



WATERFRONT REVITALIZATION MASTER PLAN

CITY OF MISSION

MAY 2022



Land Acknowledgment

Language is forthcoming and will be inserted for second reading.


DRAFT





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An aerial photograph showing the Mission Waterfront revitalization plan. The plan features a mix of modern, white, rectangular buildings of varying heights, interspersed with green spaces and walkways. The waterfront is bordered by the Fraser River to the south and the CPR mainline to the north. A bridge is visible on the left side of the image. The surrounding area includes existing urban development and agricultural fields.

Mission is beginning to undergo a generational transformation and it all comes together at the Waterfront. There has never before been such momentum and energy behind revitalization of Mission's Waterfront, with the first big changes already taking place. This Master Plan will create a place for new jobs, establish the City's vibrant urban heartbeat, and build a renewed cultural and ecological connection with Downtown and nature on the Waterfront.

Introduction

Bound by the Fraser River to the south and Lane Creek, Highway 11, and the CPR mainline to the north, the project area spans over 3.5km of river frontage and 296 acres of land. With one of the largest underdeveloped Fraser River waterfronts in the Lower Mainland, the stage is set for transformational growth to take place in Mission. It all comes together in Mission's Waterfront, where a new exciting, innovative, and world-class mixed-use community will be created.

The Project

The Waterfront is no stranger to visions and plans. Over the years, high-level speculations have been made to reimagine how the Waterfront could look and feel. The *2006 Mission Landing Concept Plan* is the most recent urban design concept plan that explored opportunities for a mixed-use neighbourhood encompassing the entire Fraser River waterfront. This was followed by the *Waterfront & Brownfield Redevelopment Study* in 2009, a study that identified potential development constraints. In 2010, the *Market Analysis & Feasibility Study* was completed; it assessed the viability of the redevelopment of the waterfront. Given the scale and complexity of the Mission Waterfront revitalization initiative, these efforts on their own were not sufficient to catalyze the revitalization.

In 2018 a renewed approach to revitalizing Mission's Waterfront began with the Council-approved and championed Mission Waterfront Revitalization Strategy and Roadmap. This approach aligned Council, landowners, and stakeholders around a clear roadmap to guide revitalization efforts forward. Council set this approach into motion by designating the Waterfront Comprehensive Planning Area in the 2020 Official Community Plan update, and a path forward grounded in comprehensive technical evaluation of constraints and ground-truthed by real-world market economics was implemented. This Master Plan is a key step in the overall Roadmap process.

In launching the Mission Waterfront Revitalization Master Plan project a team of over 11 different consultants were retained to deliver the Master Plan. Throughout the project a tremendous emphasis was placed on ensuring the Master Plan is viable and implementable while still presenting a visionary future for the Waterfront. Importantly, while this plan sets the stage for success in the Waterfront, sustained, long-term commitment from the public, City administration, and Council is critical to see the Master Plan through. The long-term build-out of the waterfront looks 40 years into the future, meaning the decisions made today will have tremendous impacts on the success of the Waterfront tomorrow. It is only through bold action and sustained dedication to relationship-building and partnerships that the Waterfront will become a true gem on the Fraser River for generations to come.



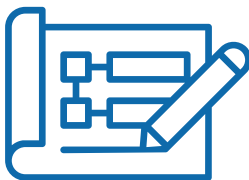
How the Plan Works

The Waterfront Revitalization Master Plan (“the Master Plan”) is comprised of three distinct sections:



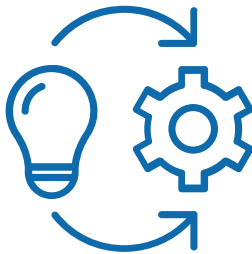
The Challenge

The Challenge introduces the Waterfront’s history, highlights the Master Plan’s core ideas, and identifies the biggest challenges that have historically been barriers to Waterfront revitalization. Importantly this section also identifies and summarizes the solutions required to address these challenges. With a clear path forward for how these challenges can be overcome, the stage is set for revitalization to occur.



The Plan

The Plan presents strategies and policies that will dictate how future growth and development should occur in the Waterfront. These strategies cover a range of topics, including First Nations reconciliation, Open Space, Land Use, Mobility, Servicing, and more. Collectively this section of the Master Plan outlines the aspirational vision for how Mission will achieve its Waterfront goals.



The Way Forward

The Way Forward outlines the implementation framework for Waterfront revitalization and provides a high-level overview of the technical studies that have informed the Master Plan’s development. While this information is provided in more detail in these additional documents, this section includes an overview of anticipated development phasing and timing and details a delivery model for successful implementation. This includes an overview of the infrastructure upgrades and improvements required to unlock this development, as well as outlining opportunities to leverage existing and emerging partnerships to increase funding for these upgrades and accelerate successful plan implementation. Finally, this section lays a groundwork for future studies and strategies that should be prepared to help facilitate culturally relevant and sensitive development of the Waterfront’s public realm over time.

The Pieces of the Puzzle

The Waterfront is a big place, so it helps to break it down into manageable pieces. Throughout the Master Plan there are references to five distinct precincts: Mission Raceway (MR), Bridge West (BW), Bridge East (BE), Station Lands (SL), and River’s Edge (RE). Precincts are large areas comprised of relatively similar conditions within their boundaries. Precincts are also generally bound by notable, and in many cases inflexible, boundaries. Using this approach helps provide clarity and precision about things such as where specific policies apply or where public realm investments are proposed.

MISSION RACEWAY (MR)

The Raceway is the furthest west of the precincts and is named after the Mission Raceway, the largest single use and largest single parcel in the Waterfront. Owned by the BC Custom Car Association, this precinct is bound by the Fraser River to the south and west, the wetland outlets (Lane and Windebank Creeks) and Highway 11 to the north, and the Dyke Road utility right-of-way to the east.

Aside from the Raceway, this precinct also contains two small areas for employment lands development and a significant amount of creek/wetland area, which is currently owned by the Province. These natural environment areas have substantial potential to become unique natural respites in the Waterfront, a destination to be immersed in nature.

BRIDGE WEST (BW)

Bridge West is an undeveloped precinct bound by the Fraser River to the south, the Dyke Road utility right-of-way on the west, the Highway 11 interchange to the north, and the Mission Bridge to the east. This relationship to the Mission Bridge provides the namesake for this precinct. Bridge West is comprised of two large parcels split by the current dike structure. Future flood protection strategies will replace the functionality and location of this dike, allowing for the entire precinct to be thought of as a single area.

This area is envisioned as an important transitional area between the Raceway and lands further east in the Waterfront, providing important innovation employment lands as well as opportunities for destination waterfront uses such as marinas and casinos.

BRIDGE EAST (BE)

Bridge East is bound by the Fraser River to the south, the Mission Bridge to the west, the built portion of the Highway 11 extension to the north, and the CPR tracks that cross the Fraser River to the east. Like Bridge West, this precinct is defined by its relationship with the Mission Bridge, and Bridge East is also a large undeveloped area owned by the same single entity. Another similarity to Bridge West is the presence of the dike, though here it does not divide the area into near equal parts. Instead, the dike is located roughly between 25-60m from the shoreline, leaving a much larger area to the north.

This precinct will feature the Waterfront Central Park that is nestled between innovation employment uses, destination waterfront uses, and potential for a future institutional anchor.

STATION LANDS (SL)

The Station Lands Precinct is comprised of the existing commercial and industrial urban fabric between the highway to the south, the CPR tracks to the west and north, and Horne Street / Murray Street Overpass to the east.

This precinct has a fine-grain street grid, highly fragmented ownership, and small block structure. Positioned behind the dike structure and the filled areas between the dike and highway, the Station Lands will not be raised to the Flood Construction Level. Because of this, residential development is not anticipated to occur at-grade, meaning that over time the Station Lands will develop into an eclectic mix of office, employment, and commercial retail uses at-grade with residential and other uses positioned above in appropriate locations. An important connection between Downtown and the Fraser, the Station Lands are anchored by a new institutional cluster of public hubs, a new active modes bridge connecting Downtown to the new urban plaza, and the Mershon Main Street.

RIVER’S EDGE (RE)

River’s Edge is made up of the remaining lands east of the CPR tracks and south of the Station Lands. Like the Station Lands, River’s Edge is comprised of a fine-grain street grid with fragmented ownership and small blocks to the west, while the eastern area contains fewer public streets and larger parceling.

This area will house the heart of the Waterfront with the Destination Playground, beaches, ecological areas, and natural terminus of the Mershon Main Street all in close proximity. With a healthy mix of destination waterfront uses near Mershon Street transitioning to predominantly residential development in the eastern and western extents, this precinct will become a complete community.



Station Lands
Mixed Use
Urban District

River's Edge
Predominantly Residential
Urban District

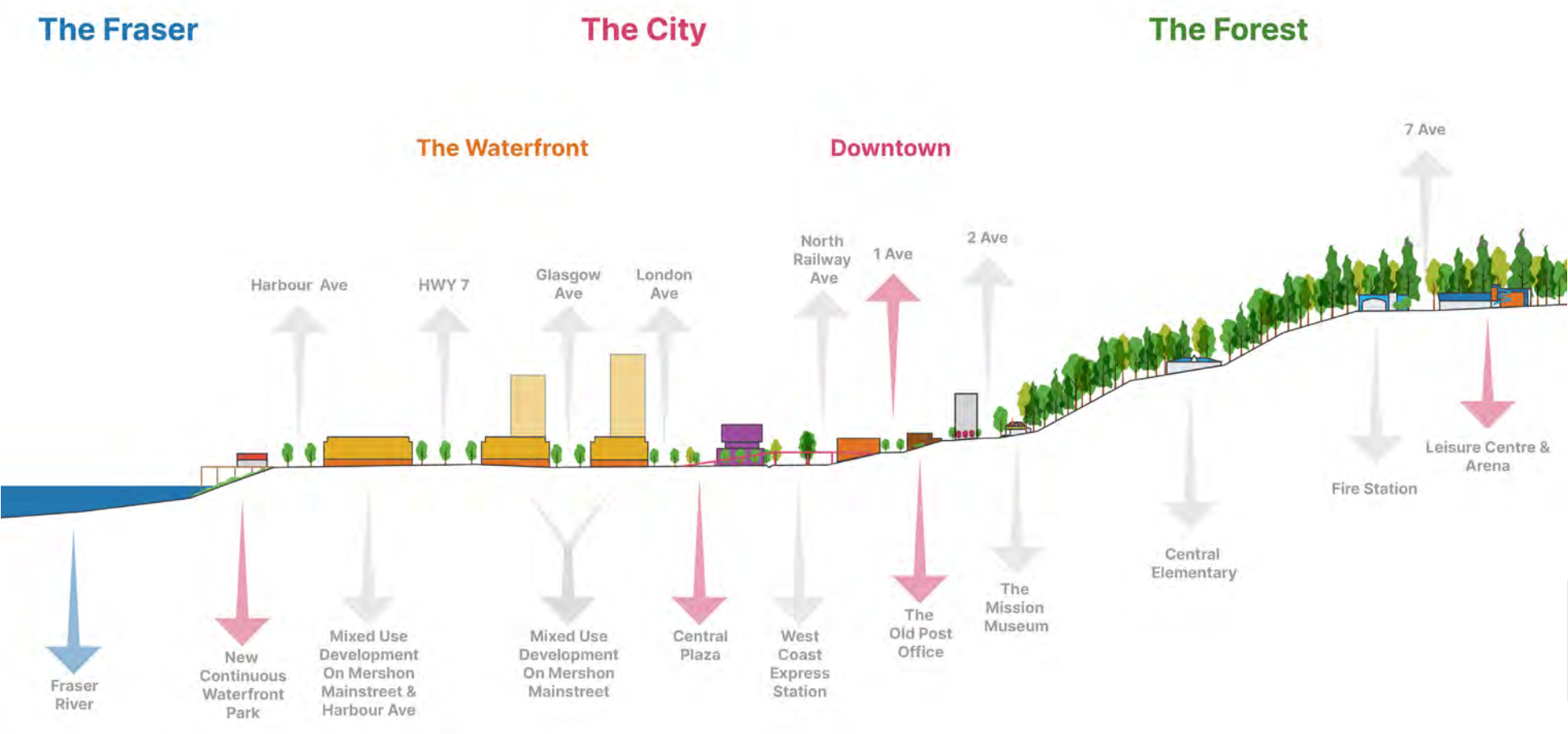
Bridge East
Innovation /Employment
District

Bridge West
Innovation /Employment
District

Mission Raceway
Entertainment District

From the Forest to the Fraser

The Waterfront is just one part of the City's network of natural areas and open spaces. Reaching from the Fraser up into the wilderness above, the Master Plan seeks to reconnect the City to the river, re-establishing a comprehensive and interconnected system of trails and pathways that leverages Mission's unique setting as a river city in a mountainous temperate rain forest.



How It All Comes Together

With something for everyone, the Waterfront is a place of jobs, Mission's new urban heartbeat, and a connection to nature right in the middle of the City.

A Place for Jobs

The Master Plan is a plan for jobs. Unleashing the Waterfront's employment potential is a central part of revitalization, and there are opportunities to shape the area between the Mission Raceway and the CP Rail Bridge to fit the needs of the community for generations to come.

A New Urban Heartbeat

The Waterfront of the future will be home to new and exciting types of businesses, homes, shops, and restaurants. Intentionally complementing and accentuating Mission's historic downtown, the Waterfront brings a new identity and urban energy to the City without compromising the parts residents already love most.

A Natural Waterfront Experience

Mission's Waterfront is the largest undeveloped river frontage in the Lower Mainland. The Master Plan preserves and enhances the current natural elements of the Waterfront and improves the ecological integrity of areas where it has been diminished. At the same time, these improvements will also add flood protection to areas inland, serving a dual purpose as natural destination and critical infrastructure. This creates opportunities for everyone to touch the water on naturalized shorelines and experience the region's stunning nature from a more protected and ecologically integrated vantage point.

Setting the Stage in the Raceway

The Mission Raceway has a long and storied history in the Waterfront area. The Master Plan facilitates the Raceway's future visions while maintaining and improving their connectivity to the Waterfront's core infrastructure network. This sets the stage for success today and long into the future.

Engagement Summary

The Master Plan was developed in close collaboration with Council, local First Nations, landowners, community stakeholders, and the residents of Mission through public engagement. Over three distinct phases of engagement the aspirations, ideas, and interests of the community were clearly expressed. The information gained through this process became foundational to the Master Plan's content.

Mission's engagement took place over three phases: realizing the vision, developing site concepts and confirming the draft plan. This allowed all engaged to provide feedback throughout the development of the Master Plan from a high-level vision to detailed direction.

Public and stakeholder engagement was conducted in addition to landowner engagement and First Nations engagement. First Nations engagement occurred separately from general public engagement, reflecting the unique histories and relationship the City has with local First Nations. Through this work the First Nations Partnerships section of the Master Plan was developed, providing a pathway for continued engagement and collaboration over the course of Master Plan implementation. Public engagement sought to reach Mission residents of all backgrounds, including diverse ethnicities, ages, and income levels, while external stakeholder engagement sought to hear from specific user groups, local experts, and potential partners to provide a depth of knowledge that is essential to successful plan development.

Engagement Principles

The project team structured engagement processes, materials, and questions with the following principles in mind to ensure engagement met the needs of the community and the Master Plan.

To create accessible, transparent, interesting, and relevant engagement, several different forums and forms were available – public surveys (paper and online), webinars, stakeholder workshops and discussion guides and social media. Due to the ongoing COVID-19 pandemic, online

spaces were always employed in equal part to in-person events in order to respect public health orders and ensure residents were provided with options and opportunities to participate in whatever way they felt most comfortable.

Over the course of all three engagement phases the project team received in excess of 12,500 unique project website visits, 1,600 survey responses, and dozens of webinar and stakeholder workshop attendees.

