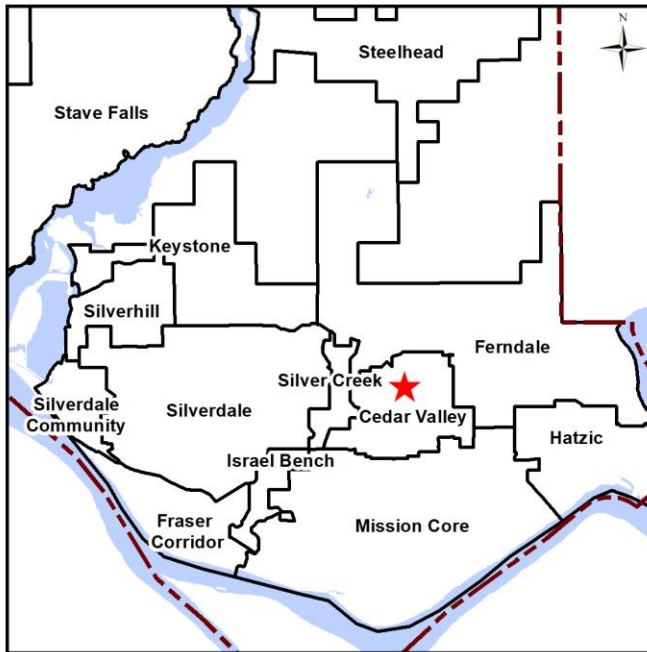
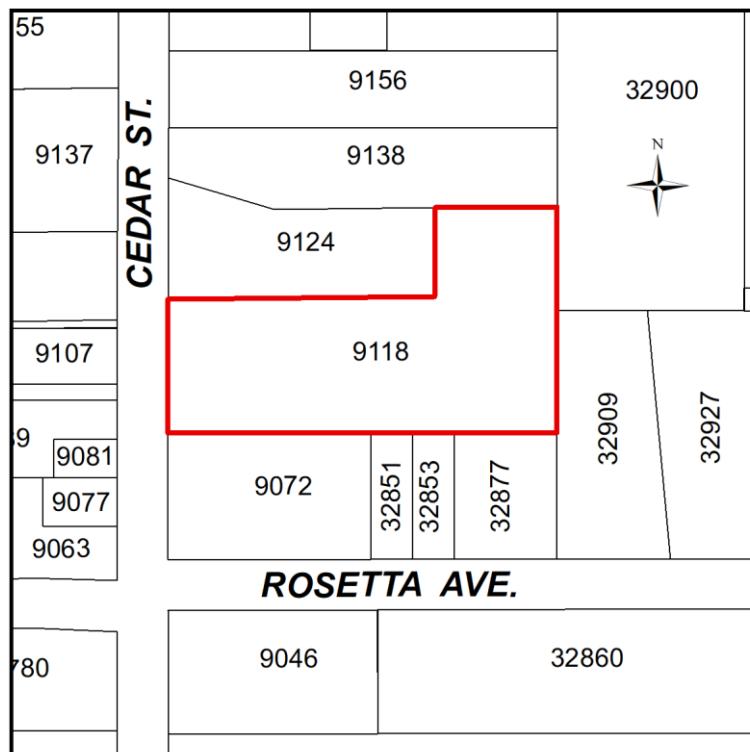


Project: P2023-037
Application Numbers: R23-010, DP23-034, DP23-035

Subject: Development Application - 9118 Cedar Street – 1st, and 2nd



DATE: June 2, 2025
BYLAW / PERMIT #: 6352-2025-5949(186)
6353-2025 (Road Naming)
PROPERTY ADDRESS: **9118 Cedar Street**
LOCATION: Cedar Valley
CURRENT ZONING: Suburban 20 Zone (S20)
PROPOSED ZONING: Multi-unit Townhouse One Zone (MT1) and Institutional Parks Recreation and Civic Zone (IPRC).
CURRENT OCP: Attached Multi-unit Residential and Protected Natural Asset
PROPOSED OCP: No change
PROPOSAL: To allow a 32-unit townhouse project and preservation of the Protected Natural Asset Area.



