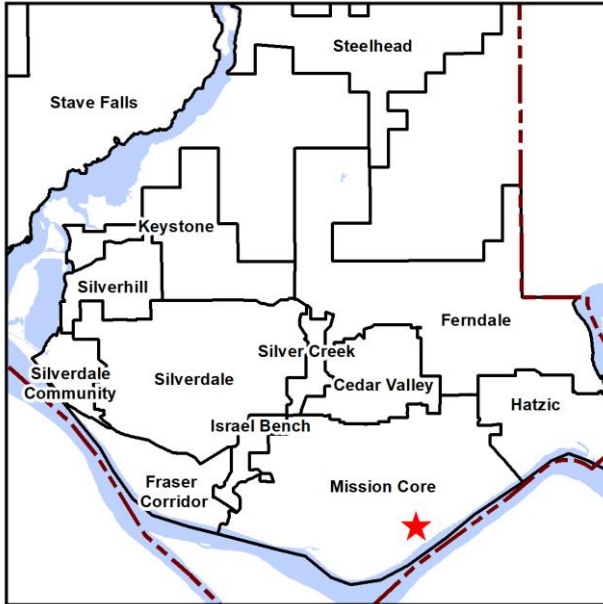


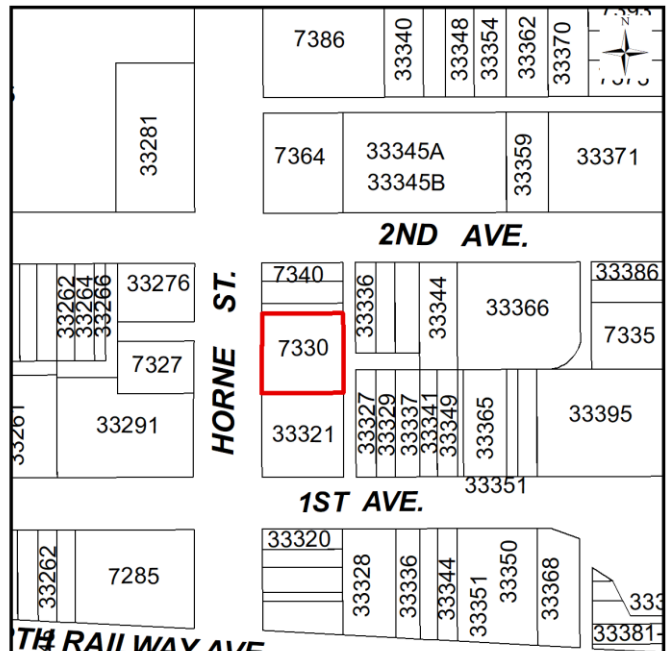
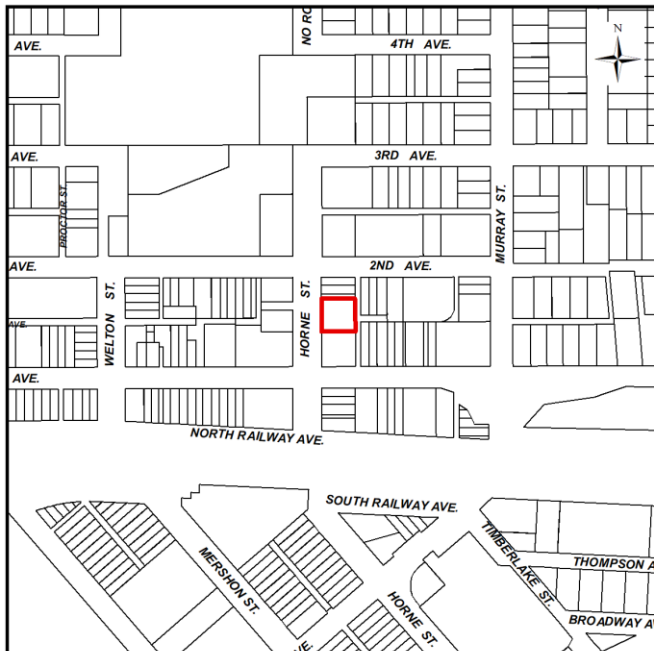
Project: P2020-019  
Application Numbers: DV21-018 DP20-021