1,600
SURVEY
RESPONSES

12,500
UNIQUE PROJECT
WEBSITE VISITS

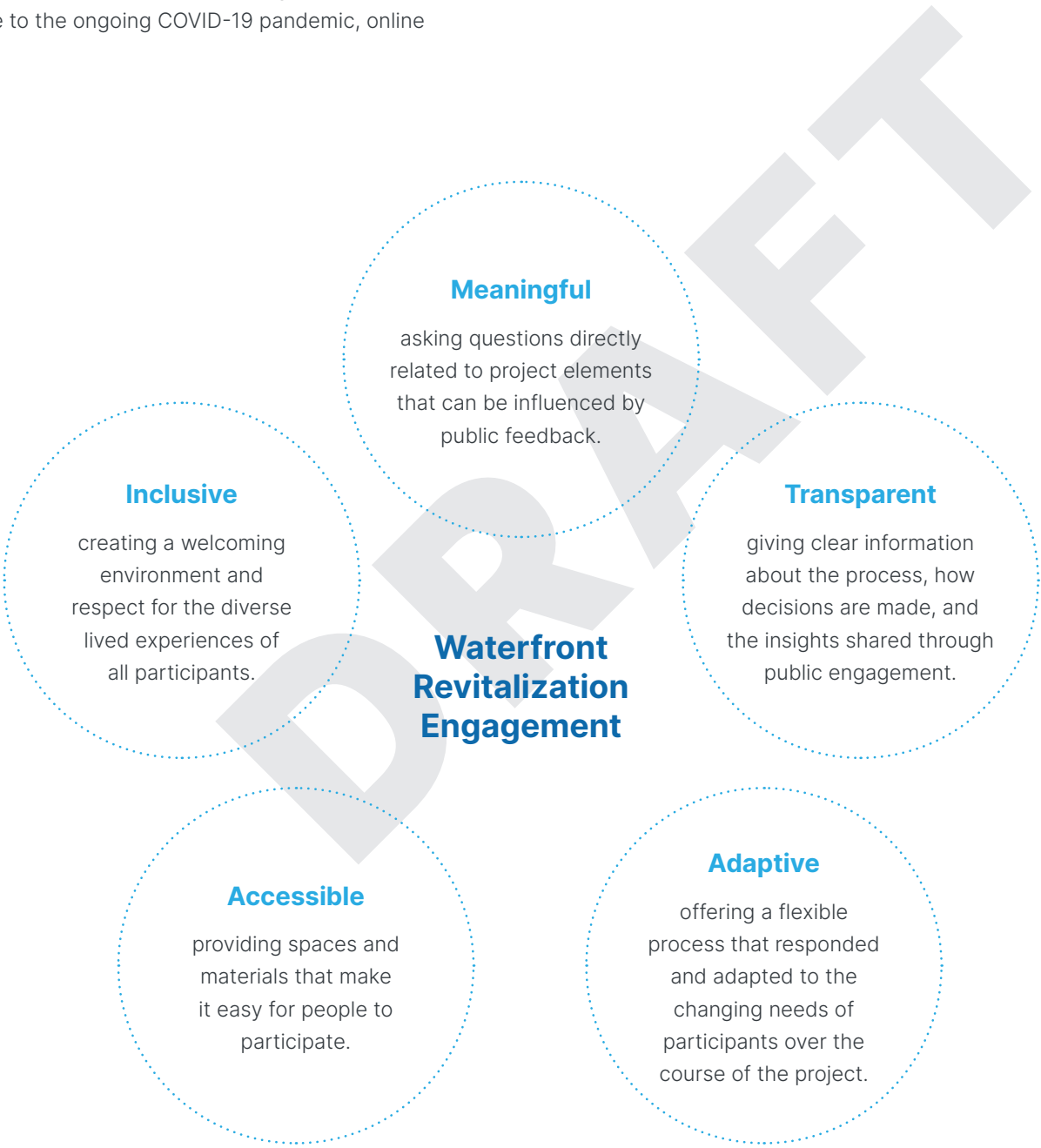
Organizations We Heard From Over the Course of the Project:

Local First Nations

- Matsqui
- Kwantlen
- Sema:th
- Katzie
- Sq'ewlets
- Leq'a:mel

Stakeholders

- Mission Chamber of Commerce
- Downtown Business Association
- Economic Development Select Committee
- Large and small Waterfront Landowners,
- University of the Fraser Valley
- Fraser Valley Regional District
- Fraser Valley Watersheds Coalition
- Fraser Valley Regional Library
- Fraser Health
- Ministry of Transportation and Infrastructure
- Ministry of Forestry, Land, and Natural Resources
- BC Transit
- Destination BC
- Tourism Industry Association of BC
- BC Hydro
- Transport Canada
- CP Rail
- Shaw Communications



Phase 1: Realizing the Vision

This first phase of engagement focused on the vision for the Mission Waterfront. The City of Mission’s Council-developed guiding vision and project team background analysis and research were summarized for feedback and confirmation through several key questions, including:

- What three words would you use to describe your vision for the future of the waterfront?
- What are some other waterfronts around the world you think Mission could learn from?
- How important do you think each of the following elements (see below) are to the future of the waterfront?
- Do you have any issues or concerns about the site you would like to share?
- What are some short-term/interim initiatives that you would like to see occur on the waterfront in the next 1 to 3 years?

Major Takeaways

1. The importance of the Mission Raceway
2. The need to activate the waterfront
3. The creation of a vibrant community for locals

When people reflected on their connection to the Waterfront, they highlighted a range of experiences from quiet walks to Raceway thrills. A range of inspirational waterfronts was also identified from nearby communities like Steveston, New Westminster, White Rock, and Vancouver to Monaco, Copenhagen and San Francisco. This highlights the dual waterfront role envisioned for Mission’s Waterfront, being at once a place full of greenery and tranquility, but also restaurants, events, and vibrancy within a beautiful natural setting.

The following components of the vision were rated highly by participants, and were areas of particular emphasis for the project team in plan development:

- Diverse outdoor spaces
- Parks and open space connections
- Revitalization of the river and habitat
- Transit-oriented communities
- Climate leadership
- Retail, entertainment, and tourism

Engagement Findings

During the first phase of engagement, residents of Mission were asked for their input on the vision for the future of Mission’s Waterfront. This public engagement provided the opportunity for residents to play an essential role in the visioning process. This section provides a summary of the results of each question that was collected through the Phase 1 public engagement process.

The online survey was the primary tool participants used to share insights with the project team. The survey included a mix of open-ended questions, where respondents could provide comments, and questions where respondents used a likert scale to rank the importance of different elements in their vision of the waterfront. Additional insights were gathered through social media posts, a virtual webinar, and stakeholder workshops with landowners and other related community organizations. Altogether, over 600 people participated in Phase 1 public engagement.

The feedback received will be used to guide the creation of site concepts for the waterfront area that capture the desires and dreams of the community and the outstanding potential this unique area holds for the City.

WATERFRONT MEMORIES

“Grew up at Mission Raceway, we spent a lot of time in Mission just because of the track. Now I take my kids to watch my dad race, keeping family memories.”

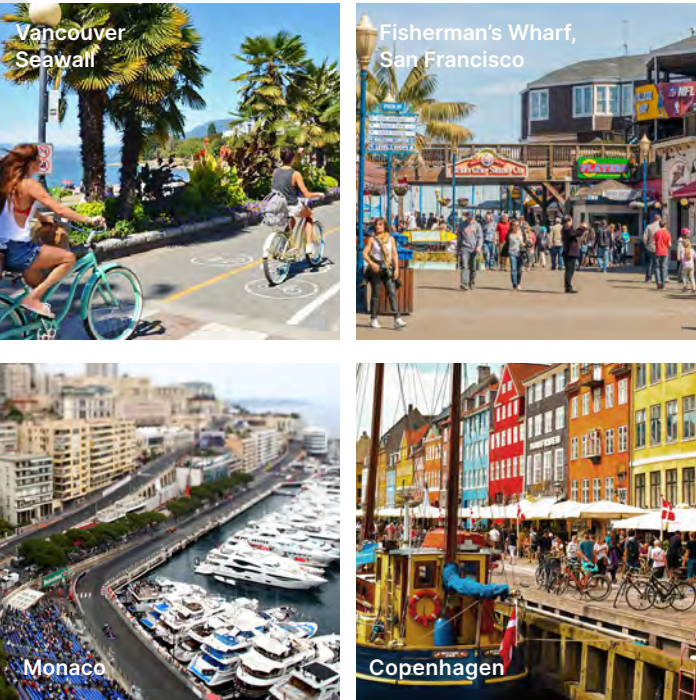
“Walking my dog down by the river. So beautiful, such a majestic river with so much Indigenous connections and history.”

“Sitting on the bench by the fisheries eating ice cream.”

“Summer nights at the race track”

“My late husband took a beautiful picture of our children sitting down at the waterfront park. It was enlarged by his employer and given to us as a gift after he had passed. We loved sitting down there in the evenings.”

WATERFRONT PRECEDENTS



WATERFRONT VISION

RACEWAY
NATURE & PARKS
ACCESS
DINING & SHOPS

COMMUNITY
FAMILY
ENTERTAINMENT
VIBRANT & FUN

“Racing, nature and good times with friends!”

“Habitat, family, fun”

“Industry, commerce and Mission Raceway”

“Indigenous focused, eco-friendly, tourism”

“A place for arts, activities, and community.”

“Entertaining, Energizing, Relaxing”

“Accessible, walkable, open”

Phase 2: Developing the Concept

In the second phase of engagement three similar yet individually themed options for the future of the Waterfront were presented to the public for review and comment. These three options focused on unique elements. The first emphasized a Working River that maximized job creation and employment lands, the second emphasized a Downtown-Focused approach to developing the Waterfront, and the third sought to create Multiple Hubs of activity throughout the Waterfront.

As part of this phase of engagement participants were asked their opinion on a wide range of unique elements that come together to shape the future of the Waterfront, including:

- Waterfront Scenarios
- Proposed Land Uses
- Different Types of Hubs
- Different Types of Parks and Open Spaces

Major Takeaways

1. The Waterfront must complement downtown
2. The Waterfront should be kept natural
3. Employment lands are important
4. Indigenous voices need to be represented

For the scenarios, the Downtown-focused scenario was the most popular, while it was stressed that the Waterfront still must be a place that provides new and dynamic employment opportunities for residents of Mission. This reflects the comments received about how waterfront redevelopment needs to support the downtown while building off of the Waterfront’s employment-heavy history. Participants also appreciated that most scenarios included signature investments near the river, and the shorelines themselves were largely natural.

Participants again stressed the importance of the Mission Raceway and their desire for the Master Plan to ensure its ongoing success. Many participants also emphasized the value of employment uses, particularly locating them near the Raceway in order to avoid conflicts with residential uses. Those who provided their input during this phase of engagement were also clear that investment in hubs that share a public service and community function are most important, and that given their distinct community role, they are most preferably located adjacent to the downtown.

Lastly, for parks and open spaces participants favoured natural and naturalized spaces. This includes the shoreline restoration, ecological parks, and natural beaches. Besides the Waterfront, comments specifically highlighted the natural value of Lane Creek and the East End Watercourse. In addition, to natural areas, recreational amenities, including play areas and an Under the Bridge park were popular.

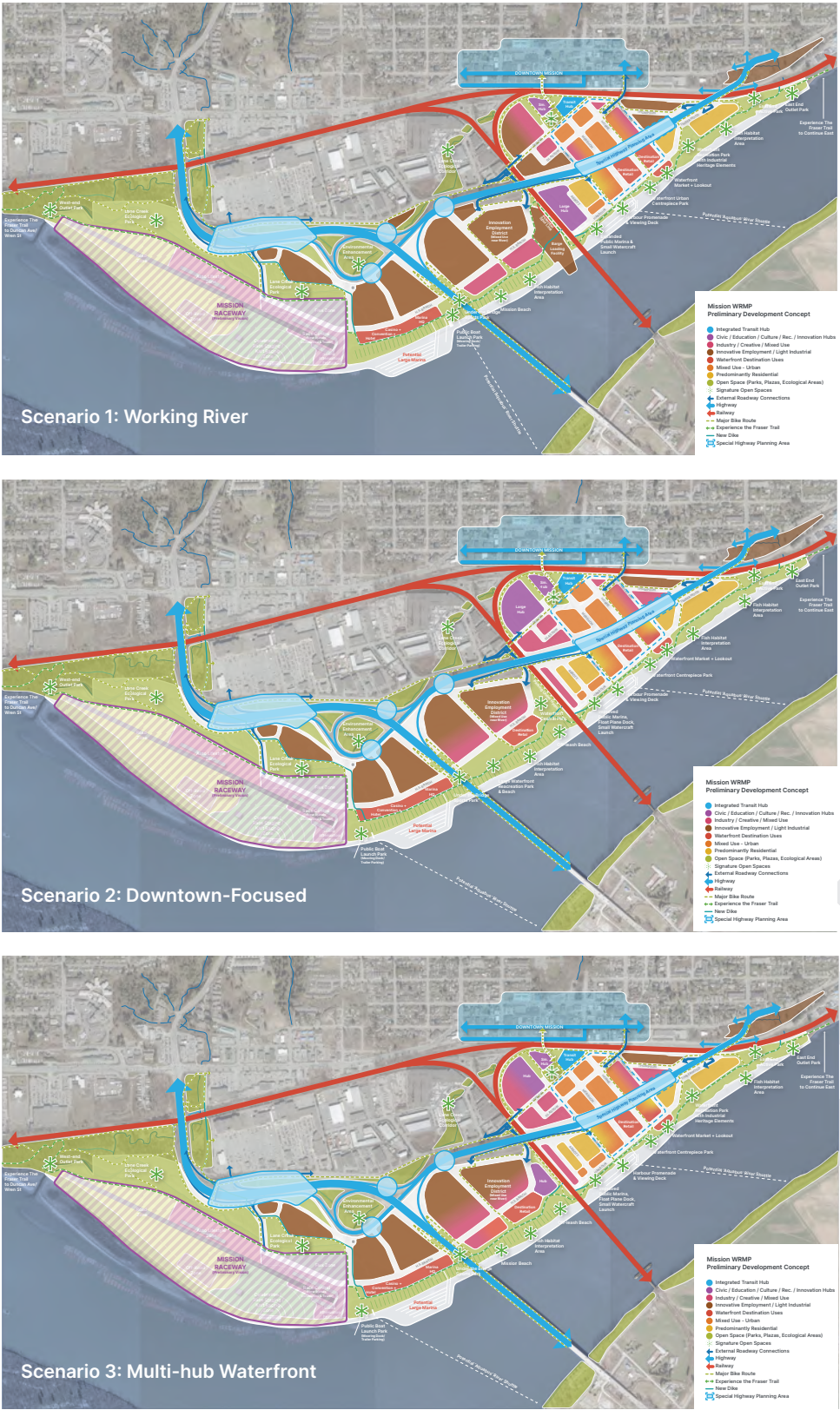


Figure 1: Themed Land Use Scenarios

Engagement Findings

During the second phase of engagement, residents of Mission were asked for their input on the Master Plan components, land use scenarios, and parks and open spaces proposed for Mission’s Waterfront. This public engagement provided the opportunity for residents to play an essential role in refining proposed land uses and land use scenarios into a single preferred option for the final Master Plan. This section provides a summary of the results collected through the Phase 2 public engagement process.

The online survey was the primary tool participants used to share insights with the project team. The survey included a series of scale-ranking questions where respondents identified the relative importance of different land use components, land use scenarios, and parks and open spaces to the Waterfront. Open-ended response boxes were also provided for respondents to give additional feedback and to comment on the proposed ideas. Additional insights were gathered through social media posts, a virtual webinar, and stakeholder workshops with landowners and other related community organizations. Altogether, over 2,000 distinct contributions were made in Phase 2 public engagement.

The feedback received will be used to develop a preferred land use scenario for the waterfront area and prepare the Waterfront Revitalization Master Plan. Together the preferred scenario and Master Plan will capture the desires and dreams of the community and the outstanding potential this unique area holds for the City.

Phase 3: Confirming the Master Plan

In this final phase of engagement, the public was encouraged to explore the draft plan and its concepts primarily via an interactive “Story Map” that allowed residents to virtually explore the Waterfront, conceptual renderings of key locations, and the individual strategies that comprise the Master Plan. In addition to this online feature, a public open house and stakeholder workshops were also held, in addition to a public unveiling presentation to Council.

Participants were asked two open-ended questions for this phase of engagement:

- What excites you most about the Master Plan?
- Is there anything missing from the draft Master Plan?

Major Takeaways

1. People are excited about the Waterfront’s potential.
2. Now is the time for action.
3. The Master Plan strikes the right balance between employment and nature.
4. Focus must be given to appropriately activating public places and keeping the public safe.

Public feedback was overwhelmingly positive, with the vast majority supportive of the draft. Minor recommendations around ensuring public safety, reflecting waterfront activities that residents are more likely to partake in, and incorporating appropriate place-naming, wayfinding, and cultural elements were all recurring themes. There was also an emphasis on ensuring public safety for bikes and pedestrians and creating an atmosphere where residents can feel comfortable and welcome at all times of day. Lastly, participants conveyed cautious optimism and excitement in the progress the Master Plan had made to date, and a belief that action must continue so as to not lose this momentum.





THE CHALLENGE

Challenges and Solutions

Waterfront Revitalization is a complex and multi-faceted endeavour. The most important facet of preparing this Master Plan is ensuring solutions have been identified to overcome the Waterfront's technical challenges, including:

1. Respecting the River
2. Assembling the Land
3. Raising the Land
4. Building the Infrastructure
5. Connecting the Highways
6. Addressing Market Challenges
7. Responding to Growth Challenges

Fortunately, solutions have been found for all of these challenges. Revitalization will require long-term commitment and bold action from City decisionmakers, but with sustained dedication, it will be possible for the vision to come together and revitalize the Waterfront.