Recommendation(s)

1. That draft bylaw 6352-2025-5949(186) to rezone 9118 Cedar Street from Suburban 20 (S20) zone to Multi-unit Townhouse 1 Zone (MT1) and Institutional Parks Recreation and Civic Zone be considered for first and second reading;
2. That draft bylaw 6352-2025-5949(186) to rezone 9118 Cedar Street from Suburban 20 (S20) zone to Multi-unit Townhouse 1 Zone (MT1) and Institutional Parks Recreation and Civic Zone be considered for third reading;
3. That Street Naming Bylaw 6353-2025 receive first, second and third reading and that upon adoption of the bylaw, Street Naming Policy STR.28 be amended accordingly;
4. That prior to adoption of Zoning Amending Bylaw 6352-2025-5849(186), the following conditions be met to the satisfaction of the Director of Development Services:
 - a. Substantial completion of the subdivision to provide for the road dedications and the creation of one lot for the Multi-unit townhouse development and one lot for the Protected Natural Asset lands.
 - b. Collection of any voluntary contributions to the City's community amenity reserve or in the alternative, amenity contributions in accordance with the City's Amenity Cost Charge bylaw.
 - c. Registration of a Section 219 restrictive covenant for an interim walkway at the interface with Pearson Way and its removal once Pearson Way is built;
 - d. Substantial completion of the engineering requirements dated March 31, 2025, as detailed in this staff report from the Planner 3.
5. That Development Permit application DP23-34 (Multi-unit Residential) be approved at the same time as Zoning Amending Bylaw 6352-2025-5949(186) is adopted.

Rationale of Recommendation(s)

The proposal is consistent with the Official Community Plan (OCP), Cedar Valley Local Area Plan (CVLAP), and the Cedar Valley Engineering Plan (CVEP).

Purpose

To accommodate 32 townhouses by considering the rezoning, the form and character development permit, name a new road Pearson Way and preserve the Protected Natural Asset (PNA) area east of the new Pearson Way by way of a land transfer to the City. The site plan is shown on Attachment A.

Summary of Comments and Responses from the Applicant

The project was presented to the Council on May 5, 2025. During this meeting, Council made comments regarding:

1. DCC payments and potential credits on engineering works;
2. Site Plan signage requirements from Mission Fire Rescue Service;
3. Building Division comments on the location of a fire hydrant;
4. The trail in the Protected Natural Asset Area; and
5. Communications with Valley Christian School.

Applicant

- Trio Architecture Inc.

Property Size

- 1.0 ha
- A 4.0-metre-wide road dedication is required along Cedar Street and an 18.0-metre-wide dedication is required for the new Road 2F (Pearson Way). The new road dedication encompasses approximately 1,640 sq m and bisects the eastern portion of the property. The lands east of the new road are designated PNA and a separate lot covering approximately 1,450 sq m will be created and transferred to the City. The net developable area is approximately 6,680 sq m.

Environmental Protection

- The eastern portion of the site is designated PNA. The existing dwelling in this area is to be removed. The immediate yard space around the dwelling is currently designated Urban Residential to ensure the house remained bylaw compliant when the PNA designation was first implemented on the surrounding lands. Steps will be taken to revert the yard space back to the PNA designation.

Neighbourhood Character

The neighbourhood is transitioning from suburban land uses to higher density urban land uses.

The CVLAP designates most of the site as Attached Multi-unit Residential. That part of the lands east of the proposed Road 2F (Pearson Way) is designated Urban residential around the existing dwelling and PNA over the remainder. The surrounding lands are designated:

- North - Attached Multi-unit Residential and PNA;
- South – Attached Multi-unit Residential and Neighbourhood Centre;
- West – Attached Multi-unit Residential and Neighbourhood Centre; and
- East – Attached Multi-unit residential and PNA.

There are development applications to the north, west, and east. A new north-south road, identified as Road 2 F in the CVLAP (Pearson Way), will traverse through the eastern third of the site, eventually connecting Dewdney Trunk Road with Rosetta Avenue.

Only the land between Cedar Street and Pearson Way is slated for development. The land east of the road is designated PNA with an Urban Residential designated pocket to keep the existing house OCP compliant. The house will be removed as part of the development, and the Urban Residential pocket will be removed later as part of an OCP housekeeping measure.

