



The **Minutes** of the Economic Development Select Committee meeting held by **Zoom Video Conferencing** on November 10, 2021 commencing at 8:00 am.

Members Present: Edgar Sarfeld, Vinegar Hill Consulting, Chair
Celine Dauphney, Urban Valley Transport Ltd.
Ethel Lariviere, MBI Dominion Lending Centres
Naomi McAleer, CFV Transload
Craig Toews, University of the Fraser Valley
Glen Robertson, Member at Large
Ayissi Nyemba, EMKAO Foods Inc.
Chris Hartman, Polygon Homes Ltd.

Absent: Ken Stenerson, Evergreen Ventures Ltd.
Oliver Perez, MultiTrends Itnet Services Inc.

Council
Representatives: Mayor Paul Horn
Councillor Jag Gill

Staff Present: Stacey Crawford, Director of Economic Development
Gerald Schlesiger, Project Manager, Waterfront Project
Andrea Bazinet, Administrative Clerk
Mike Younie, CAO
Mike Dickinson, Manager of Long-Range Planning

Guests: Nick Kuhl, O2 Planning & Design
Nick Dykstra, O2 Planning & Design

1. **CALL TO ORDER**

The Chair called the meeting to order at 8:02 am.

2. **OPENING REMARKS – E. SARFELD**

The Chair outlined today's presentation for Phase 2 of the Mission Waterfront Master Plan. Public engagement materials are available on the City project page engage.mission.ca/waterfront. Participants may have a business or personal standpoint separate from the collective EDSC input. The Advisory Committee presentation was held on November 9th. Comments from that meeting will be shared with the working group once formulated.

3. MINUTES FOR APPROVAL

Moved and seconded,

That the minutes of the Economic Development Select Committee meeting held on October 13, 2021 be approved as circulated.

CARRIED

4. INFORMATION REPORT

The minutes from the Tourism Sub-Committee of the EDSC held on Sept 14 are available for review.

5. NEW BUSINESS

(a) Waterfront Revitalization Initiative – Master Plan Update – Nic Dykstra, O2

a. Presentation and update on:

- i. Three Land Use Concepts;
- ii. Phase 2 – Community Engagement; and
- iii. Timeline & Next Steps

The Waterfront Master Plan project is in Phase 2 of developing the site concept plans. This work includes an overview of feasibility. The three proposed concepts are informed by the technical analysis to date, Councils vision, building on common themes from Phase 1 engagement and a focus on flexibility. Flood protection is outlined with a comprehensive dike that meets all Provincial requirements. The current City sewer line crossing upgrade does bring a visual to the Waterfront Revitalization initiative. All proposed options are achievable and the vision is to see the community on the water.

An outline and description of each land use component was presented. Components include the following categories; raceway, innovation employment/light industrial, industrial/creative/mixed uses, waterfront destination, mixed-use urban, predominantly residential, open spaces and signature open spaces.

The constant in all the proposed options is that the raceway reflects their investment desire. Bridge West lands are outlined with a large regional entertainment cluster. The preferred plan will not be dependant on these ideas.

Option 1 - Working River, most employment reflective. This option includes a barge to use as a buffer where the railway would turn. This plan dials up industrial uses. Option 1 includes a trade off with a gap of character from the other side of entertainment.

Option 2 - Downtown Focused, concentrates on future public investment. Architecture can be used as a sound buffer. This option maximizes open space. Greater sense of employment mixed use.

Options 3 - Multi-Hub, disperses public investment. Innovation employment district, with key destination retail and a continuous urban waterfront. Reflects a shimmering city along the waterfront. Maximizing urban nature.