1. Respecting the River

The Challenge

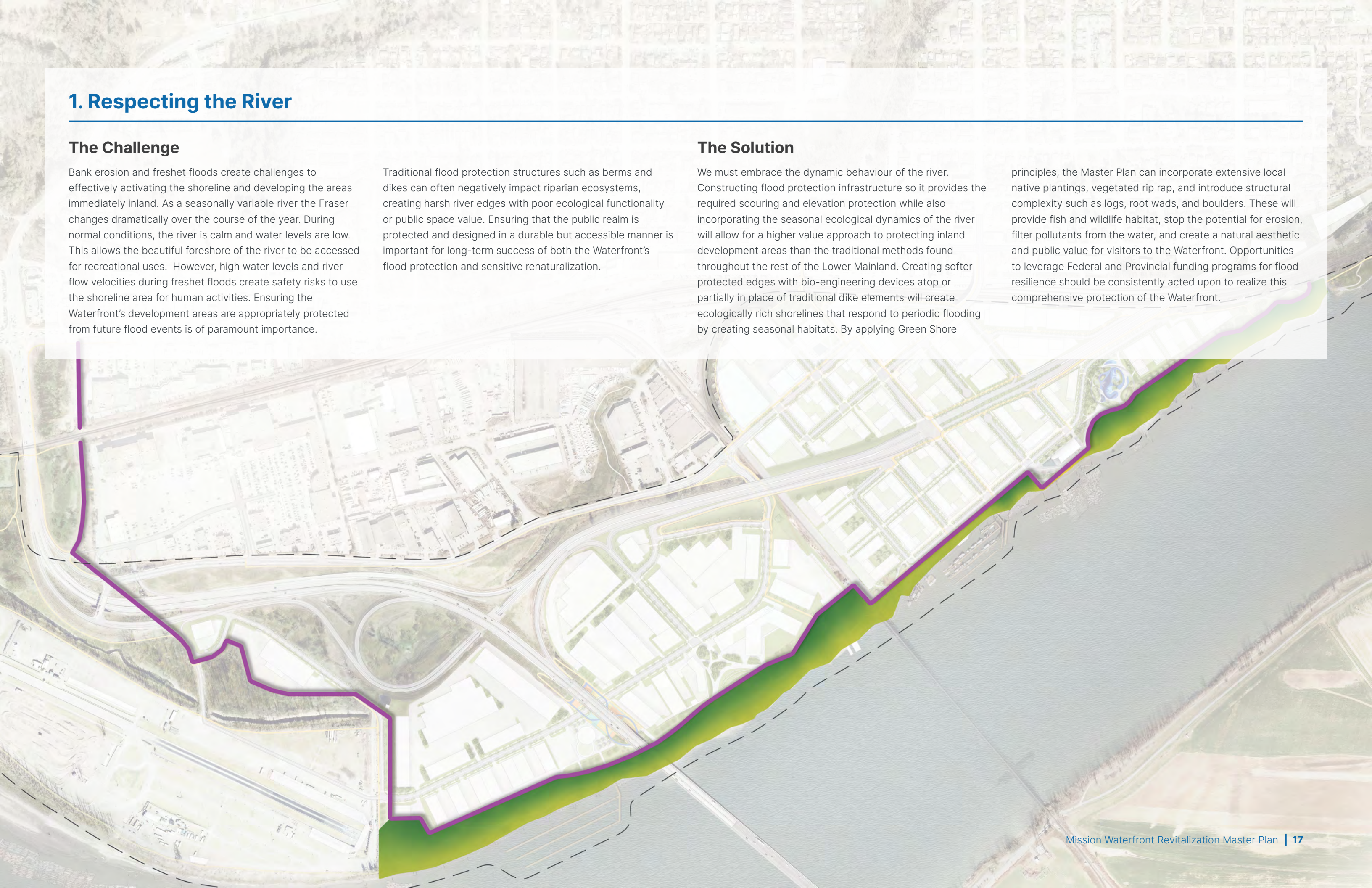
Bank erosion and freshet floods create challenges to effectively activating the shoreline and developing the areas immediately inland. As a seasonally variable river the Fraser changes dramatically over the course of the year. During normal conditions, the river is calm and water levels are low. This allows the beautiful foreshore of the river to be accessed for recreational uses. However, high water levels and river flow velocities during freshet floods create safety risks to use the shoreline area for human activities. Ensuring the Waterfront's development areas are appropriately protected from future flood events is of paramount importance.

Traditional flood protection structures such as berms and dikes can often negatively impact riparian ecosystems, creating harsh river edges with poor ecological functionality or public space value. Ensuring that the public realm is protected and designed in a durable but accessible manner is important for long-term success of both the Waterfront's flood protection and sensitive renaturalization.

The Solution

We must embrace the dynamic behaviour of the river. Constructing flood protection infrastructure so it provides the required scouring and elevation protection while also incorporating the seasonal ecological dynamics of the river will allow for a higher value approach to protecting inland development areas than the traditional methods found throughout the rest of the Lower Mainland. Creating softer protected edges with bio-engineering devices atop or partially in place of traditional dike elements will create ecologically rich shorelines that respond to periodic flooding by creating seasonal habitats. By applying Green Shore

principles, the Master Plan can incorporate extensive local native plantings, vegetated rip rap, and introduce structural complexity such as logs, root wads, and boulders. These will provide fish and wildlife habitat, stop the potential for erosion, filter pollutants from the water, and create a natural aesthetic and public value for visitors to the Waterfront. Opportunities to leverage Federal and Provincial funding programs for flood resilience should be consistently acted upon to realize this comprehensive protection of the Waterfront.



2. Assembling the Land

The Challenge

Large parcels of land are more efficient to build on, and are required to complete comprehensive area infrastructure improvements, but the new urban heart area has many small lots and many landowners. Consolidating land ownership is necessary to make development possible and economical, but this can take longer periods of time to achieve and often requires specific market conditions or interest from larger-scale actors in the development industry for it to occur.

The Solution

The Master Plan looks intelligently at existing landownership and proposes a future development block pattern that maximizes development opportunity within blocks. This approach enables lot consolidation to occur in a manner that is simplest and most efficient while easily contributing to the Master Plan's vision for the entire Waterfront. Future catalytic public uses are also concentrated in areas that are either already publicly owned or are simpler to consolidate in early phases.

The Master Plan's economic rationale also factors an "assembly premium" into the land value capture funding tools used the fund Master Plan implementation. The assembly premium is equal to 25 percent of the existing value of each property, giving owners an incentive to sell existing parcels for lot consolidation.

Built form guidelines, including minimum setbacks and internal road dedications, will provide developers with the guidance they need to determine the minimum assembled lot size needed to proceed.



3. Raising the Land

The Challenge

The Waterfront lands are significantly below the existing Flood Construction Level (FCL) of 9.7 metres above sea level. Without special exemptions, no residential development is permitted below this elevation, creating challenges for realizing the Master Plan’s vision. To best protect from severe weather events and to allow for the strongest possible connection to the river, comprehensive raising throughout much of the Waterfront is required.

The Solution

The City has opportunities to proactively raise the land, as is already happening on either side of the Mission Bridge. Over time, all development lands between the Fraser River and the future Highway 11 alignment east of the Raceway will be raised to FCL. It is intended that the development lands north of the highway will remain below FCL, allowing for only non-residential uses to be built on the ground floor. For this filling to occur the City should take a leading role in ensuring large-scale projects throughout the City are encouraged to move their excess clean and compactable fill to the Waterfront with the intention of implementing capital works that help realize the comprehensive raising of the Waterfront.

The financial analysis examines two funding approaches to raising the land: a City-led approach and a passive approach. In the City-led approach Mission takes the lead in acquiring properties and filling the land to the FCL. These properties are rezoned to higher value uses and sold for development, allowing the City to capture the increase in land value. In the passive approach, filling and raising is outsourced to the development community, and a development cost charge and Community Amenity Contribution is charged to capture land value. Each approach comes with risks and costs, and future analysis will ensure each of these factors are well considered by the City before selecting a strategy.



4. Building the Infrastructure

The Challenge

Roads, storm drainage, sanitary, and water pipe infrastructure must be newly installed, upgraded, and in some cases relocated to ensure the Waterfront sufficient services to accommodate future growth. Similarly, drainage pump station and sanitary lift station installations, upgrades, and replacements are necessary to service the Waterfront.

The Solution

The Master Plan has a detailed understanding of the upfront trunk servicing requirements necessary to support revitalization in the Waterfront. The technical financial analysis provides a framework to fund area infrastructure and identifies the funding tools best suited for each cost requirement.

Strategic partnerships can provide an opportunity to attract investment that can speed up implementation of this critical infrastructure, with key upfront investments earmarked for early capital funding that will unlock development potential throughout the Waterfront.



5. Connecting the Highways

The Challenge

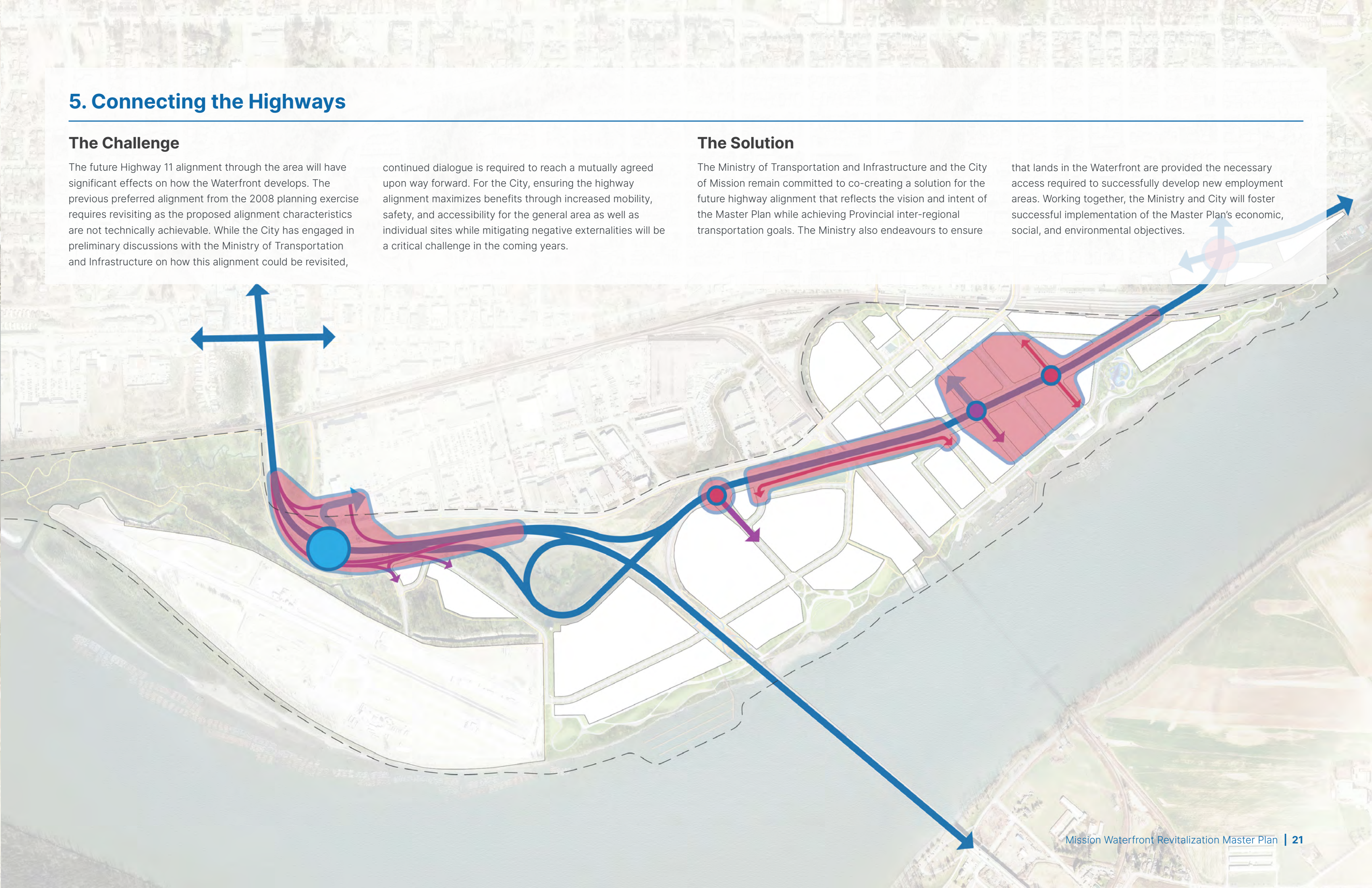
The future Highway 11 alignment through the area will have significant effects on how the Waterfront develops. The previous preferred alignment from the 2008 planning exercise requires revisiting as the proposed alignment characteristics are not technically achievable. While the City has engaged in preliminary discussions with the Ministry of Transportation and Infrastructure on how this alignment could be revisited,

continued dialogue is required to reach a mutually agreed upon way forward. For the City, ensuring the highway alignment maximizes benefits through increased mobility, safety, and accessibility for the general area as well as individual sites while mitigating negative externalities will be a critical challenge in the coming years.

The Solution

The Ministry of Transportation and Infrastructure and the City of Mission remain committed to co-creating a solution for the future highway alignment that reflects the vision and intent of the Master Plan while achieving Provincial inter-regional transportation goals. The Ministry also endeavours to ensure

that lands in the Waterfront are provided the necessary access required to successfully develop new employment areas. Working together, the Ministry and City will foster successful implementation of the Master Plan's economic, social, and environmental objectives.



6. Market Challenges

The Challenge

A well-considered financial strategy is imperative for ensuring the viability of the Master Plan’s proposed uses and capacity for development to support financial dedications to pay for infrastructure and services. One of the challenges of the Master Plan has been development of a financial strategy in an area with existing industrial uses that already have significant property value. For example, over the course of developing the Master Plan the value of industrial properties in Mission increased by up to 30 percent, increasing the technical rigour required in the financial analysis. In addition, there are some uses proposed, such as concrete high rise residential development and multi-level industrial, that are not yet financially viable for development in this region today but will likely become viable over the lifespan of the Master Plan.

The Solution

To meet the market challenges of the Master Plan the project team developed a financial strategy with the flexibility to account for both changing market values and infrastructure costs. Land values will change, particularly for development projects in later phases of Master Plan implementation. As such, it has been integral to establish a financial framework, rather than a prescriptive account of revenues and costs. The Master Plan provides a roadmap to pay for itself, with the tools to adjust charges and fees on an annual basis. This ensures value will continue to be captured as the Waterfront develops, enhancing its ability to pay not only for infrastructure, but also for the community amenities that will make the Waterfront a true destination.

7. Growth Challenges

The Challenge

With capacity to support development for the next 30 to 40 years in the Waterfront, ensuring the Master Plan contains a healthy mix of uses that is balanced to meet demand presents a significant challenge. It is important that infrastructure is installed in close alignment with the timing of development to avoid financial risks and undue servicing costs, yet it is equally important for capacity to exist to meet market demand in each phase of the Master Plan. Mixed-use development increases this challenge, as a lack of demand for one use can curtail development of another if demand is not considered holistically. For example, requiring too much ground floor retail can make residential development financially unattractive and can stall Master Plan implementation.

The Solution

At the outset of the project, detailed growth forecasts were developed for specific uses in the Master Plan, including retail, office, industrial, and residential demand. This provided a sense of what the targeted capacity of the Waterfront should be by individual use. Once land uses and densities were established it became possible to develop a database of floorspace capacity by land use. This in turn allowed for the rightsizing of mixed-use breakdowns to ensure Master Plan capacity meets long-term demand by land use in the region.

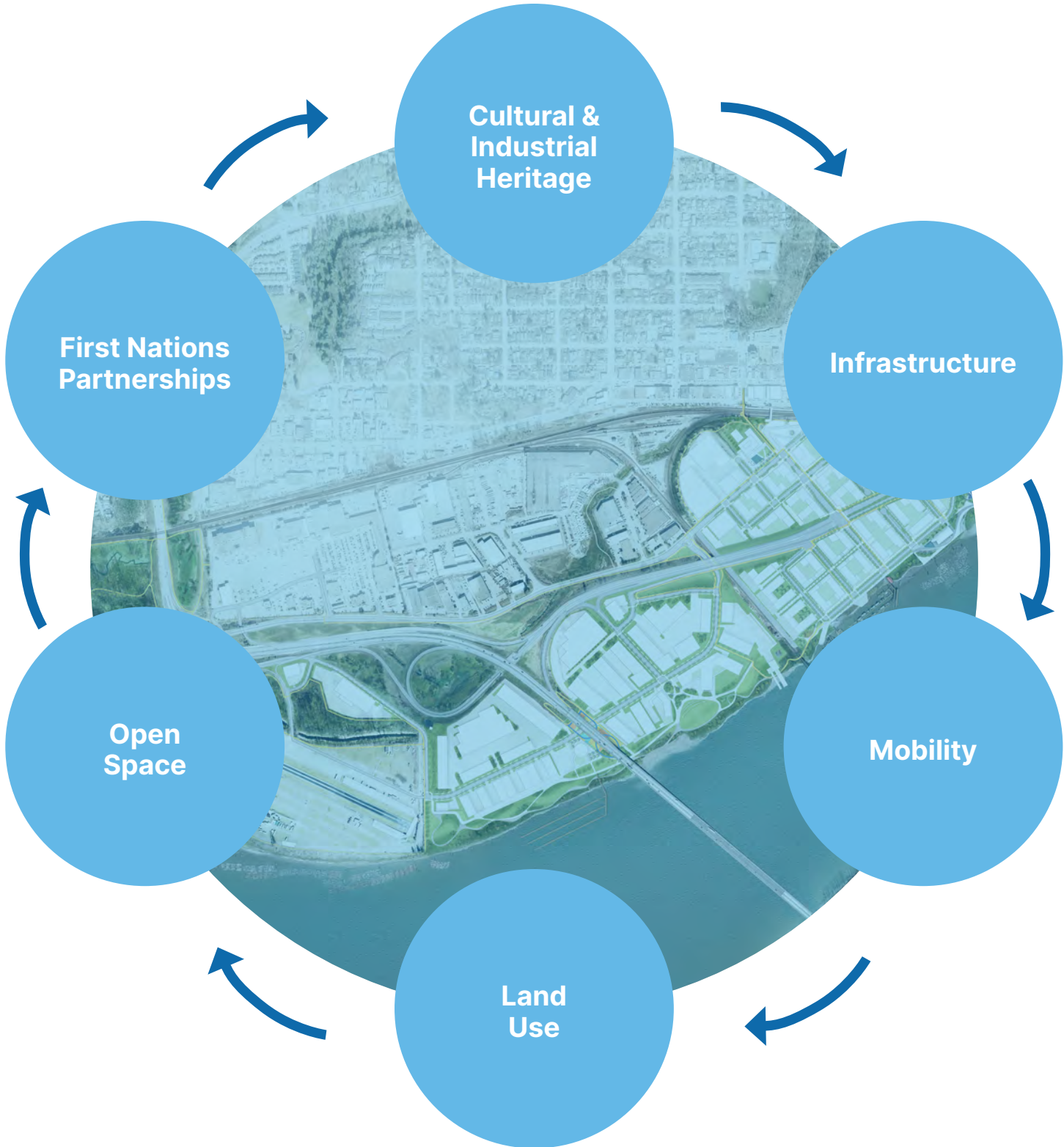






THE PLAN

The Waterfront Neighbourhood Plan is, at its heart, a set of long-term strategies integrated within the City's Official Community Plan. Viewed together, these strategies work together, interweaving policy, partnerships, and infrastructure to guide how the Waterfront will grow and develop over the next 40 years. It is important that these strategies are viewed as being flexible so they can guide future growth and development for decades to come while setting clear expectations for what elements are non-negotiable factors for Master Plan success. Together, these strategies will help deliver jobs, a new unified urban heart between Downtown and Waterfront, and renewed natural spaces for all Mission residents to enjoy.