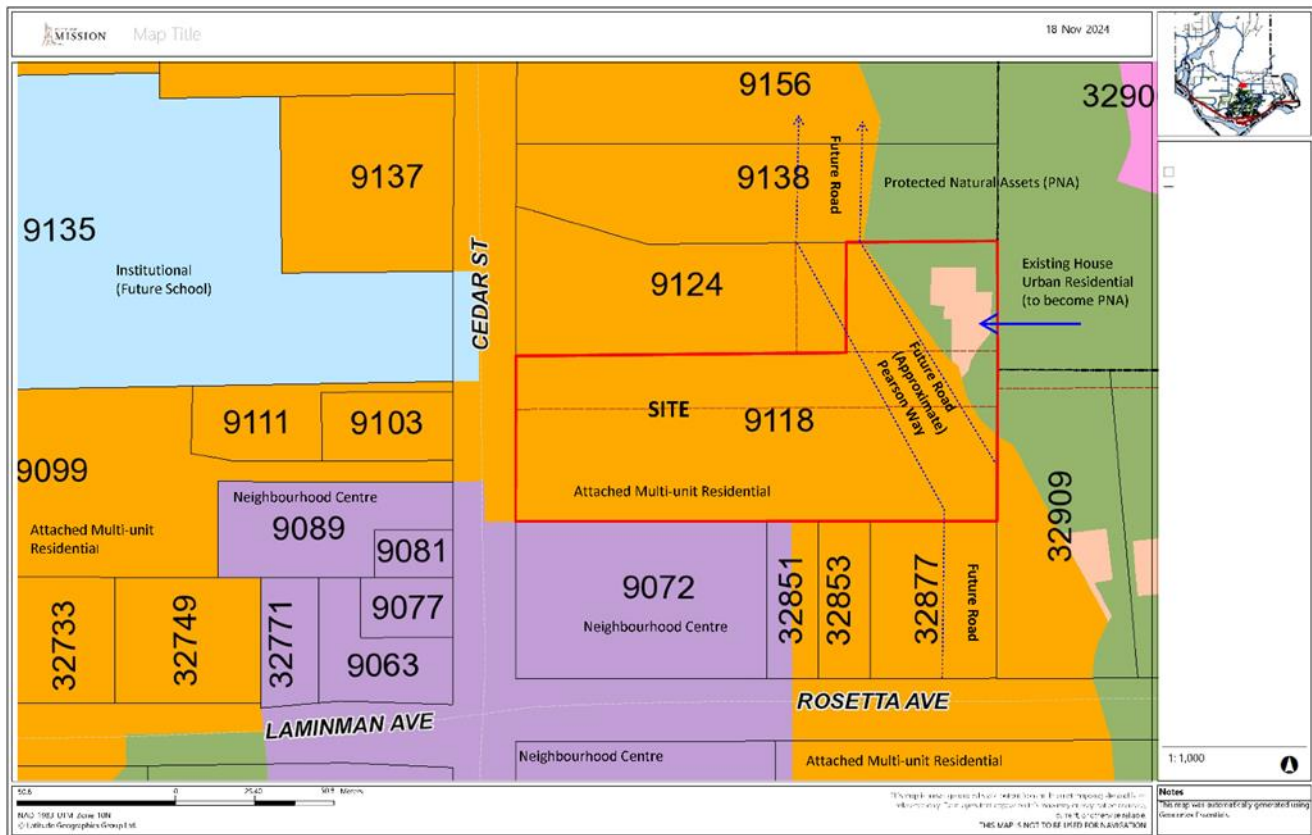
Parks and Trails

The CVLAP identifies a north-south Major Pedestrian Route along the eastern side of the PNA, running parallel to Ammon Brook. Construction of the trail is deferred pending further land acquisitions. Cash-in lieu of construction will facilitate the efficient construction of the trail once other lands are assembled. The trail will meet the criteria for a Class 1 trail as per the Parks, Recreation, Arts and Culture Master Plan June 2018.

The 2018 Park Master Plan identifies Cedar Valley as a high priority area for parkland acquisition.

The PNA lands will be transferred to the City serving as part of the City's open space amenities.

Neighbourhood parks are located between 350 m to 400 m to the east, west, and south of the site.



New Road – Pearson Way

This development will contribute to a portion of the road identified as Road 2F in the CVLAP. The new road will connect Dewdney Trunk Road with Rosetta Avenue and will be named after Eric Goland Parr Pearson who served in the 9th Armour Regiment (British Columbia Dragoons) of the Royal Canadian Army Cadets during World War II. Given the uncertainty in the timing for assembling all the lands to construct the road, this development will dedicate part of the road allowance as well as a cash-in-lieu of construction contribution.