Open Spaces - Broken down in cells:

- Ecological in west-end (lane creek)
- Bridge west (Low-slope, Entertainment) with a large public boat dock at the edge of vitality. Green Shores approach with a focus on habitat restoration.
- Bridge (W/E under the bridge), urban sporting element, sports park, basketball, etc. Keeps access for maintenance and includes an untapped recreational opportunity.
- Bridge East (Urban Transition Parks) active uses and includes a celebration space. Beaches, fish habitat opportunity. Off leash area, ensures the removed area has been replaced.
- Dockside – (Urban Harbour) improvements to boat dock, potential for float plane. Transferring to a public marina, walk out to dock and explore the area.
- Dockside/East End (Urban Waterfront) play features or water structure, could hold a farmer's market. Includes a central natural beach, playground. Repurpose industry machinery to memorialize the machines and use as sculptures. Adding a reconciliation focus.
- Station Lands (Downtown to Waterfront) great opportunity to close vehicle traffic for a mobility friendly pedestrian overpass. Add an ecological aspect with the creek. Clear views along Mershon Street to the waterfront. Allows access to the public space and would take on station lands with an urban nature.

Further discussion ensued on a parking strategy. Parking will require a deep dive. Residential will be a large consideration. The plan would like to avoid large surface lots other than the boat launch. Each independent land use will strongly encourage parking regulations. Stacked investment for employment use will trigger economics to allow underground parking. Multiple strategies still to be informed.

Confirmed that the existing boat launch would be declassified if a new launch and parking was implemented. Agreed that a float plane would not be an advantage in this area as the location is upstream from the bridge.

The Raceway has been identified as a constant in all three plans. With major infrastructure improvements along the existing use, this maximizes the opportunity and options for both current and future uses.

Concept 1 includes a barge into the river. If the Bridge West lands become a commercial industrial use, that would be a critical infrastructure for those developments. O2 has been cautious on industrial use right beside the railway. A larger site could leverage more intermodal capacity. This could be lowered with residential interest, some may focus more on higher FSR versus closer to the water.

Agreed that the pedestrian access to Welton is of great importance. It will become a central point of the whole downtown area.

Adding additional health care institutions would be an area of interest. Currently not represented in the maps.

May need to ensure efficiency of roads to the Bridge West and Bridge East property. Possibly have a one way in and one way out loop. This may be an advantage but could congest the Mission Bridge as there would be no reroute options. Possibly close the traffic access on London Avenue and create nodes to other areas. Murray Street bridge would hopefully come up in the Traffic Management Strategy as it needs remediation. Higher density areas would impact stress to traffic and the employment perspective of getting between precincts. A critical element that we cannot rely on is having the London Ave track crossing being the only travel route. The plan needs to portray options and not overload individual roads.

Dike implementation looks at using rock or riprap for development. Soil would be placed above these materials. Bioengineering is looking at having it act as a stabilizer. Basically, a stone wall and then covering it with a low slope ecological addition above.

Phase 2 public engagement submissions close November 30th. December, January and February will be Phase 3 where the project team takes a deep dive into the preferred plan. The preferred plan will be presented to Council in May.

Action: Chris requested a copy of the presentation and a breakdown of the acreage for each land use and the number of jobs per acre, per land use for each option.

6. OLD BUSINESS

a) Scheduling of EDSC Working Groups – E. Sarfeld

1. Employment Lands Strategy (ELS) – Working Group Meeting Dec 8, 2021

a. Areas of Focus: ELS Draft Strategy/Short Sea Shipping/Transportation Master Plan/Special Study Area

i. Outcome: Recommendations to Council

A summary of the Employment Lands Strategy was issued to the group for review.

The Transportation Master Plan work includes a focus on the West Coast Express and getting their attention on the role with Mission. Trying to schedule a meeting has been a challenge with the amount of work going.

Notes have been prepared and issued to the group for the Special Study Area and for Short Sea Shipping.

The Waterfront working group is still to be established.

b) EDSC Vacancy – E.Sarfeld

There is no update for the EDSC vacancy, recommendations are still welcome. Suggested to post the vacancy. The group agreed to prepare the posting for review.

7. CLOSING REMARKS – E. Sarfeld

Thank you to the Waterfront group for the work done to date.

8. NEXT MEETING

Wednesday, December 8, 2021 at 8:00am. Meeting format to be determined.

9. ADJOURNMENT

Moved and seconded,

That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:34 am.