1 | FIRST NATIONS PARTNERSHIPS

Mission's Waterfront is situated on Solh Temexw, the unceded, ancestral, and shared territory of the Matsqui, Kwantlen, Sema:th, Katzie, Sq'ewlets, and Leq'a:mel. The City of Mission is committed to reconciliation with First Nations communities and peoples, and this Master Plan provides an important opportunity to ensure that the City's activities, initiatives, and partnerships in the Waterfront are reflective of that intent. This Master Plan provides the first step for developing an ongoing relationship to build reconciliation with the First Nations people who have lived on these lands since time immemorial. The City commits to working with inclusion of local First Nations groups throughout its full implementation.

1.1 Language, Names, & Culture

The recognition and visibility of First Nations cultures is becoming more and more common throughout the Lower Mainland and British Columbia. Despite this, there is still much that can be done to better reflect the ancestral relationship local First Nations have with the land Mission's Waterfront is located on.

The Stó:lō and other local First Nations have called the lands including Mission's waterfront home since time immemorial and with such a long and storied past comes significant heritage. As the Waterfront is revitalized it is important that archaeological heritage is considered and preserved and that local First Nation's Knowledge Keepers are apprised of all archaeological investigations to ensure that this heritage is not lost. Furthermore, revitalization of the Waterfront should ensure that it educates the public about local First Nations' culture, language, and values.

- a. In collaboration with and guided by local First Nations the City will seek to name new neighbourhoods, places, destinations, and streets in the Waterfront with Halq'eméylem names.
- b. In collaboration with and guided by local First Nations the City will seek to provide fully bilingual English and Halq'eméylem wayfinding signage in the Waterfront.
- c. Guided by local First Nations the City will explore creative ways to acknowledge First Nations relationship with the river through public art, interpretation, and other park elements.
- d. As the Master Plan's Open Space Strategy is implemented the City will dedicate a formal place for First Nations celebrations, education, and gathering. This place could take the form of a market hall, interpretive centre, or some other facility as determined through discussions with local First Nations.
- e. Any future public art plan for the Waterfront will give special consideration to the inclusion of local First Nations art and art forms.

- f. All archaeological site investigations in the Waterfront will seek the participation of local First Nations.
- g. When significant archaeological resources are encountered the City will follow all appropriate predetermined procedures including monitoring by assigned members of the local First Nations.
- h. Where significant archaeological heritage resources are found in the Waterfront the City will partner with local First Nations and the Province to preserve them.

1.2 Waterfront Restoration & Fishing

Returning the riverbanks to their natural function throughout the Waterfront will contribute to long-term ecological integrity, improve climate change resiliency, and restore Mission's interface with the Fraser closer to its historic state. This approach to restoration will also help protect the river's native fish species, including the sturgeon and salmon. Fishing holds a special economic, social, and ceremonial significance to the Stó:lō. Ensuring continued access to the river in Mission's waterfront for First Nations fishers is a part of ongoing reconciliation.

- a. Where riverbank restorations take place, it is encouraged that local First Nation's Knowledge Keepers be retained in an advisory role to support these initiatives.
- b. Educational elements created in partnership with local First Nation's Knowledge Keepers may be incorporated into the Waterfront's public spaces. These elements will teach visitors about local fish species, including salmon and sturgeon, and the ongoing initiatives to support the recovery of these species.
- c. Development of any new boat launch and harbour facilities should consider elements of traditional local First Nations design.
- d. Educational elements created in partnership with local First Nation's Knowledge Keepers may be incorporated into any new boat launch and harbour facilities to teach visitors about local First Nations' relationship with fishing and the river.

1.3 Economic Opportunity

Revitalization of the Waterfront must include economic opportunities for local First Nations, recognizing their historic connections to the river. While the types of economic opportunities present in the waterfront will be dynamic and ever-changing over the course of revitalization, the City of Mission will explore the following.

- a. Municipal procurement for goods, services, and any other purchasing activities the City may undertake in the Waterfront should consider prioritizing First Nations involvement.
- b. Future ecological and riverfront regeneration work must involve local First Nations in design and construction.
- c. Should the City choose to pursue a development corporation model for some, or all parts of the Waterfront the City will seek opportunities to include local First Nations as partners in the development corporation.
- d. Recognizing the long planning horizon and dynamic nature of Waterfront revitalization the City will continue to collaborate with local First Nations as economic development opportunities arise throughout ongoing revitalization.



Figure 2: Project Site Plan with Fish Habitats

2 | OPEN SPACE STRATEGY

With 3.5 kilometres of uninterrupted urban river frontage, the stage is set to create a natural experience unlike any other in Mission's revitalized Waterfront. Comprised of an interconnected collection of parks, plazas, signature open spaces, and significant ecological and riparian areas, the Waterfront's open spaces will become an incredible local amenity and regional destination. With a focus on developing place-specific waterfront uses, the Open Space Strategy achieves three key goals while, where appropriate, fitting within the Official Community Plan's Protected Natural Asset designation:

1. Protects and preserves natural spaces that serve both recreational and ecosystem functions.
2. Intentionally locates destination parks in central locations while also creating intimate moments where visitors can discover peace and solitude throughout the Waterfront.
3. Provides community and neighbourhood amenities to meet the daily needs of Waterfront residents.

To achieve these goals the Open Space Strategy is divided into two distinct sections. The first discusses the Open Space Zones, highlighting the unique types of open spaces that exist within the Waterfront. These open space zones serve distinct purposes, and it is important for these to be well understood and respected throughout Master Plan implementation. The second section of the Open Space Strategy presents the signature parks that are interwoven throughout the entire Waterfront and speaks to the aspirational activation of these places. Together these two components embrace future growth and invite everyone down to the Waterfront.

2.1 The Open Space Zones

There are several distinct open space zones that exist in the Waterfront. Understanding how these zones are distinct from each other allows the City to incorporate the specific considerations and unique services that each area requires for the Waterfront. For example, the Waterfront – Riparian zone must balance the performative goals of low slope dike infrastructure with bioengineering on top with an approach that provides public value and access to the water.

Despite these differences across zones, it is important that they are not viewed as hard edges in terms of park space and park activation. Once fully developed the transitions between these open space zones should be lightly perceived by the public and moving between them should feel effortless. In addition, these zones are shown at a highly conceptual level. Future and more detailed design work will articulate the precise locations of these zones.

The open space zones are:

- Ecological Areas
- Fallow Open Spaces
- Waterfront – Riparian
- Waterfront – Upper
- Inland Parks
- Partnered Open Spaces

The map below highlights the locations of these open space zones, providing a sense of how each fit into the broader Waterfront picture. Collectively, they support important ecosystem services, protect the Waterfront from flood risk, and provide a range of amenity spaces for residents and visitors to enjoy year-round.

2.1.1 Ecological Areas

Ecological areas are natural spaces found on the west end of the Waterfront and through the Lane Creek corridor. Ecological Areas are places of natural and environmental significance, worthy of protection and enhancement. While some areas may remain inaccessible to the public due to their locations or ecosystem sensitivity, others will be sensitively activated to enable access through trails, boardwalks, beaches, and multi-use pathways. The goals, objectives and strategies for this open space zone are:

- a. Improve the habitat health of ecological parks and focus efforts on areas that support species at risk, keystone species, and other targeted species.
- b. Provide pathways and boardwalks where appropriate to facilitate walking, biking, and restful enjoyment.
- c. Avoid pathways in the most sensitive areas, including important habitats or areas subject to erosion.
- d. Restore and re-naturalize the environment wherever possible.
- e. Explore opportunities to manage invasive species through the development of an Invasive Species Management Strategy.
- f. Reconnect disconnected waterways by designing and constructing fish-friendly pump and culvert upgrades to re-establish connections with the small creeks running through Mission for fish passage upstream.
- g. Activate these areas in accordance with section 2.2 (The Parks).

2.1.2 Fallow Open Spaces

Fallow Open Spaces are areas intended to be left largely to natural forces, although, where appropriate, they may be lightly activated to support low-cost uses such as off-leash dog runs, or other low intensity uses. These spaces are generally cut off or poorly accessible to the rest of the Waterfront and include islands between flood protection and highway on and off-ramp infrastructure. The goals, objectives and strategies for this open space zone are:

- a. Where these spaces are accessible to the public strategic activation and investments should be made. Potential uses could include fenced off-leash dog runs, public art, entry features, or small rest areas for pathway users.
- b. Activate these areas in accordance with section 2.2 (The Parks).

2.1.3 Waterfront – Riparian

Waterfront – Riparian areas are lands generally below 7.0m (the 1:50 year flood elevation). These areas will be designed to provide ecological functionality in addition to protection from floods, including essential scouring protection that limits the erosion that flood events can cause. Importantly, these areas will serve a critical infrastructural purpose as the front edge of the low slope dike, as well as a critical ecological purpose with riparian or bioengineering planting above 7.0m that fosters healthy river edge ecosystems with seasonal variation. Because of this function, the Waterfront – Riparian areas will be comprised of dynamic and durable riparian landscapes that withstand and thrive within seasonal ebbs and flows of the Fraser River, from freshet to low season. The goals, objectives and strategies for this open space zone are:

Riparian Areas & Flood Protection

- a. Apply a “Green Shores ” bio-engineering lens in an integrated manner with critical dike infrastructure, recognizing the ecological functioning of the shoreline, to riverside planning and design.
- b. Contour bank slopes along the waterfront to be near or below 30 percent to facilitate greater public access and lower erosion force, where appropriate.
- c. Protect the shore from scouring and erosion through a low slope with naturalized riparian vegetation atop of the engineered structured face of dike.
- d. Provide riparian and floodplain flora with multi-layered healthy indigenous plantings to support habitat and bank stability.
- e. Use living and non-living plant materials in combination with natural and synthetic supports to provide bank stability and habitats.



- Ecological Areas
- Fallow Open Spaces
- Waterfront Riparian Zone
- Waterfront Upper Zone
- Inland Parks
- Partnered Open Spaces
- Conceptual Dike Location
- * Beaches

- f.** Limit paved trails and recreational facilities below the 1:50 year flood line, except for designated access points, to limit recreational and environmental conflicts and to reduce the long-term costs and liability for the City.
- g.** Ensure park space elements constructed below 7.0m or the 1:50 flood elevation are designed to withstand flooding or are accepted to be sacrificial if eroded.
- h.** Incorporate interpretive components in publicly accessible areas to explain the ways the shorelines have changed.

Beaches

One of the most important aspects of the Waterfront – Riparian zone, and the entire Open Space Strategy, is the opportunity to connect directly with the water through several beach locations. These naturalized beachfronts are opportunities where the public can touch the water. Beaches will be lightly activated to encourage and facilitate public use while supporting environmental health in the following ways.

- i.** Integrate the history of the site into the design of the beaches. This could include referencing the forestry industry through logs and terracing.
- j.** Create natural gravel and sandy beaches that support the health of the shoreline and facilitate public access.
- k.** Mitigate potential conflicts between recreational use and environmental health through the types of activities permitted and infrastructure provided.
- l.** Locate beaches where they generally already exist, allowing for sensitive expansion where possible.
- m.** Set flood protection installations further inland where breaches are located.
- n.** Provide accessible low-slope pathways within flood protection installations between the top-of-dike and beach areas.
- o.** Ensure signage, gates, or other communication devices are provided to clearly communicate closure periods of all beaches during periods of high water.

- p.** Proactively reduce the potential for conflicts between recreational uses and areas of high ecosystem value through sound environmental planning and management strategies.

Fish Habitat

The Waterfront – Riparian zone directly contributes to the Waterfront’s vision of revitalizing the river and enhancing its salmon and sturgeon habitat. The Waterfront is known as providing significant sturgeon habitat, and this role can be preserved and enhanced through Master Plan implementation. Fishing is also an important component of the way of life for local First Nations communities. Given this local significance and opportunity, fish habitat is incorporated within the Waterfront – Riparian zone in the following ways.

- q.** Provide educational materials focusing on telling the stories of Mission's aquatic life, including the sturgeon.
- r.** Encourage local stewardship of the Fraser River.
- s.** Create opportunities in shoreline restoration to improve and support healthy fish habitat.
- t.** Collaborate with Traditional Knowledge Keepers to integrate their knowledge of the waterfront into fish habitat restoration.
- u.** Limit public access to areas protected for fish habitat through signs, planting, and trail routing.
- v.** Add physical habitat structures such as boulder clusters or gravel/cobble additions to enhance different components of fish habitat for different life stages.

2.1.4 Waterfront – Upper

The Waterfront – Upper zone is compromised of those lands above 7.0m (the 1:50 year flood elevation) within the City’s waterfront parcels, which will be generally determined by a 60m setback from the Fraser River’s natural shoreline. The upper structures of the dike will be located within this zone. Within the City’s planning and development framework, the portions of these are lands that will be behind the dike’s structure could be dedicated to the City as parkland through future development applications. Regardless of their position relative to the dike, consideration for their open space

activation must take a comprehensive perspective across the entire Waterfront. The goals, objectives and strategies for this open space zone are:

- a.** Integrate activation and improvements to this area seamlessly with the Waterfront – Riparian, Partnered Open Spaces, and Inland Park areas. Visitors to the Waterfront should not be able to notice the shifting purposes or legal frameworks through which these spaces are individually procured or activated, instead experiencing simple and barrier-free access between them.
- b.** Provide scouring and erosion devices through from the Waterfront Riparian area to the top of dike with open space vegetation and surface treatments atop.
- c.** Provide multi-modal infrastructure through this zone in accordance with the Master Plan’s Mobility Strategy.
- d.** Provide appropriate active and passive open space amenities through out.
- e.** Ensure park space elements constructed between the 7.0m or the 1:50 flood elevation and the top of dike are designed to withstand rare flooding or are accepted to be sacrificial if eroded in rare flood events.
- f.** Ensure park space elements constructed between the 7.0m or the 1:50 flood elevation and the top of dike meet the requirements of the Province, with respect to being located on the river side of the dike.
- g.** Ensure higher intensity uses and structures are positioned appropriately behind the dike, where possible.
- h.** Activate these areas in accordance with section 2.2 (The Parks).

2.1.5 Inland Parks

Inland Parks are the “traditional” public park spaces in the Waterfront. These include the Waterfront Centrepiece Hub and the Waterfront Central Park area, as well as Urban Plaza. The goals, objectives and strategies for this open space zone are:

- a.** Integrate activation and improvements to this area seamlessly with the Waterfront – Riparian, Waterfront – Upper, and Partnered Open Spaces areas. Visitors to the Waterfront should not be able to notice the shifting purposes or legal frameworks through which these spaces are individually procured or activated, instead experiencing simple and barrier-free access between them.
- b.** Activate these areas in accordance with section 2.2 (The Parks).

2.1.6 Partnered Open Spaces

These areas require collaboration and support from partner organizations to fully implement and include park elements such as the Under The Bridge Park. As these areas will require cooperation and collaboration with third parties to or within the City, it is important that these relationships are identified early, and efforts made to establish a framework for developing these spaces as per the Master Plan. The goals, objectives and strategies for this open space zone are:

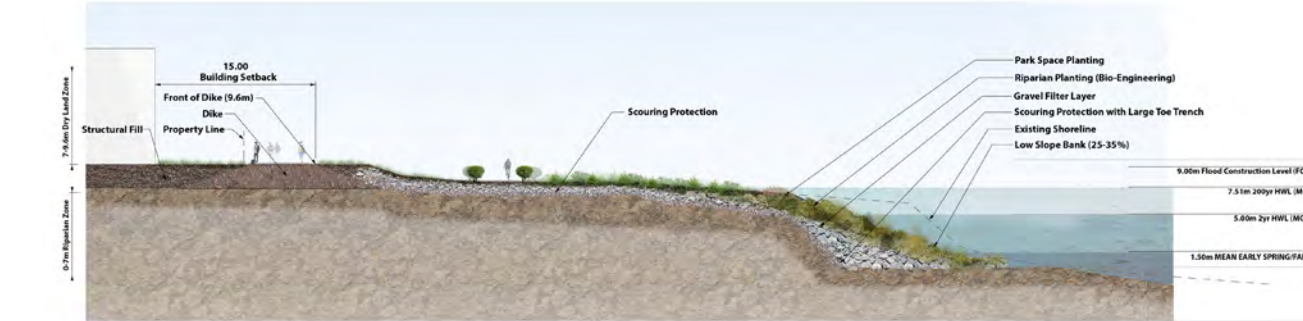
- a.** Identify all stakeholders required to implement development and activation of these areas and prioritize the signing of joint use agreements early in Master Plan implementation.
- b.** Activate these areas in accordance with section 2.2 (The Parks).