Building #8 (the eastern building) is designed with its front doors oriented to the future Pearson Way. The uncertainty on the timing of constructing Pearson Way creates the need for an interim walkway along the Pearson Way corridor for pedestrian access to Building #8. This walkway will be secured by a restrictive covenant, allowing for the removal of the interim walkway once Pearson Way is built. In addition, the covenant will:

- Notify new owners that a road is to be built as near as 4.0 m from their dwelling, making it evident that they should not become accustomed to the open space outside their primary living area. A sign will also be placed to alert residents of the future road and trail construction.
- Require that a site plan for the development be posted at the new Pearson Way entrance as per Mission Fire Rescue Service requirements.

The intention to construct Pearson Way is significant in supporting the reduction of the rear yard setback. What is currently the rear yard will eventually serve as a front yard. The proposed design removes the garages from fronting Pearson Way and places them on the complex's internal road network. This preferred design supports the variance to relax the rear yard setback from 7.5 m to 4.0 m. The variance is consistent with Crime Prevention Through Environmental Design (CPTED) principles on improving casual surveillance of the street in order to reduce crime opportunities.

Servicing

- Development of this area will require servicing as outlined under "Referrals".

Referrals

| | |
|------------------------------|---|
| Engineering Department: | Refer to Attachment B. |
| Building Division: | A fire hydrant should be within 15 m of the Amenity Building's entry door. |
| Environmental Services: | The project is to adhere to the City's waste collection and environmental criteria as per the CVLAP. |
| Mission Fire Rescue Service: | A site plan is to be posted at the main driveway entrance and when constructed at the future road entrance. The site plan will be visible at all times of day and night; indicate the address, or number, of each unit; and be of a size that enables responding fire personnel to easily read and determine the location and address of each unit without having to exit the emergency response vehicle. |
| School District 75: | Albert McMahon Elementary is at capacity, expansion plans will need to be accelerated. A new school has been proposed across Cedar Street on the west side. |

Development Considerations

Development Permit – Attached Multi-unit Residential

The project is governed by a development permit for form and character and one for environmental protection.

Development Permit DP23-034 (Multi-unit Residential Development Permit Area)

All buildings are three storeys in height with ground level entry. The guidelines encourage:

| Guidelines: | Meets Guidelines | Does Not Meet Guidelines |
|--|------------------|--------------------------|
| Design the site layout and building locations to: <ul style="list-style-type: none"> • reduce overlooking and shadowing of outdoor use areas and adjacent buildings; • 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; • include open space within new development sites, with more green usable open space for larger developments, linking new and existing open space on adjacent sites for public access. | X | |

| Guidelines: | Meets Guidelines | Does Not Meet Guidelines |
|--|------------------|--------------------------|
| 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"> 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; | 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"> 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 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 entrances on the street. | X | |
| 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 | |
| Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings. | X | |
| For developments that contain 10 or more units, a children's play area with play equipment shall be provided with a minimum of 100 sq m (1,076 sq ft). | X | |
| Provide landscaping that creates visual interest and identity. | 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 | |
| Cluster buildings, roads, and parking areas onto the most suitable portions of the site, protecting creeks, steep slopes, forested areas, and any important natural features free from development. | X | |

The design drawings are in **Attachment C**. Aspects of the design include:

- Eleven of the 32 dwelling units provide either one or two driveway parking spots for a total of 20 driveway spots. However, the driveway parking spots are restricted to utilization by that dwelling unit's owner. It also creates a tandem parking situation for that dwelling unit. For this reason, access to driveway parking, while beneficial, does not contribute to the bylaw's overall parking requirements when provided in tandem as proposed.
- All the internal units have entry doors along the internal street. Dwelling units fronting Cedar Street or Pearson Way have their front entrance oriented towards the external public road.
- The internal street network provides hammerhead turnarounds for garbage trucks.
- Buildings #4 & 5, each containing four dwelling units with 100% tandem parking. The developer has provided adjacent compensatory surface parking for these units as per the bylaw.

- The provision of driveway parking for Buildings #2, 3, 6, and 7 breaks up the monotony when compared to having all dwelling units align uniformly along the internal street.

Development Permit DP23- 035 (Natural Environment)

DP23-035 is for regulating the eastern end of the property which is designated a PNA area. The designation is an instrument to build habitat integrity in conjunction with other properties that also have natural assets worth preserving. The watercourse on the eastern part of the property flows north and is a tributary to the Ammon Brook watershed.

The Development Permit will also protect the existing urban residential pocket encased in the Protected Natural Asset area from development until such time that the OCP is amended eliminating the urban residential pocket (**Attachment D**).