**Subject: Development Application – 7330 Horne Street**



**DATE:** July 4, 2022  
**BYLAW / PERMIT #:** DV21-018 & DP20-021  
**PROPERTY ADDRESS:** 7330 Horne Street  
**LOCATION:** Mission Core  
**CURRENT ZONING:** Mission City Downtown One Zone (DT1)  
**PROPOSED ZONING:** Mission City Downtown Two Zone (DT2)  
**CURRENT OCP:** Mission City Downtown  
**PROPOSED OCP:** No change

**PROPOSAL:**  
 A development variance permit to reduce the amount of dedication required to allow an existing lane to remain and to revise the Waste Management Design Guidelines for the purpose of allowing the development of a 40-unit apartment building. An update to the Mission City Downtown DP is included.



## Recommendation(s)

That Development Variance Permit DV21-018 for 7330 Horne Street to vary Development and Subdivision Control Bylaw 5650-2017 by:

- a. reducing the required dedication for an existing lane from 6.0 m to 3.8 m, and
- b. revising the Waste Management Design Guidelines to allow a collection service vehicle to maneuver into the lane

be approved.

## Background

A rezoning application for 7330 Horne Street was originally granted first and second reading by Council on December 7, 2020 with third reading granted on January 18, 2021. The application proposed rezoning the property from the Mission City Downtown One Zone (DT1) to the Mission City Downtown Two Zone (DT2) to allow for a six-storey apartment building containing 40 dwelling units. A Mission City Downtown Development Permit (DP) was presented alongside the rezoning application to guide form and character.

The original design of the building indicated all vehicles were to access underground parking via the rear lane from 2<sup>nd</sup> Avenue. Several logistical challenges have since arisen regarding this proposed access and the applicant is now proposing revised access off Horne Street. As access is no longer proposed from the rear lane, a variance is being requested to reduce the lane dedication requirement. See **Attachment A** for the site plan.

Waste collection and management will still be serviced via the rear lane so as not to disrupt traffic on Horne Street. As a result, the variance also proposes revisions to the Waste Management Design Guidelines to allow for safe and efficient access and egress for collection service vehicles via the lane.

Furthermore, a revision to the original form and character DP is required. The building's design now incorporates underground parking garage access off Horne Street and removes the residential access off the lane.

## Rationale of Recommendation(s)

### Development Variance Permit – Lane Reduction

Introduction Section 9.7 of the Development and Subdivision Control Bylaw 5650-2017 (DSCB), as well as Schedule A, state that the required amount of dedication for an existing lane is 6.0 m. The applicant is proposing a development variance permit (DVP) to reduce this amount to 3.8 m to support maximum density and make the most efficient use of this prominent downtown core property. Multiple alternate options were explored that maximized density whilst providing underground vehicle access and were determined to be unachievable or financially unviable.

Staff support the request as it helps satisfy the goals and objectives of the MissionCity Downtown Action Plan which calls for high density residential development in the downtown area with access to underground parking.

Future dedication of the lane would be taken from properties that develop on the opposite side of the lane. Currently, full width dedication is not essential for this lane as it does not provide through vehicle access from 2<sup>nd</sup> Avenue to 1<sup>st</sup> Avenue. Indeed, the Ministry of Transportation and Infrastructure has stated that vehicular access to this lane should be discouraged off 1<sup>st</sup> Avenue. Furthermore, land dedication for an increased lane width was not required as part of the recent redevelopment of the property to the south at 33321 1<sup>st</sup> Avenue, therefore setting a precedent for this project.