The following cross sections depict how the Waterfront - Riparian and Waterfront - Upper Zones would be treated at a conceptual level. These sections show how scouring protection and the dike structure would be covered by riparian and park space planting, providing the necessary structural protection as well as ecological and public value.



Figure 3: Location of Example Shoreline Cross Sections

SECTION A



SECTION B



SECTION C



SECTION D



SECTION E



SECTION F



2.2 The Parks

Developing a broad range of public park amenities and destinations is imperative to establishing livability and driving ongoing attraction and recurring visits to the Waterfront. Fortunately, the Waterfront has existing investments and infrastructure that can be leveraged as part of the Open Space Strategy to tell stories of its past, celebrate the river, and foster a burgeoning waterfront identity for the City of

Mission. These investments and infrastructure include docks, public spaces, bridges, and industrial structures that can provide a basis for future destinations. In addition to leveraging existing infrastructure, a series of new spaces will be created to facilitate outdoor events, markets, performances, and recreational and passive uses.



There are 10 distinct park areas proposed as part of the Master Plan's Open Space Strategy:

West End Ecological Park

Bridge West Waterfront Park

Under the Bridge Park

Central Waterfront Park

Harbourside Park

Waterfront Centrepiece Hub

East End Waterfront Park

Urban Plaza

Lane Creek Ecological Park

Lane Creek Lands

2.2.1 West End Ecological Park

The West End Ecological Park offers stunning sunset views down the Fraser River and paths and boardwalks that immerse visitors in nature, demonstrating the Waterfront's amazing natural assets. The goals, objectives and strategies for this park are:

- a.** Provide viewing and interpretation areas at the creek outlets, providing visitors with viewing opportunities and immersing them amid vegetation along the water's edge.
- b.** Connect this area to the Silverdale Creek Wetland through new pathways forming an integral section of the Experience the Fraser Trail.
- c.** Create a network of smaller secondary trails that braid off the main trail and all people to become more immersed in nature.
- d.** Provide trail connections under the Highway 11 bridge beside the CP Rail tracks, connecting this area to the Junction shopping area and to the north side of the bridge.
- e.** Provide interpretative information to educate people about the area's rich ecological diversity and its infrastructural roles, wherever relevant and possible.



2.2.2 Bridge West Waterfront Park

The Bridge West Waterfront Park is a transitional area between the Mission Raceway and eastern portions of the Waterfront. This important connection point provides opportunity to address the City's need for a multi-bay public boat launch facility that could be delivered early in Master Plan implementation. The Bridge West Waterfront Park is also a possible location for an off-leash dog park. The goals, objectives and strategies for this park are:

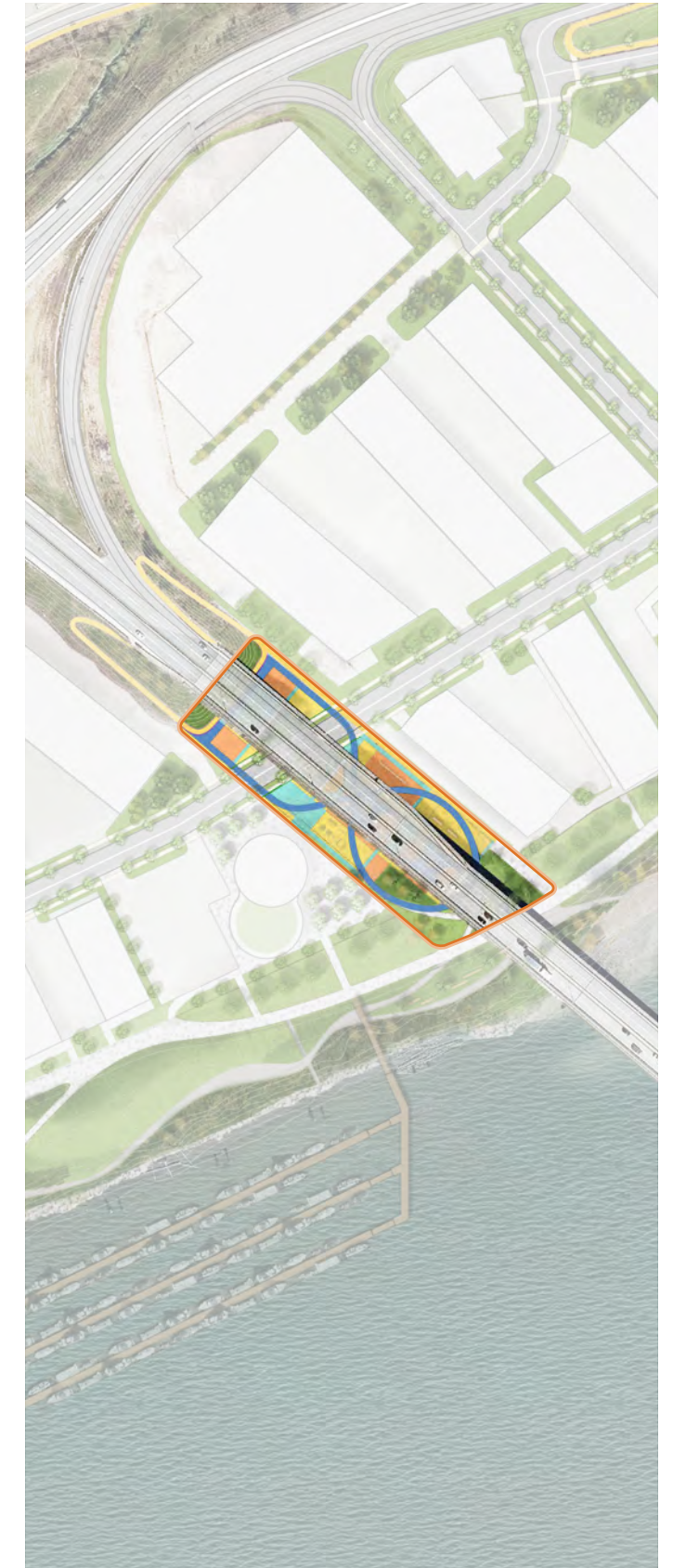
- a.** Any future multi-bay boat launch facility should be collaboratively located with the City and applicant of the adjacent development to ensure proper siting.
- b.** Design the multi-use pathway network to support future connectivity through the Mission Raceway.
- c.** Provide a high-quality pedestrian and cycling promenade along the top of the dike, with secondary trails at lower elevations below.
- d.** Provide a mix of open and flexible lawns and planted areas in the Waterfront – Upper zone, with opportunities for natural play structures and resting areas.
- e.** Provide riparian planting that establishes fish habitat in the Waterfront-Riparian zone with moments along lower secondary trails that provide interpretation and education in local First Nations knowledge, river ecology and the flood protection infrastructure present.
- f.** Off-leash dog parks are supported in this park area.
- g.** Provide connections from park spaces under the bridge to the sidewalks/pathways on the Mission Bridge deck, connecting the Waterfront lands to Matsqui Park and providing safe and pleasant access and egress to and from the bridge.



2.2.3 Under the Bridge Park

Here, the presence of existing infrastructure can facilitate unique recreational experiences for Mission. Taking advantage of the Mission Bridge overhead, this park provides a unique urban experience and opportunity to play outdoors regardless of the weather. This space can consolidate a variety of active recreational facilities in one place, creating concentrations of active recreational uses that provide opportunities to expand recreational services to a growing population. Overlaps can also exist as a means of compressing the maximum number of possible activities in this space. In a way, this park should feel like a multi-sport, multi-use gymnasium, where at busier times, some users may have to negotiate edges with others to facilitate their mutual play activities. The goals, objectives and strategies for this park are:

- a. Create zones of recreation within this park space that can be activated differently throughout the day and year to meet Mission's recreational needs, like a multi-use gymnasium floor.
- b. Create rain gardens in areas with good sun exposure to absorb storm water runoff from the highway.
- c. Use grade changes to provide terraced areas for play and seating.
- d. Integrate a variety of recreational opportunities such as multi-use basketball/hockey courts, beach volleyball, climbing, skateboarding, and running.
- e. Consider art opportunities on the surfaces of the bridge and its abutments, such as murals.
- f. Provide high levels of lighting to allow safe activation across the day and night.
- g. Provide seamless access to Under the Bridge Park from the river edge/beach area.



2.2.4 Central Waterfront Park

A new Waterfront gathering place for the entire city, the Central Waterfront Park is the front lawn for all Mission residents. This open lawn space provides flexibility as well as opportunities for users to tailor the park to their needs. This provides a central flexible gathering space that allows for larger activities that need wide open spaces, good connectivity, and ample sun exposure. The goals, objectives and strategies for this park are:

- a. Create a flexible lawn space that can be used for games, picnics, informal sports, and other uses.
- b. Design the park to integrate active edges along the development parcels. For example, providing perimeter pathways along the park's edge.
- c. Provide opportunities for electrical hook-ups to support temporary outdoor stages.
- d. Connect the park space directly with neighbouring uses, such as post-secondary institutions or businesses with active frontages for passive surveillance and use.
- e. Ensure the main top-of-dike waterfront promenade that traverses the park contains adequate redundancy so fenced events do not interrupt the public's ability to travel through the park.
- f. Provide a large public naturalized beach just east of the Mission Bridge. Connect this area with clear and direct secondary trails to the Under the Bridge Park and the main lawn and Promenade within the Central Waterfront Park



2.2.5 Harbourside Park

The existing docks and Jack Poole Harbourside Park are integral components of the new Waterfront Centrepiece Hub. The urban waterfront and marina provide an opportunity to expand upon this existing infrastructure to meet the needs of the growing Waterfront community and overall City of Mission. Growing and/or enhancing this existing use will help realize direction from City policy to improve the access to the Fraser River. The westernmost segment of the existing Harbour Avenue right-of-way will become a small local park, where local play and gathering can take place. The existing boat launch here can also serve as a launch point for small vessels, like kayaks, canoes, and paddle boards. The goals, objectives and strategies for this park are:

- a. Enable small vessel boating, kayaking and the enjoyment of the waterfront through enhanced pathways directly adjacent to the river.
- b. Maintain and enhance Jack Poole Harbourside Park by building the planned but unconstructed lookout.
- c. Maintain and enhance the existing Mission Harbour Authority's marina/mooring and dock infrastructure and expand it as a public marina, if possible.
- d. Allow floating houses to be docked on inner docks, after new capacity is added, if appropriate.
- e. Create generous pathway connections along the top of the dike and below the CP Rail bridge that connects to the adjacent open spaces.
- f. Continue the promenade along the top of the dike eastward to adjacent open spaces.
- g. Collaborate and build relationships with senior levels of government to help secure funding for improvements to the dock.
- h. Provide a locally scaled public park with a small playground and landscaped areas in the westernmost segment of Harbour Avenue, west of Abbott Street. Pathway connectivity around the small vessel boat launch approach should be provided to this space.
- i. A smaller urban format off-leash area serving local residents could potentially be located here.
- j. Between the existing harbour and the Waterfront Centrepiece's sheet piling area to the east, provide a lush area of naturalized riparian planting within the Waterfront – Riparian zone. Along the promenade in this location, provide clear interpretive signage to communicate the importance of, first nations knowledge, shoreline ecological health and flood protection. This will ensure the terminus of the Mershon Main Street communicates the balance between the active use of the river, through the harbour and the Centrepiece hub, with the riparian areas.



2.2.6 Waterfront Centrepiece Hub

The Waterfront Centrepiece Hub is comprised of a waterfront plaza with a market or cultural pavilion, a destination playground, and a large public beach. This area is a crown jewel of the Waterfront's public spaces and is where the city meets the river in the most vibrant way. The waterfront plaza will include the development of a marquis market or cultural pavilion, establishing a signature iconic structure on the Waterfront. This pavilion will celebrate the Waterfront's rich First Nations and also industrial heritage in its design, and will be flexible enough to provide gathering space for culture, performance, and markets. Complementary outdoor space, in the form of the waterfront plaza, will also allow for an outdoor market experience and leverage the energy and activity it will bring to the area. Connected to the downtown via the Mershon Main Street, this area will complement activity in the downtown and be a heart of community activity throughout the year. The goals, objectives and strategies for this park are:

- a.** Create a waterfront plaza at the Flood Construction Level elevation that projects out from the typical top of bank. Provide sheet piling around it to ensure it is protected from floods, while also offering direct vertical visual connections to the water and other lower open spaces below.
- b.** Within the waterfront plaza, provide a market or cultural pavilion. The plaza and pavilion should be managed under the same organizational structure to support complementary activation of these spaces.
- c.** The design of the market or cultural pavilion should incorporate the area's history of logging and cedar shake production into its design. Opportunities to incorporate local First Nations knowledge in its design should also be explored.
- d.** The design of the market or cultural pavilion, as well as the plaza's surrounding spaces, should be open and flexible, allowing them to serve multiple functions including hosting a small public market, food trucks, or festivals, as well as cultural and artistic performances. Adequate servicing (such as water and electrical) for these types of uses should be provided.



- e.** The waterfront plaza should be integrated into the shoreline area via an overlook to the Mission Beach, natural plantings, and other measures that emphasize its connections to the Waterfront.
- f.** A grand staircase with tiered seating should be incorporated between the waterfront plaza and the beach area to provide accessible access to the beach while also serving as additional social space and play space for families, offering exceptional views of the beach, the naturalized shoreline, the upstream portions of the Fraser river and the mountains to the east.
- g.** Create a central large public natural beach that provides high quality access to the river. Provide seating and resting areas through the strategic positioning of natural elements, such as logs and boulders.
- h.** In shoreline areas that are not beach, provide riparian planting that establishes fish habitat in the Waterfront-Riparian zone with moments along lower secondary trails that provide interpretation and education in local First Nations knowledge, river ecology and the flood protection infrastructure present.
- i.** The destination playground provides an opportunity to adaptively reuse industrial infrastructure to commemorate the Waterfront's heritage. This infrastructure will provide a unique look and feel to the Waterfront while helping to tell its histories.
- j.** Re-purpose the existing industrial infrastructure into the play features, sculptural art, or general site structures of the playground, when possible.
- k.** Provide interpretive elements to explain the industrial heritage of the site.
- l.** The destination playground provides an opportunity to create an accessible space for all ages and abilities realizing a true multi-use and multi-generational space.
- m.** Provide accessible equipment for people with different physical and cognitive abilities.
- n.** Consider opportunities for adults and seniors to play and/or exercise on the equipment.
- o.** Provide a strategic mix of safe play fall surfaces, hardscaped pathways and resting areas and naturalized areas within the playground, ensuring that users feel that they are in a lush park space with high-quality connectivity throughout.
- p.** Design the park to integrate active edges along the development parcels. For example, providing perimeter pathways along the park's edge



2.2.7 East End Waterfront Park

The East End Waterfront Park is the eastern gateway to the Waterfront along the Experience the Fraser Trail and provides a transition towards the Waterfront Centrepiece Hub to the west. The goals, objectives and strategies for this park are:

- a.** Incorporate gateway elements and signage that signify a sense of arrival in the Waterfront and help visitors orient themselves.
- b.** Activate the western extents of this park to serve an “overflow” function from the Waterfront Centrepiece Hub when high levels of visitors to that area spill out into the surrounding neighbourhood.
- c.** Provide a mix of open and flexible lawns and planted areas in the Waterfront – Upper zone, with opportunities for natural play structures and resting areas.
- d.** Provide riparian planting that establishes fish habitat in the Waterfront–Riparian zone with moments along lower secondary trails that provide interpretation and education in local first nations knowledge, river ecology and the flood protection infrastructure present.
- e.** A smaller urban format off-leash area serving local residents could potentially be located here.