Conditions/Rationale of Development Variances

The design includes variances to:

- Relax the south interior side yard for Building #1 from 7.5 m to 3.2 m.
- Relax the rear yard setback for Building #8 from 7.5 m to 4.0 m.
- Permit visitor parking in the northwest side yard.

The location of the variances is in **Attachment E**.

Staff support the variances for the following reasons:

- The southern dwelling unit of Building #1 is adjacent a Neighbourhood Centre designation to the south, currently occupied by a gas station. Building #1 has an east-west orientation and its southern elevation has limited window area overlooking the southern property. Therefore, the reduction in the side yard does not affect privacy between this building and the lands to the south. For this reason, the side yard relaxation is supported.
- The project will eventually have frontage on both Cedar Street and Pearson Way. However, until Pearson Way is built, Building #8 will be in the rear yard. The applicant seeks a variance to reduce the rear yard setback from 7.5 m to 4.0 m. Staff support this variance because the Zoning Bylaw encourages relaxing the front yard setback from 7.5 m to 4.0 m where the parking garages are in the back and not seen from the public street. This design principle is also effective where a project's rear or side yard abuts a public street. Siting the livable areas closer to a public road is a CPTED principle encouraging better casual surveillance of public areas. It also makes the street more pedestrian friendly.
- One small car parking stall is located near the Cedar Street entrance side yard. Additional landscaping is proposed to mitigate the impact on the development to the north. Therefore, this variance is supported.

Table 1: Building Setback Variances

| Section 704 MT1 Zone D 1. – Setbacks | | | | |
|---|-------------------------------------|-------------|-----------------|-----------------|
| | | | Required | Proposed |
| 1. | Interior side yard (South lot line) | Building #1 | 7.5 m (24.6 ft) | 3.2 m (10.4 ft) |
| 2. | Rear yard (east lot line) | Building #8 | 7.5 m (24.6 ft) | 4.0 m (13.1 ft) |

Table 2: Side Yard Parking

| Section 109 Off-street Motor Vehicle Parking Regulations (Townhouse) MT1 | | | |
|--|---|-----------|------------------------------------|
| Category | | Permitted | Proposed |
| 1. | Visitor parking permitted in a side yard. | 0 stalls | 1 stall in the northwest side yard |

Community Amenity Contribution

The applicant has volunteered to contribute \$7,200 per new lot as per Policy LAN.40(C).

Tree Management

127 trees out of 155 are to be removed.

Response to Council's comments raised at the Introduction

Council requested further information on the project when the project was introduced to Council on May 5, 2025.

1. Whether the Engineering Department comments regarding the scope of the project will have an impact on the Development Cost Charge (DCC) Bylaw.
 - a. The project will be subject to the Development Cost Charges in effect at the time of building permit application with consideration of any approved grandfathering of rates as per the DCC bylaw. If the project is eligible for any DCC credits, the credits will be in keeping with the rates in effect when the servicing agreement is executed.
2. How the comments from Mission Fire Rescue Service and the Building Division will be taken into consideration.
 - a. A Site Plan sign that meets the Mission Fire Rescue Service's criteria will be posted at both the Cedar Street and Pearson Way entrances. The requirement will be part of the Development Permit.

The applicant has supplied updated Development Permit Drawings that indicate the location for the site plan sign.
 - b. A fire hydrant will need to be located within 15 m of the Amenity Building's door.

The location of the fire hydrant has been revised, and the Senior Building Inspector confirmed the location is acceptable.
3. A plan has been submitted and accepted by the Building Division confirming acceptable fire hydrant locations;
4. Does the Protected Natural Area include a trail system?
 - a. A trail system is an integral part of the PNA Area along the east side of Pearson Way as illustrated in the CVLAP. As with Pearson Way, a cash-in-lieu of construction contribution avoids piecemeal construction and promotes greater efficiency when implementing the trail network. A sign will be placed adjacent to the future trail location to ensure that all residents are aware of the future public trail. Figure 1 shows the location of the future trail on the east side of Road 2F.