## Development Variance Permit – Waste Management Design Guidelines

In addition to a reduction in lane dedication, the DVP also requests a revision of Schedule L, Waste Management Design Guidelines, from the DSCB to allow for safe and efficient access and egress for collection service vehicles. The changes are listed below:

- Instead of requiring vehicles to pull head-on to overhead collection containers, the containers would be rolled out to the vehicle.
- Instead of a maximum slope of 6% grade on access roads, a maximum slope of 15% grade would be permitted for the existing lane.
- Instead of restricting movement of overhead bins on casters in areas where there is no slope to the ground, this will be permitted as the lane slopes.
- Instead of requiring an adequately sized turnaround at the end of the existing lane, no turnaround would be required.
- Instead of not allowing collection service vehicles to backup, collection service vehicles would be permitted to back into the lane.

These changes would allow a collection service vehicle to enter the lane by reversing off 2<sup>nd</sup> Avenue and reversing down the lane, before exiting the lane by driving forward onto 2<sup>nd</sup> Avenue. The vehicle will service the building via a garbage collection room that opens onto the lane.

Confirmation letters from three waste collection providers have confirmed that they will be able to service the building through this proposal. Staff have concluded that this is the safest and most efficient way to service the building and therefore support the request. Development Variance Permit DV21-018 is attached as **Attachment B**.

## Mission City Downtown Development Permit Update

Mission City Downtown Development Permit DP20-021 was originally presented to Council at the December 7, 2020 Council meeting alongside first and second readings. Due to the revised design, an update to the DP is required. The revised designs now include a vehicle access off Horne Street and removal of the vehicle access off the lane.

Staff consider this revision to be relatively minor. The building maintains an attractive and modern design that follows the objectives of the design guidelines and will lead to a positive addition to the downtown core. Development Permit DP20-021 is attached as **Attachment C**.

### **Purpose**

To vary two items of the DSCB and update the Mission City Downtown DP to accommodate the construction of a six-storey apartment building containing 40 dwelling units.

### **Site Characteristics and Context**

#### Applicant

- Urbanicity Architecture Inc.

#### Property Size

- 7330 Horne Street is 863 sq m in size.
- The property is located on a hillside and slopes downward to the south.

### Neighbourhood Character

- The subject site is located within the heart of Mission's Downtown neighbourhood.
- The property is surrounded by a mix of commercial and residential uses, all with the same Mission City Downtown OCP designation. Buildings in the area range from one to eight storeys in height.

### Parks and Trails

- There are no parks in the immediate vicinity, however there is a forested walking path located to the north of the nearby Mission Library.

### Servicing

- Development of this area will require servicing as part of the Building Permit process.

### **Referrals**

Engineering Department:	The Engineering Department has no objection to this proposal and supports the DVP.
Building Division:	No concerns.
Mission Fire Rescue Service:	No comments.

### **Development Considerations**

#### Onsite Parking

As the property is within the Downtown Development Incentive Program (DDIP) boundary, the requirement for parking is lessened and is required at a rate of one parking stall per unit. As a result, 40 parking stalls are required for the development. The application is proposing 41 parking stalls and therefore satisfies the parking requirement.

#### Offsite Parking

In order to allow the collection service vehicle to maneuver into the lane on a consistent, reliable basis, the applicant may need to request the removal of most of the public parking on 2<sup>nd</sup> Avenue's south side from Horne Street to approximately 10 m east of the lane access. There are no defined parking stalls in this area, only parallel street parking. It is estimated this will remove approximately four potential parking spaces on 2<sup>nd</sup> Avenue.

Additionally, the inclusion of a parking accessway off Horne Street will require the removal of several parking spaces on Horne Street where the vehicles enter the underground parking. According to the plans, this will remove five parking spaces on Horne Street.

### **Communication**

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*.

- A Notice of Development Variance Permit was sent to all owners and occupiers of properties within a radius of 10 m (30 ft), which amounts to fourteen mail-outs.

**Attachments**

- Attachment A: Site Plan
- Attachment B: Draft Development Variance Permit DV21-018
- Attachment C: Draft Development Permit DP20-021

**Sign-Offs**



Rob Publow, Manager of Planning

JH / sh

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