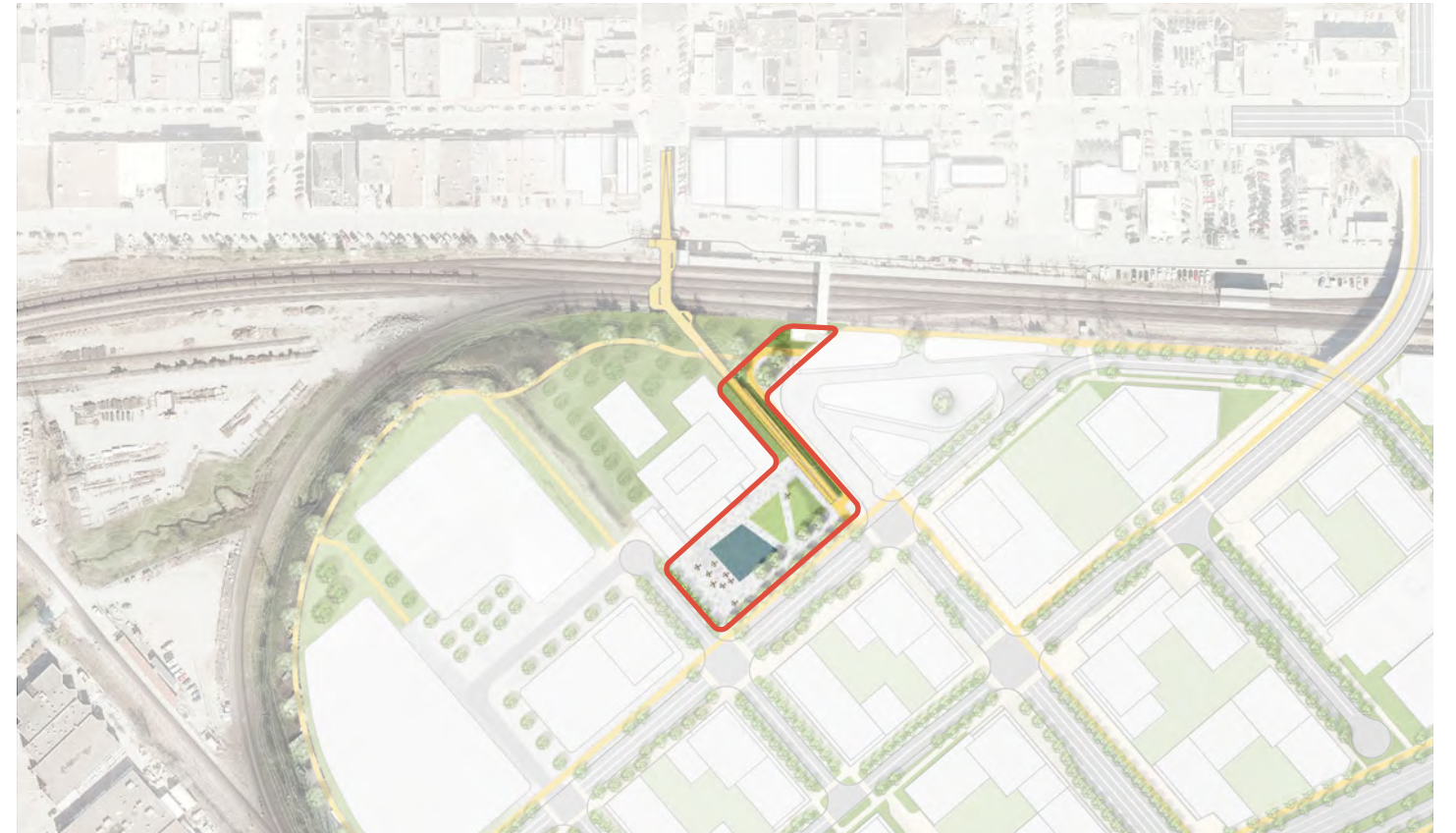


2.2.8 Urban Plaza

Revitalizing the Waterfront also means creating new connections between Downtown and the Fraser. As a future concentration of public hubs, this area is a natural meeting point between Mission's Downtown and Waterfront experiences, creating opportunities for both to benefit and accentuate one another. A future landmark pedestrian bridge connecting the downtown with the Waterfront will land in the central, urban plaza. Recognizing the significance of this plaza as a unifying place between the Waterfront and Mission's historic downtown, the plaza and pedestrian bridge will provide a welcoming entrance northward, across the rail corridor, into the Downtown. This plaza will welcome people to the Waterfront and connect with a variety of hubs, particularly the transit, civic, and cultural hubs as well as private developments with retail uses at-grade. These connections will help enliven the plaza throughout the day, evening, week, and year. The urban plaza is a majority hardscaped space with water features, public art, generous seating area and planting zones in the institutional and cultural heart of the Waterfront and will be an attracting gathering place for all of Mission. It will become a new home for small gatherings, a great place to eat lunch, experience high-quality public art, a quintessential place to bring visitors, and one of the Waterfront's most vibrant spots. The goals, objectives and strategies for this park are:

- a. Orient uses and circulation within the plaza to encourage walking and cycling through the space as part of the larger key connections and mobility networks.
- b. Design the space so that it supports daily activations (busking, community boards, pop-up stands, food trucks, etc.) as well as events.
- c. Enable a variety of activation opportunities including performances, events, festivals, markets and more.
- d. Ensure the surrounding uses are integrated with the plaza space.
- e. Provide a mix of hard and soft surfaced occupiable spaces, giving people the option to sit on movable furniture or picnic in grassed areas.

- f. Provide high-quality and prominent sculptural public art as well as a water feature within the plaza to create a strong sense of place and a unique soundscape.
- g. Provide trees in locations that protect the plaza from busier traffic areas, helping to create a stronger sense of spatial enclosure.
- h. Provide space for small play structures so that people of all ages can enjoy the plaza.



2.2.9 Lane Creek Ecological Park

The Lane Creek Ecological Park wraps around the CP Rail mainline interconnect, providing a natural buffer between the Station Lands and this heavy rail infrastructure. Reaching into the Station Lands along Durieu Street, small improvements to the functionality and accessibility of these creek areas over time should be taken opportunistically as they arise. The goals, objectives and strategies for this park are:

- a.** Strategic opportunities to improve the accessibility, functionality, and connectivity of this ecological area should be taken as they arise.
- b.** Opportunities to incorporate this ecological area into future hub development in Station Lands are encouraged.
- c.** Multi-use Pathway connections to the Transit Hub, the Urban Plaza, and London Avenue at the CP Rail crossing should be provided, creating a rail and Creekside active modes connection between Downtown and the Urban Plaza area with the Bridge East Precinct, via the pathway connections on the west side of the at-grade rail crossing at Herman S. Braich Boulevard.



2.2.10 Lane Creek Lands

Lane Creek Lands are a disconnected series of lands that generally drain Lane Creek from the Station Lands through to the West End Ecological Park. There are also some pieces of land in this area that are beside the highway and collector roads that offer opportunities of public art, resting zones and passive uses. The goals, objectives and strategies for this park are:

- a.** Ecological enhancements within Lane Creek's alignment throughout the project area that can be undertaken as smaller scale projects over the course of Master Plan implementation should be implemented opportunistically.
- b.** Where feasible, interpretive trails should be provided to allow residents to experience these natural areas within their urban contexts.
- c.** In the highway and roadside spaces within the Fallow Open Spaces Zone, strategic and opportunistic investments in the form of pathways, public art, entries features, resting areas and low costs uses such as fenced off-leash spaces should be provided, as desired.



3 | LAND USE STRATEGY

Revitalization in the Waterfront must create opportunity for today and tomorrow. The Land Use Strategy carefully balances enabling job creation today with setting the stage for further employment, commercial, and residential development in the coming years. New land use districts sit at the heart of this strategy, with

additional guidance on design, building heights, massings, and edge conditions rounding out the strategy. Together, these elements create a Land Use Strategy that clearly establishes a thriving Waterfront intended to accentuate and complement Mission's historic downtown.

3.1 Land Uses

Ranging from institutional public hubs to employment lands to residential areas and everything in-between, these land uses are the “ingredients” that come together to create jobs, urban living, and a destination Waterfront. Each land use district provides specific guidance for the types of development anticipated, with seven districts in total:

-  **Innovation Employment**
-  **Waterfront Destination**
-  **Employment At-Grade Mixed Use**
-  **Public Hubs**
-  **Urban Mixed Use**
-  **Predominantly Residential**
-  **Mission Raceway**



3.1.1 Innovation Employment

This area provides space for much needed high-floor space area (FSR) employment to support growing creative and innovative local businesses. This designation broadly encourages new employment uses in the Waterfront area. It will allow a large number of building configurations but is fundamentally intended to provide a pressure relief valve to the entire region's acute shortage of available land for high FSR employment uses. Intermodal potential exists on the eastern portion of this area for rail and river access, though no discussions around the feasibility of this were had with CP Rail and the Province as part of this Master Plan's background research. High employment densities in these areas will create a larger number of jobs, with the ability over time to further expand and intensify employment and residential-above-employment uses.

To leverage the inherent flexibility of high-FSR employment buildings there is a broad diversity of acceptable uses, with strong emphasis toward creative and innovative local businesses with high levels of employment density.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. There is no maximum building height for light industrial buildings.
- c. Stand-alone office uses are allowed within this area to a maximum height of 30m.
- d. Innovative higher density stacked structures comprised of multiple floors of industrial spaces are encouraged.
- e. "Creative" uses such as coffee roasters, breweries, and industrial design-to-light-manufacturing enterprises are encouraged to co-locate and cluster to create localized destinations.
- f. Opportunities for private development to create new intermodal rail and port connections in these areas will be entertained by the City.
- g. Parking areas larger than a double-loaded lane of parking must be located behind buildings and be screened from view from public streets.
- h. Loading bays, outdoor storage, and garbage enclosure areas should be located behind buildings and separated from view from public streets.
- i. Development should limit off-site impacts, such as noise, heat, odour, dust, vibration, light, or waste impacts that are disruptive to adjacent uses.
- j. Setbacks should be used to provide pleasant access areas to building entrances and landscape screening from inactive portions of buildings.

diagram

3.1.2 Waterfront Destination

Balancing the need for employment lands with an active and engaging Waterfront, this land use encourages job creation through active and public-facing businesses. These areas are intended to offer frontages that provide activation toward the Waterfront’s open spaces, as best as possible. As such, development here must take care to reflect its privileged location along the Waterfront through appropriate interfaces with public open space, street fronts, and the broader community. Cafés, breweries, post-secondary institutions, offices, hotels, and even a potential large marina alongside other employment and residential above-grade uses can spill out onto the Waterfront, bringing together Mission’s new urban heartbeat and its job-creating engine.

These areas are where visitors will generate lasting impressions about the incomparable quality of Mission’s waterfront experience, and where the city meets the river in a vibrant manner.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. There is a 30m maximum height within the Waterfront Destination area.
- c. Multi-use development must provide employment uses at-grade.
- d. Office and residential uses are permitted above the grade level to a maximum of six storeys.
- e. “Creative” uses such as coffee roasters, breweries, and industrial design-to-light-manufacturing enterprises are encouraged to co-locate and cluster to create localized destinations.
- f. Development in this area must orient entryways and active uses toward adjacent open spaces, contributing to the overall activation of the Waterfront.
- g. Destination uses such as retail, hotels, casinos, marinas, post-secondary campuses, and other similar uses are encouraged but not required in this area.
- h. Parking areas must be located perpendicular to or behind buildings minimizing their impact on the street experience. This will ensure buildings can be positioned adjacent to the street and open spaces.
- i. Setbacks of 3.0m should be used along open spaces to provide space for animation in active use areas.
- j. Loading areas must not directly abut streets or open spaces unless they are on the same façade as the building’s primary entrances.

diagram

diagram

3.1.3 Employment At-Grade Mixed Use

This is the most flexible land use designation in the Master Plan and is where new forms of innovative mixed-use developments are anticipated to take shape. The Employment At-Grade Mixed Use district encourages a broad mix of land uses and densities within its boundaries and within its buildings, supporting the economic growth of small industrial and creative industries through the continued provision of light industrial spaces while allowing for other uses above and/or beside.

This is the area where the character of the Waterfront’s industrial and mixed-use energies intersect, and where visitors find local success stories existing beside or below housing and office spaces.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. The maximum FSR for development is 2.5.
- c. The maximum FSR for development may be increased above 2.5 subject to certain conditions and community amenity charges. Proposals above 2.5 FSR must still respect the maximum heights and maximum floor plate sizes outline in this Master Plan.
- d. Development in these areas must provide employment uses at-grade.
- e. Multi-storey developments along local streets should provide a clearly defined streetwall at two to four storeys. Floors above this streetwall must be set back a minimum of 2m.
- f. Multi-storey developments along collector streets should provide a clearly defined street wall at four to six storeys. Floors above this streetwall must be set back a minimum of 2m.
- g. Development greater than six storeys in height will be required to align with any relevant step backs for all areas above the sixth storey.
- h. Development greater than six storeys in height may include transitional massings larger than the tower floor plate up to 10 storeys. Transitional massings should be oriented to minimize shadow impacts on adjacent streets and within the development, and be no larger in footprint area than either half of the area of the floors below or twice as large as the tower floors above, whichever is larger.
- i. Development greater than six storeys in height may include tower floorplates that are no more than 800m2.
- j. Setbacks should be used to provide space for patios and stairs in residential areas and for retail and employment uses to spill out into patio or entry space.
- k. For residential frontages (attached to units on the floor above), setbacks should be used to create a clear distinction between private and public realms through distinct walkways, fencing, planting, and elevation changes.

- l. Residential patios should be well-protected and screened, but also animate the street.
- m. Setbacks adjacent to employment use and retail uses should provide an appropriate mix of sidewalk extension and landscaping, with the intent of allowing for spill out spaces around entries and to provide soft landscaping, in an urban format to enhance the street experience.
- n. In instances where employment uses at-grade are not economical to provide, and residential on the first upper floor cannot be reasonably connected to the ground, adequate screening of at-grade parking and other creative façade activation strategies must be provided.
- o. Elevated courtyards with private outdoor amenities should be provided within developments, wherever possible.
- p. Loading areas must be internally located within buildings, except for areas that front onto heavy infrastructure such as railways or highways.

diagram



3.1.4 Public Hubs

Public Hubs provide an opportunity to anchor community life and support vibrancy throughout the Waterfront. These clusters of potential public investment and uses within the same area enable the sharing of amenities and can facilitate collaboration with development partners. Hubs can include a wide range of public institutional uses, including:

- Education (post-secondary campus, research centre, elementary or secondary school)
- Innovation (business incubator, industry research)
- Culture (art gallery, events centre, Indigenous centre)
- Recreation (pool, athletics centre, gym, arena)
- Civic (library, police station, community and social services, City Hall)
- Transit (multi-modal transit centre)
- Public Parking Structure (to functionally service all adjacent hubs as well as West Coast Express)

Site selection in the Master Plan affords flexibility to the City and potential partners, allowing for all parties to act opportunistically toward realizing mutual benefit from hub investment.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. For hub development partnered with private uses the maximum FSR for development is 2.5.
- c. For development partnered with private uses the maximum FSR may be increased above 2.5 subject to certain conditions and community amenity charges. Proposals above 2.5 FSR must still respect the maximum heights and maximum floor plate sizes outline in this Master Plan.
- d. The Education, Culture, Innovation, Civic, and Recreation Hubs can, but are not required, to co-locate with each other.
- e. Hubs do not need to be provided by the City or by the City alone – strategic partnerships with First Nations, not-for-profits, senior levels of government, and private industry should be leveraged opportunistically to maximize the number of Public Hubs provided in the Waterfront.
- f. Forms and functions of the Hubs are encouraged to overlap, providing different levels of activity and activation throughout the entire day and throughout the year (e.g. a co-located City Hall and performing arts centre will generate activity during the day and into the evening).

- g. All Hubs can accommodate any and all mixed uses above grade or elsewhere on their parcel (e.g. a library with residential development above, or recreation facility with street-oriented cafés and restaurants built in).
- h. Where a major private development component is incorporated with public hubs, the massing requirements of Urban Mixed Use shall be required to be applied to all private development components.
- i. The cluster of Public Hubs located next to the Downtown Connector must actively front onto the Urban Plaza. This emphasis should create a central focus area of activity and civic life at this crossroads, allowing the Waterfront’s heart to accentuate Downtown’s beat.
- j. Loading areas must be internally located within buildings, except for areas that front onto heavy infrastructure.

diagram



3.1.5 Urban Mixed Use

Urban Mixed Use combines retail and employment uses at ground-level with residential uses above. This form of development is focused on Mershon Street, emphasizing its importance as the future “Main Street” of the Waterfront and connecting point to Downtown. Urban Mixed Use is intended to focus development into key areas where retail and employment at-grade with housing above is desired to extend or connect vibrant urban areas. The inclusion of employment at-grade will dramatically increase the diversity of accepted uses at-grade from typical urban mixed-use designations, enabling a more varied street experience that transitions away from lively corridors into neighbourhood and community areas.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. The maximum FSR for development is 2.5.
- c. The maximum FSR for development may be increased above 2.5 subject to certain conditions and community amenity charges. Proposals above 2.5 FSR must still respect the maximum heights and maximum floor plate sizes outline in this Master Plan.
- d. Residential uses are not permitted at-grade.
- e. Retail uses should primarily serve local needs, although Waterfront Destination-style uses may spill over into this area.
- f. Where retail edge conditions are required, a minimum retail density of 0.2 FSR at-grade must be provided in urban mixed-use buildings.
- g. When possible, large format retail areas should be wrapped with smaller retail units that incorporate their own entries and identity, minimizing instances of inactive street walls.
- h. Non-retail employment uses are encouraged at ground level where active retail edge conditions are not required.
- i. A range of housing tenures, sizes, and affordability levels should be encouraged in this area.
- j. Vehicle access to parking within these developments may not be located on Mershon Street.
- k. Multi-storey developments along local streets should provide a clearly defined streetwall at two to four storeys. Floors above this streetwall must be set back a minimum of 2m.

- l. Multi-storey developments along collector streets should provide a clearly defined street wall at four to six storeys. Floors above this streetwall must be set back a minimum of 2m.
- m. Development greater than six storeys in height will be required to align with any relevant step backs for all areas above the sixth storey.
- n. Development greater than six storeys in height may include transitional massings larger than the tower floor plate up to 10 storeys. Transitional massings should be oriented to minimize shadow impacts onto adjacent streets and within the development and be no larger in footprint area than either half of the area of the floors below or twice as large as the tower floors above, whichever is larger.
- o. Development greater than six storeys in height may include tower floorplates that are no more than 800m2 .
- p. Setbacks should be used to provide space for patios and stairs in residential areas and for retail and employment uses to spill out into patio or entry space.
- q. For residential frontages (attached to units on the floor above), setbacks should be used to create a clear distinction between private and public realms through distinct walkways, fencing, planting, and elevation changes.
- r. Residential patios should be well-protected and screened, but also animate the street.
- s. Setbacks adjacent to employment use and retail uses should provide an appropriate mix of sidewalk extension and landscaping, with the intent of allowing for spill out spaces around entries and to provide soft landscaping, in an urban format to enhance the street experience.
- t. In instances where employment uses at-grade are not economical to provide, adequate screening of at-grade parking and façade activation strategies must be provided. See section 3.3 (Design Guidelines) for more guidance.
- u. Elevated courtyards with private outdoor amenities should be provided within developments, wherever possible.
- v. Loading areas must be internally located within buildings, except for areas that front onto heavy infrastructure.