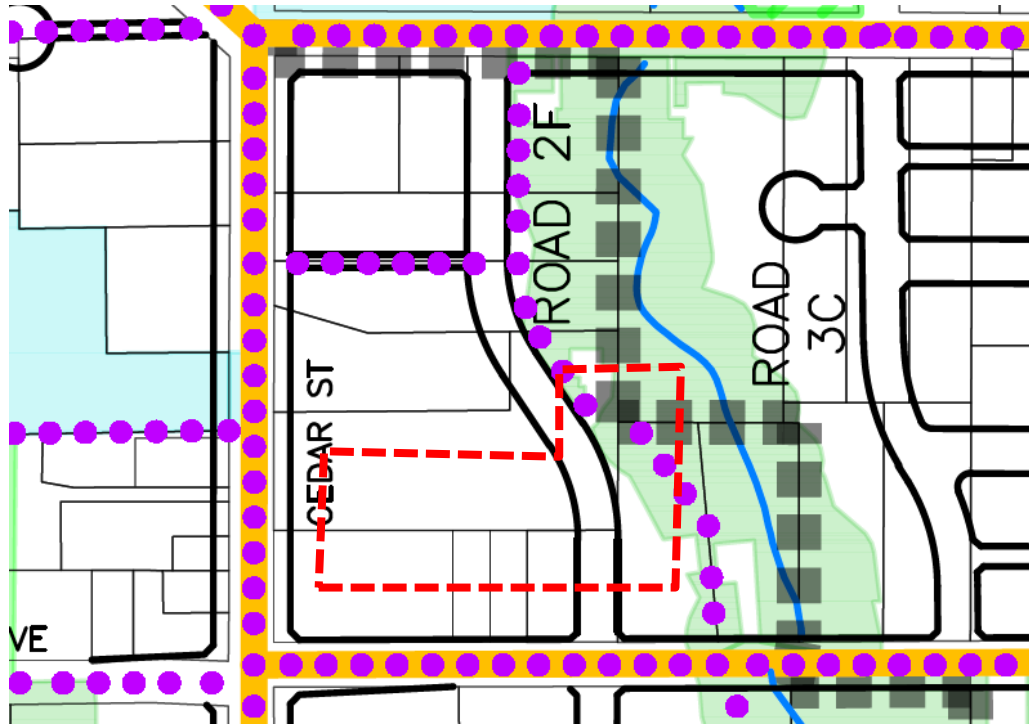


Figure 1 - Future trail and road location

5. Ensure that the Valley Christian School concerns are being addressed.
 - a. The project does not address traffic calming along Cedar Street as Cedar Street is an arterial road and an integral part of the City's transportation plan.
 - b. Valley Christian School lands are approximately 210 m south of the site and therefore is beyond the 152 m neighbourhood engagement catchment area.
 - c. Valley Christian School has provided the comments below:
- We are encouraged to see thoughtful residential growth in our community, including the preservation of environmentally sensitive areas. However, with the proposed 32-townhome development—and the increasing traffic already present in this corridor—we would like to express several concerns regarding pedestrian and traffic safety near our school:
 - **Sidewalk Installation:** The need for continuous sidewalks along Cedar Street, particularly between Tunbridge and Dewdney, is increasingly important for the safety of students and families walking in the area.
 - **Crosswalk Placement:** A designated crosswalk near the school would greatly improve pedestrian safety given the expected rise in vehicle and foot traffic.
 - **Traffic Calming Measures:** We strongly encourage the installation of speed control solutions, such as a speed reader board or speed bumps. Many vehicles are observed exceeding the speed limit in the school zone throughout the day, which poses a significant safety risk.

Housing Needs Projections

If this development is approved, it will add 32 market home ownership dwelling units.

Transit

The proposed development is not within walking distance of a transit stop. Walking distance is generally considered to be 400 m or less. The nearest transit stop is approximately 1 km to the south at Tunbridge Avenue.

Financial Implications

There are no financial implications with the rezoning of the lands.

Communication

LAN.66 - Neighbourhood Engagement Policy

Notification of the development was sent to all properties within 152 m of the site. A public meeting was held on January 8, 2025 at the Mission Leisure Centre from 5 pm to 7 pm. Three people attended the meeting. None raised any concerns.

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 a 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.
- Valley Christian School has been invited to submit comments.

Attachments

| | |
|---------------|--|
| Attachment A: | Site Plan |
| Attachment B: | Engineering comments |
| Attachment C: | Development Permit – Multi unit Form & Character |
| Attachment D: | Development Permit – Natural Environment |
| Attachment E: | Location of Variances |

Sign-Offs



Rob Publow, Manager of Planning

Approved for Inclusion: Mike Younie, Chief Administrative Officer