11.5 m to 11.9 m provides better uniformity in design because the amenity building is attached to, and forms part of, the same building block. The roof line of four other townhomes project over to the roof line of the amenity

building unifying the building block. Since the amenity building is not a stand-alone building, and the aesthetics are improved by the seamless integration of the amenity building's roofline with the other attached townhomes, this variance is supported.

Table 3: Parking Stall Locations and Dimensions

Section 109 Off Street Motor Vehicle Parking Regulations (Townhouse) MT1 L – Residential			
Category		Required	Proposed
1.	Parking permitted with side yard setbacks	0 stalls	1 stall in west rear yard 6 stalls in east side yard 1 stall in the south side yard

- Most of the required parking is provided by utilizing side-by-side garages rather than a tandem parking configuration.
- Utilizing the site's side yards for visitor parking accommodates retention of the spatial separation between buildings 1 and 2, and buildings 3 and 4. Otherwise portions of the courtyard would be needed for parking and this is less desirable.
- The parking in the side yards will be mitigated by landscaping.
- The accessible parking stall (stall #6) in the western side yard is near the amenity building. This proximity is a preferable feature.
- Six parking stalls are in the eastern side yard adjacent the communal waste enclosure. Parking stalls in this area are less disruptive aesthetically in the context of this site.

For the above reasons, relaxation on side yard parking is supported.

The applicant's rationale for the requested variances is described on **Attachment G**.

Table 4: Parking Composition

Section 109 Off-street Motor Vehicle Parking Regulations (Townhouse) MT1 L – Residential			
Category		Required	Proposed
1.	Composition of Tandem Parking	25% of all <b>Dwelling Units</b> may have <b>Parking (Tandem)</b> = 12 units and a maximum of 50% of all <b>Dwelling Units</b> in a <b>Townhouse</b> building may have <b>Parking (Tandem)</b> Tandem parking in excess of the above maximums must provide a driveway apron or on-site resident parking 5 of the 9 units are in excess of the 50% requirement <b>5 units require additional space on driveway apron or another surface stall</b>	9 units - No change  Building blocks 8 & 9 have 100% units tandem parking  5 units have been provided parking in other stalls on-site.

The development meets the required amount of residential parking, including bylaw compliant parking for tandem units as shown in Table 4 above.

### Housing Needs Projections

If this development is approved, it will add 45 market-oriented strata-titled townhomes to the City's housing stock.

### Transit

The proposed development is approximately 1,000 m from a transit stop which is located to the south at Egglestone Avenue and Cedar Street. Walking distances up to 400 m are considered with a transit catchment area.

### **Financial Implications**

There are no financial implications associated with this report.

### **Communication**

#### LAN 66 Neighbourhood Engagement Policy

In accordance with Neighbourhood Engagement Policy LAN.66, the applicant held a public engagement meeting at Mission Leisure Centre on November 5, 2024 from 5:00 pm to 7:00 pm.

The notification letter of the meeting was sent to properties within 152 m of the development site. The letter included a description of the project and link to the project website. There were four people in attendance at the meeting, not including developers, and one municipal employee.

The residents filled out and submitted comment cards. The applicant summarized the feedback on the comment cards and provided the City with a summary of the comments (**Attachment H**). Staff have reviewed the submitted comment cards and the summary provided by the applicant and can confirm the summary from the applicant accurately reflects the comments received.

As described in the summary, the primary comments from the public meeting include concerns regarding:

- Drainage onto their property.

#### LAN.03 - Development Notification Requirements

- Communication action, as listed below, is in accordance with Policy LAN.03 Development Notification Signs, Land Use Application Procedures and Fees Bylaw 3612-2003, and the *Local Government Act*.
- The applicant has posted one development notification sign.
- Public notification has been sent to all occupiers and owners of properties within 152 m from the development site notifying them of the details.

### **Attachments**

Attachment A:	Site Plan
Attachment B:	Development Permit with drawings
Attachment C:	Engineering Comments

Attachment D: Environmental Services Comments  
Attachment E: Street Naming Map  
Attachment F: Variance Location Map  
Attachment G: Developer's Variance Rationale Letter  
Attachment H: Public Engagement Summary Letter

**Sign-Offs**



Rob Publow, Manager of Planning

GS / sh

**Approved for Inclusion:** Mike Younie, Chief Administrative Officer