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3.1.6 Predominantly Residential

These areas are intended to encompass a broad range of multi-family housing developments where affordable housing will be seamlessly integrated with market rate housing . Higher density developments are required in these areas in order to overcome the significant infrastructure investments such as comprehensive utility replacement and ground elevation raising that are necessary to make development viable.

- a. Development above the base land use permitted FSR can achieve additional density through community amenity charges.
- b. The maximum FSR for development is 2.5.
- c. The maximum FSR for development may be increased above 2.5, subject to certain conditions and community amenity charges. Proposals above 2.5 FSR must still respect the maximum heights and maximum floor plate sizes outline in this Master Plan.
- d. A broad range of multi-family housing is supported here.
- e. Where retail edge conditions are required, a minimum retail density of 0.1 FSR at-grade must be provided.
- f. Multi-storey developments along local streets should provide a clearly defined streetwall at two to four storeys. Floors above this streetwall must be set back a minimum of 2m.
- g. Multi-storey developments along collector streets should provide a clearly defined street wall at four to six storeys. Floors above this streetwall must be set back a minimum of 2m.
- h. Development greater than six storeys in height will be required to align with any relevant step backs for all areas above the sixth storey.
- i. Development greater than six storeys in height may include transitional massings larger than the tower floor plate up to 10 storeys. Transitional massings should be oriented to minimize shadow impacts onto adjacent streets and within the development and be no larger in

footprint area than either half of the area of the floors below or twice as large as the tower floors above, whichever is larger.

- j. Development greater than six storeys in height may include tower floorplates that are no more than 800m2.
- k. Setbacks should be used to provide space for patios and stairs in residential areas and spill out space along retail frontages.
- l. For residential frontages, these setbacks should create a clear distinction between private and public realms through distinct walkways, fencing, planting, and elevation changes.
- m. Residential patios should be well-protected and screened, but also animate the street.
- n. Setbacks adjacent to retail uses should provide an appropriate mix of sidewalk extension and landscaping, allowing for spill out spaces around entries and to provide soft landscaping, in an urban format to enhance the street experience.
- o. Aside from retail frontages, residential development should contain a maximum amount of ground-oriented units along private mews and public local and collector street frontages, maximizing ground-level activation.
- p. Courtyards with private outdoor amenities should be provided within developments wherever possible. Courtyards can be built at a raised level (one to two storeys above-grade) to emphasize that the amenity space is for the building’s occupants, while maintaining visual permeability to the surrounding public realm.
- q. Loading areas must be internally located within buildings, except for areas that front onto heavy infrastructure.

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3.1.7 Mission Raceway

The Mission Raceway has exciting plans to build on its decades of success in the City. These plans focus on adding breadth to the existing on-site offerings. The Waterfront Revitalization Master Plan recognizes the goals of the Raceway and will work with the organization to encourage the development of a destination entertainment zone within its lands.

- a. Future planning initiatives will encourage a Destination Entertainment Zone for the Mission Raceway.
- b. Automotive servicing uses such as garages and shops can be integrated into the Mission Raceway with appropriate City exemptions from flood vulnerabilities.
- c. Development of infrastructure supporting mass events such as music festivals or graduation ceremonies should be supported by the City.



3.2 Building Heights

The Master Plan proposes a maximum FSR of 2.5 for all lands east of the CP Rail line. This generally limits buildings to 6 storeys in height. Consideration in specific areas north of the Highway will be given to increasing this height and density where appropriate Community Amenity Contributions are made.

No Max Height for Industrial Buildings:

Higher FSR employment uses are encouraged in these locations.

30m Maximum for Office (6 Storeys)

20m Maximum (6 Floors)

62m Maximum (20 Floors):

Density above the baseline 2.5 FSR will require community amenity contributions.

76m Maximum (25 Floors):

Density above the baseline 2.5 FSR will require community amenity contributions.

3.3 Design Guidelines

In addition to the land uses there are additional important considerations for how future development in the Waterfront will be designed. Throughout the Waterfront emphasis is placed on creating people-scaled, active, safe, and enjoyable spaces. This will be partly achieved with simple design guidelines that affect how key components of development will look and feel.

- a. Alteration to site context provision, building design, or landscaping requirements due to changing market conditions will be permitted at the discretion of the City and will not require an amendment to the Master Plan.
- b. Non-public developments should be designed to be compatible, in terms of scale and design, with adjacent plan-compliant developments and future land uses. Public developments should be designed to have their own identity, with iconic features focusing on their primary entrances.
- c. Multi-story developments shall place at or above-grade parking to not be overly visible from a street, wrapping it within the development as much as possible. In instances where this is not possible, creative screening should be employed to ensure street edges are pleasant and animated.
- d. Primary business and residential lobby entrances must be well-lit and visually prominent ensuring entrances are easily identifiable and architecturally distinct, fostering feelings of safety and security.
- e. Portions of developments that face onto private mews, as well as public streets and open spaces, must be designed to enliven the public experience and identify changes in use.
- f. Facade designs should include elements that add visual interest at a human scale. This could be expressed through material orientation changes, balcony and/or fenestration distributions, subtle changes in depth and heights, or changes in colour or tone. Within these expressions, buildings should retain an overall simplicity in form and character.
- g. Cantilevers and arcades are permitted on south and west facing facades, as well as facades that face public spaces. Clear space underneath should generally be provided at a 3:1 ratio (i.e. 3 height:1 span) or less (e.g. 4:1). The minimum pedestrian clearance height should be no less than 5m.
- h. Lighting should generally be directed downward. Up-lighting should only be used for accenting architectural elements or landscape features.

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3.4 Context Areas & Edge Conditions

Specific context areas throughout the Waterfront require additional consideration due to their unique circumstances, constraints, or conditions. The following guidelines apply in addition to those outlined in 3.3, and where two guidelines may conflict, those found in this section supersede.

Generally, tightly spaced street-oriented employment, retail, or residential frontages are required throughout much of the Master Plan. However, certain areas with unique edge conditions in the Master Plan require different direction. These areas contribute to an overall stronger sense of place and destination while ensuring the most preferred outcomes are concentrated in areas where they are most desired.



Setbacks

- 2-3m
- 3-4m
- 4-6m

Edge Conditions

- Retail Required
- Retail Optional
- Waterfront Oriented
- Facing Heavy Infrastructure

3.4.1 Context Areas

- 1. Single building developments in Innovation Employment areas shall seek to maximize street frontage and have primary entrances facing the street.
- 2. Multi-building developments in Innovation Employment areas shall seek to maximize street frontage and activation by placing multi-bay developments along streets with primary entrances facing the street. Larger single occupant buildings should be positioned internally within the larger parcel and be placed nearest the highway. High level shadow concept plans for these larger parcels, showing how they could be subdivided and redeveloped over time with private roadways becoming public should be provided at the time of initial development application. Consideration should be paid to how future redevelopment could be done in a phased manner.
- 3. In multi-building or multi-tenant developments in the Waterfront Destination area, high priority should be placed on maximizing porosity between the street and the open spaces. This should be achieved by orienting buildings perpendicular to the street, with entrances located on the flanking sides of buildings facing the street and open spaces. Surface parking and loading areas between buildings should provide clear site lines and passageways connecting the street and the open spaces. Buildings facing onto non-river open spaces (such as Under The Bridge Park) shall provide primary entrances toward the open spaces, allowing for building uses to animate the edges of the open spaces.
- 4. Developments that provide river access for goods and people movement shall ensure that space for a public pathway at a seasonally floodable elevation is provided. River access devices must bridge over this pathway in a manner that allows public access during loading/unloading activities above.
- 5. Primarily residential developments in the west-most, non-railway facing blocks of the River's Edge precinct should provide private active modes-only mews to break up the scale of the block and add pedestrian connectivity to the area. These mews can be provided internal to a single development or at the interface between two or more. Mews should be fronted with residential units with front porches and primarily

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entrances. Mews should include a clear path for pedestrians and cyclists of at least 3.5m wide as well as landscape elements to provide a buffer from adjacent residential private spaces. Overall mews widths should be 10-12m.

- 6. Predominantly residential developments along Harbour Avenue should orient their massings to ensure continuous street frontage is provided on the side streets and to allow maximum views of the river. Massing orientation and building heights should balance sun exposure, passive solar design, views, and shadow impacts with the goal of creating consistent streetwalls. South and west-facing facades should be considered for massing breaks on upper floors to allow solar penetration into development blocks.
- 7. Development of any use adjacent to at-grade portions of Highway 11 should seek to provide a pleasant interface for active modes travel but need not provide continuous active frontage in a tightly spaced urban format, as is required along other frontages. Uses should wrap the corners to create inviting urban edges, but frontages along the highway should not be prioritized over other block edges. In these locations, well designed screening of at-grade parking as well as attractive, but inactive flankages are allowed.
- 8. Developments facing this elevated portion of Highway 11 should meet the local street on lower floors in an urban manner, but orient their upper floor units to minimize those with direction exposure to the highway. Angled or serrated building massing edges are encouraged to provide units that are not directly facing the highway.

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9.

Development facing the Murray Street overpass should seek to provide creative placemaking along this edge. Partnerships with the City are encouraged to allow development to provide activation investments alongside and underneath the overpass, including potential public art, active sport and play elements. Entrances should be located at the corner and face onto or near the sides of the Murray Street overpass as much as possible. The public spaces around the overpass should be designed to be invited and pleasant to be in.
10.

The multi-modal Transit Hub should be designed to service those arriving by transit and active modes first and foremost. Commuter parking should play a background role in how users interpret the facility. If possible, commuter parking should be located in a shared parking facility on the larger Hub parcel to the west, requiring that commuters arriving by car walk through the urban plaza in order to arrive at the Transit Hub. The Transit Hub's design should incorporate the connections to the north side of the railway via the new active modes Downtown Connector Bridge, prioritizing the legibility of access to the West Coast Express Station, the bus bays along North Railway Avenue, and to Downtown Mission. Direct access from the bridge to public buildings west of the bridge is encouraged but not required.
11.

Urban Mixed Use and Employment At-Grade Mixed Use developments should orient their massing and building heights to balance sun exposure, passive solar design, and shadow impacts with the goal of creating consistent streetwalls. South and west-facing facades should be considered for massing breaks on upper floors to allow solar penetration into development blocks.
12.

Multi-building developments within this area must provide internal private or public roadways that provide high quality active mode accommodations throughout the site and allow vehicular access to internal parking and loading areas. Parking and loading areas may not be located on London Avenue or Durieu Street. Active modes accommodation within the site shall provide connections to the streets and pathways on the edge of the site, where possible.

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3.4.2 Edge Conditions: Retail Required

- a.

Development along these frontages require street-oriented retail.
- b.

Retail uses should feature highly permeable frontages along public streets and within entry courts.
- c.

Businesses in these locations are encouraged to spill out into the street and setback area adjacent to the street to create an animated public realm.
- d.

Larger retail units and food and beverage spaces are encouraged to be positioned at small entry courts, generally located at corners. Paving in these areas should provide visual alignment with public walkways. Subtle material changes, such as tone, sizing, or orientation, to denote the edge of private property, are encouraged.
- e.

Servicing and vehicle access is not permitted on these frontages.
- f.

Servicing and vehicle access to these sites should be consolidated to as few entrances per development as possible, minimizing their impact on their street frontage's public realm.

diagram

3.4.3 Edge Conditions: Retail Optional

- a.

Development in these areas seeking to incorporate commercial at-grade must demonstrate they will not negatively impact the Mershon Main Street and Harbour Avenue retail areas. Retail provided in these areas must conform to the guidance found within 3.4.1 (Retail Required).

diagram

3.4.4 Edge Conditions: Waterfront-Oriented

- a.

Developments in this area should maximize porosity and activation toward open spaces. For residential developments, this means placing units at grade with primary entrances facing toward the open spaces . For employment uses, this means strategically positioning buildings and entrances to maximize access and activation toward the open spaces.

3.4.5 Edge Conditions: Facing Heavy Infrastructure

- a. These developments should be designed to minimize the impacts from the heavy infrastructure or existing uses they face (e.g. noise, vibration) on the inner portions of the Waterfront.
- b. Non-residential developments should position their massing to block negative externalities from these infrastructures from permeating into the development area.
- c. Adjacent development facades should be designed to appropriately mitigate the noise and vibration externalities of these infrastructures.
- d. Multi-storey residential developments are encouraged to flank these edges, minimizing the amount of units that overlook these conditions.

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4 | MOBILITY STRATEGY

Mission's Waterfront is intended to be accessible to all, providing an unparalleled recreational, employment, and urban experience. To achieve this goal, a Mobility Strategy is required that balances the needs of active modes, public transit, and private automobiles as well as Waterfront residents, visitors, and regional commuters and recreationalists. The Mobility Strategy is comprised of four key focus areas: Active Transportation, Transit, the Highway, and Roads.

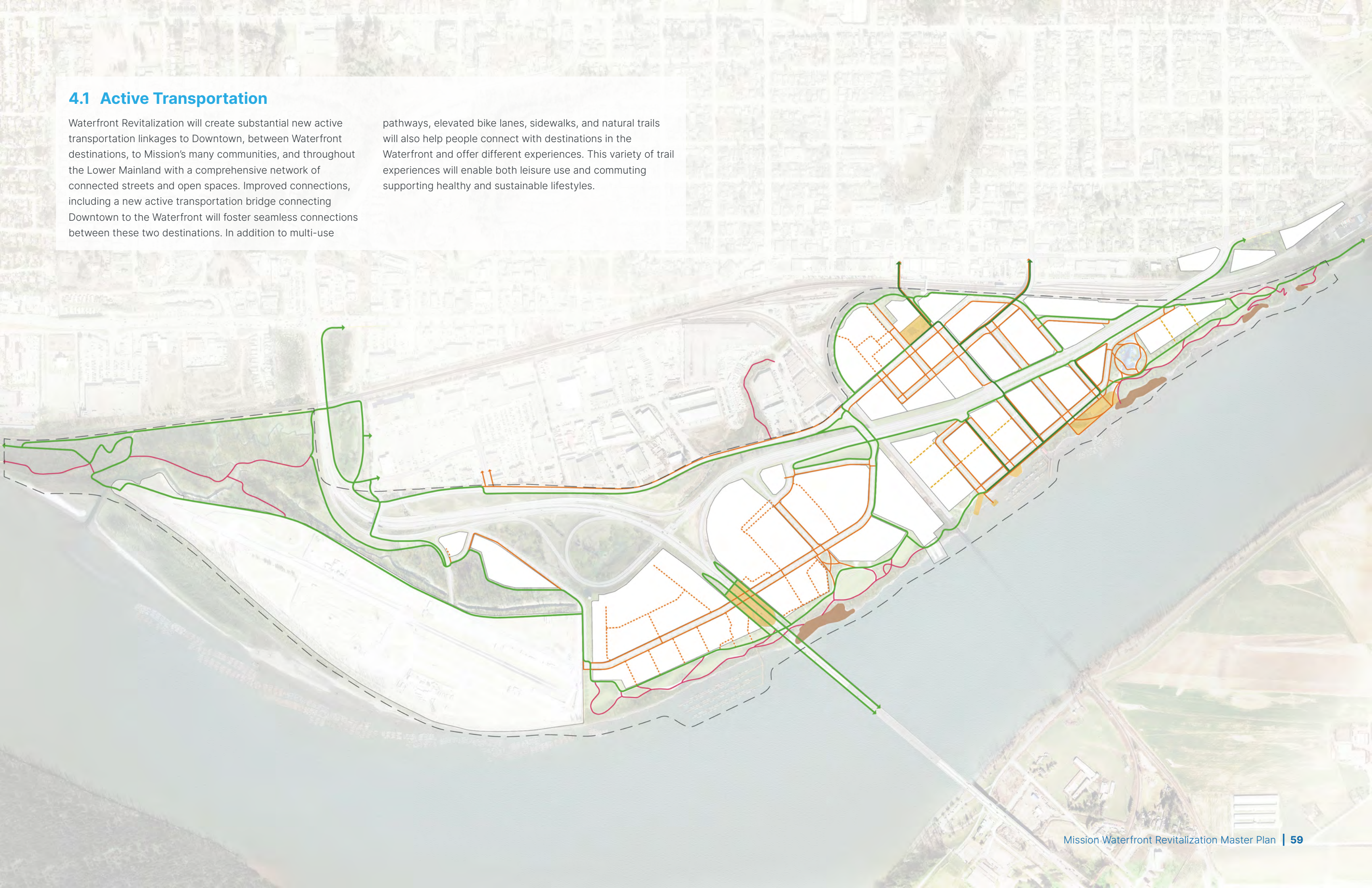


- Highway
- Arterial Roadway
- Collector Roadway
- Local Roadway
- Private Local Roadway
- Transit Routes
- Transit Hub
- Multi-Use Pathway
- Elevated Bike Pathway
- Sidewalk
- Trail
- Private Mews With Public Access
- Private Sidewalk or Pathway
- Hardscape Area
- Natural Beach Area

4.1 Active Transportation

Waterfront Revitalization will create substantial new active transportation linkages to Downtown, between Waterfront destinations, to Mission's many communities, and throughout the Lower Mainland with a comprehensive network of connected streets and open spaces. Improved connections, including a new active transportation bridge connecting Downtown to the Waterfront will foster seamless connections between these two destinations. In addition to multi-use

pathways, elevated bike lanes, sidewalks, and natural trails will also help people connect with destinations in the Waterfront and offer different experiences. This variety of trail experiences will enable both leisure use and commuting supporting healthy and sustainable lifestyles.



4.1.1 Multi-use Pathways within Open Spaces

- a. Two-way multi-use pathways will facilitate pedestrian and cyclist travel throughout most of the Waterfront open spaces.
- b. A shoreline promenade multi-use path with a minimum width of 5.0m will be fully integrated within the top of dike and should be universally accessible and support a high volume of users and functions.
- c. In areas of anticipated high use, cyclists and other wheeled alternative modes should be separated from pedestrians and other slower modes of transportation to minimize conflict. This separation may be provided in fully separated pathways, through material difference, or through clear paint marking denoting which areas are intended for cyclists and for pedestrians.
- d. Multi-use pathways within the open space network will strategically link with those provided within the road rights-of-way, creating a high level of inter-precinct connectivity to those walking and cycling.
- e. Local streets will accommodate on-street cycling within the roadway, incorporating appropriate safety conditions.
- f. A new active transportation bridge will be built connecting the Downtown to the Waterfront. This bridge will provide separated cycling and walking routes, as well as access to the West Coast Express station between the CP Rail lines and North Railway Avenue, and is anticipated to replace the existing West Coast Express bridge.
- g. Ensure the Downtown to Waterfront bridge's design emphasizes its landmark role as the most important gateway of arrival into the Waterfront. This bridge will help define the identity of the community. While the structure of the bridge should be modest and simple, the decking and railing designs should be welcoming and pleasant, offering a clear sense of place as well as widened areas to rest and enjoy the views.
- h. While peripheral segments of the multi-use pathway network may be initially constructed as unpaved, it is anticipated that they become paved further into the full build out of the Waterfront area.

4.1.2 Multi-use Pathways and Elevated Bike Lanes within Road Right-of-ways

- a. Cycling connections within the road network should be provided in the form of elevated bike lanes, fully protected from vehicle traffic. These bike lanes should also be provided in a two-way configuration where ever possible.
- b. These elevated bike lanes should be separate from sidewalks in all areas, except where pedestrian traffic in anticipated to be low, such as adjacent to employment uses. In these locations an elevated multi-use pathway can be provided, where cyclists and pedestrians shared space.
- c. Multi-use pathways within the road network will strategically link with those provided within open spaces, creating a high level of inter-precinct connectivity to those walking and cycling

4.1.3 Sidewalks

- a. Sidewalks must be incorporated in all new roads throughout the Waterfront.
- b. The sidewalk network will provide comprehensive permeability and accessibility for pedestrians.
- c. Sidewalk widths should be increased in areas with a high potential for pedestrian traffic and be designed to anticipate use for all ages and all abilities whenever possible.
- d. Minimum sidewalk widths will be 1.8m in low traffic areas and 2.6m in high traffic areas.

4.1.4 Natural Trails

- a. A natural trail system of non-paved smaller routes will be created to increase access to the shoreline and ecological parks.
- b. The natural trail system must be designed to withstand periodic flooding.
- c. The natural trails system will play an integral role in enhancing the interpretive capacity of the “Experience the Fraser” route through the Waterfront. These trails will offer intimate interfaces with the area’s ecosystems and provide enriching immersive experiences to users.

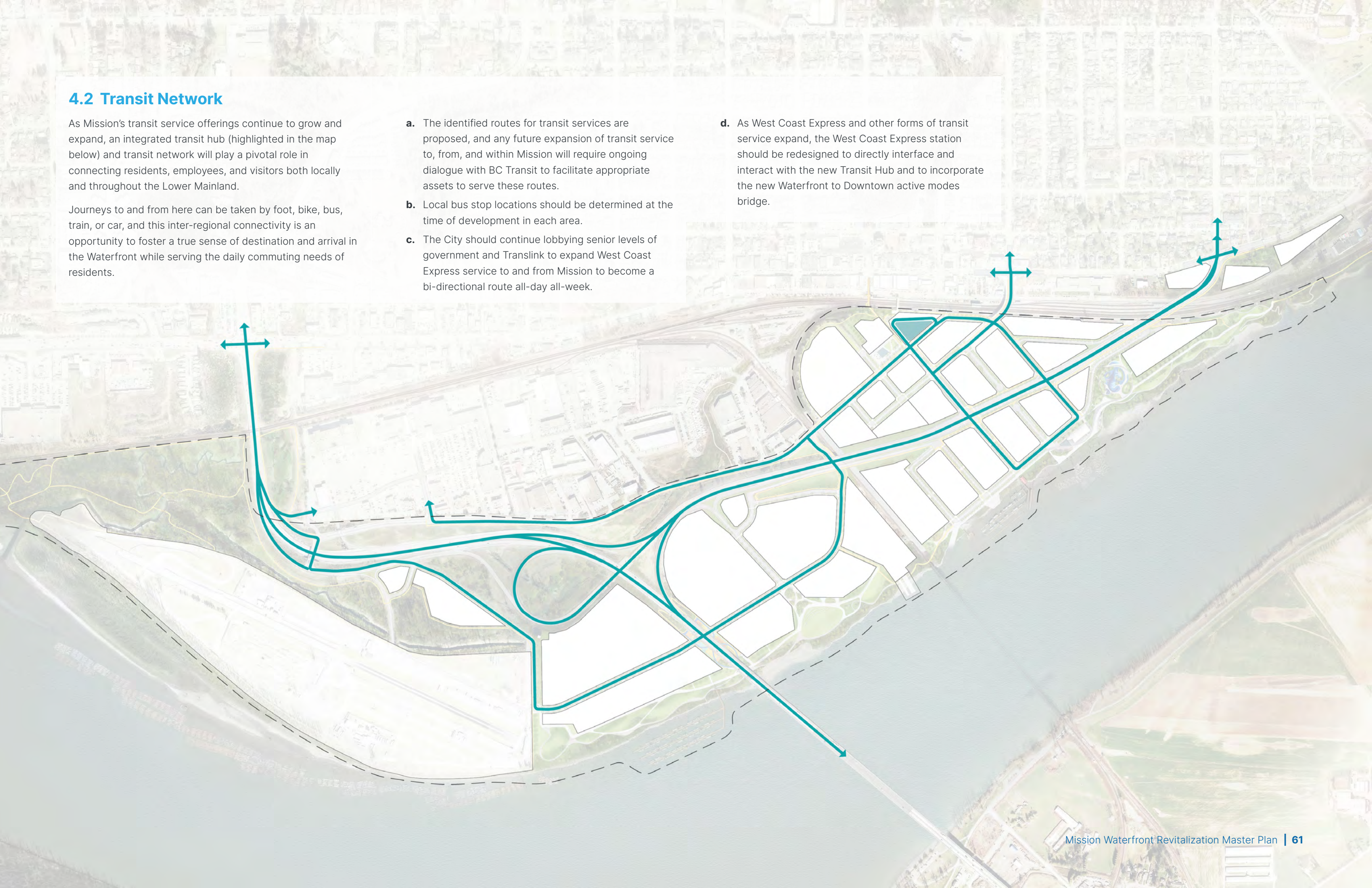


4.2 Transit Network

As Mission's transit service offerings continue to grow and expand, an integrated transit hub (highlighted in the map below) and transit network will play a pivotal role in connecting residents, employees, and visitors both locally and throughout the Lower Mainland.

Journeys to and from here can be taken by foot, bike, bus, train, or car, and this inter-regional connectivity is an opportunity to foster a true sense of destination and arrival in the Waterfront while serving the daily commuting needs of residents.

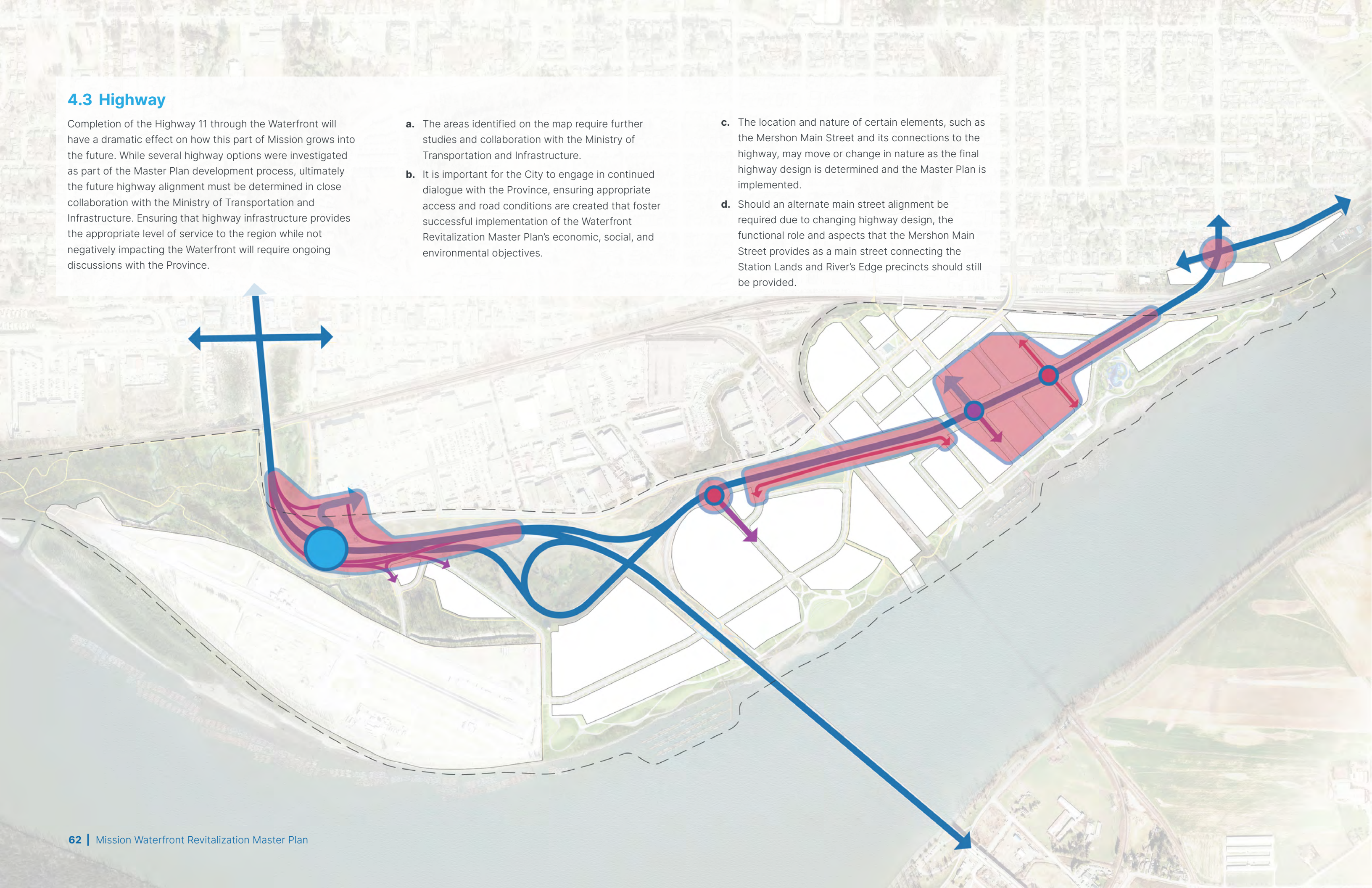
- a. The identified routes for transit services are proposed, and any future expansion of transit service to, from, and within Mission will require ongoing dialogue with BC Transit to facilitate appropriate assets to serve these routes.
- b. Local bus stop locations should be determined at the time of development in each area.
- c. The City should continue lobbying senior levels of government and Translink to expand West Coast Express service to and from Mission to become a bi-directional route all-day all-week.
- d. As West Coast Express and other forms of transit service expand, the West Coast Express station should be redesigned to directly interface and interact with the new Transit Hub and to incorporate the new Waterfront to Downtown active modes bridge.



4.3 Highway

Completion of the Highway 11 through the Waterfront will have a dramatic effect on how this part of Mission grows into the future. While several highway options were investigated as part of the Master Plan development process, ultimately the future highway alignment must be determined in close collaboration with the Ministry of Transportation and Infrastructure. Ensuring that highway infrastructure provides the appropriate level of service to the region while not negatively impacting the Waterfront will require ongoing discussions with the Province.

- a. The areas identified on the map require further studies and collaboration with the Ministry of Transportation and Infrastructure.
- b. It is important for the City to engage in continued dialogue with the Province, ensuring appropriate access and road conditions are created that foster successful implementation of the Waterfront Revitalization Master Plan's economic, social, and environmental objectives.
- c. The location and nature of certain elements, such as the Mershon Main Street and its connections to the highway, may move or change in nature as the final highway design is determined and the Master Plan is implemented.
- d. Should an alternate main street alignment be required due to changing highway design, the functional role and aspects that the Mershon Main Street provides as a main street connecting the Station Lands and River's Edge precincts should still be provided.



4.4 Roads

Unique road cross-sections have been developed for the majority of the road network in the Waterfront. Careful consideration has been given to balancing the needs of vehicles with a welcoming, safe, and inviting public realm that gives high quality accommodations to active mode users.

- a. Roads are designed for multi-modal access, particularly for pedestrians, cyclists, and transit users.
- b. Street trees and greenery will be implemented along the roads within the Waterfront. To support their success, utility alignments must be planned in a way that does not interfere with their location or compromise providing adequate soil space for their growth.

Map Annotations

1. Highways

Existing and future provincial highways through the Waterfront. These roads are critical infrastructure for the movement of goods to, from, and through the Waterfront.

2. Arterial Roads

These are the major roads that transition between Highways and Collector Roads. They serve to help distribute traffic from regional to local routes.

3. Collector Roads

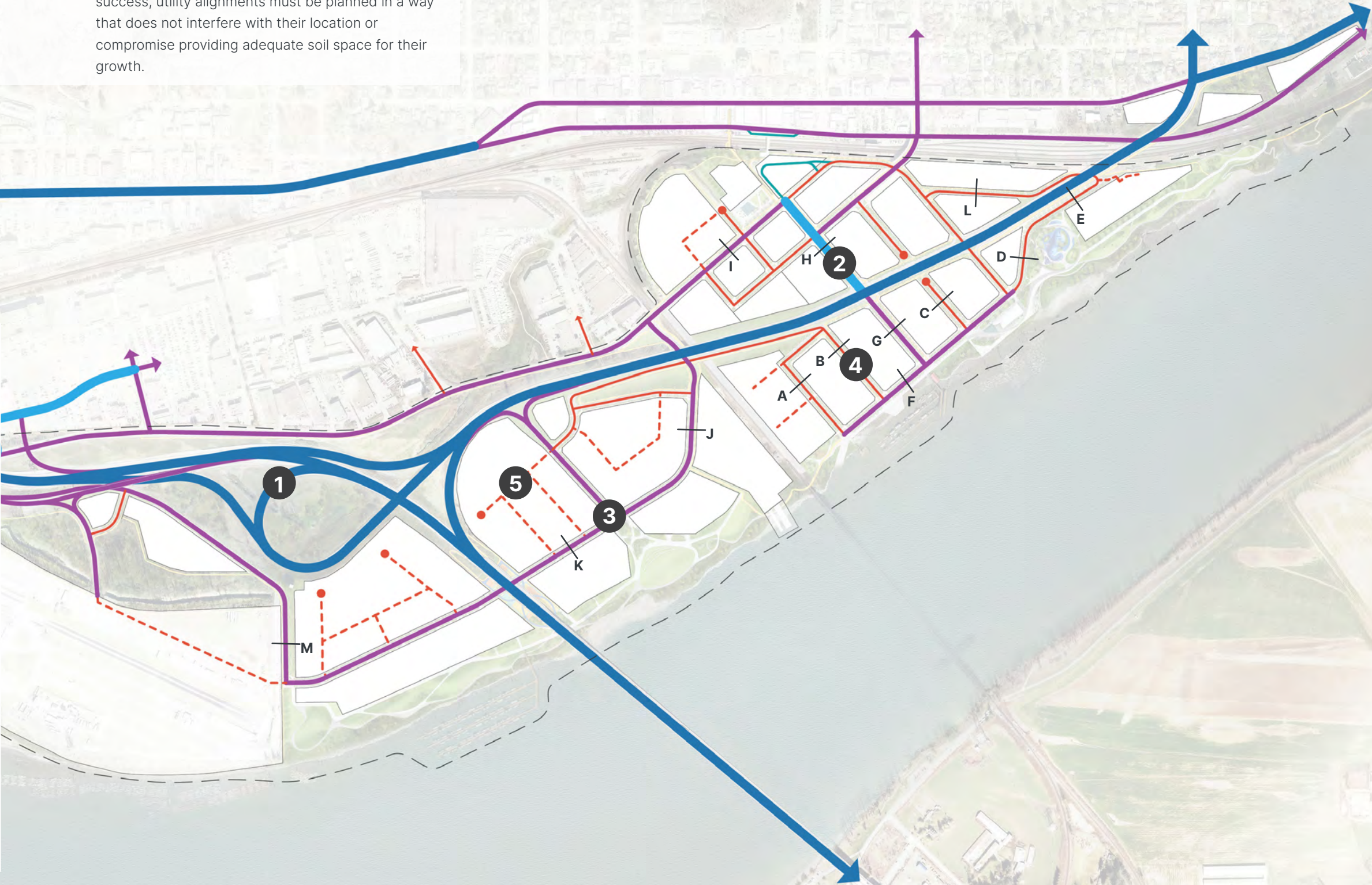
These are the central conduits within the Waterfront, and enable the movement of goods, supplies, and people to local businesses and destinations.

4. New Local Links (Solid)

These new local roads will improve accessibility to all parcels throughout the Waterfront, maximizing the utility of the lands they service.

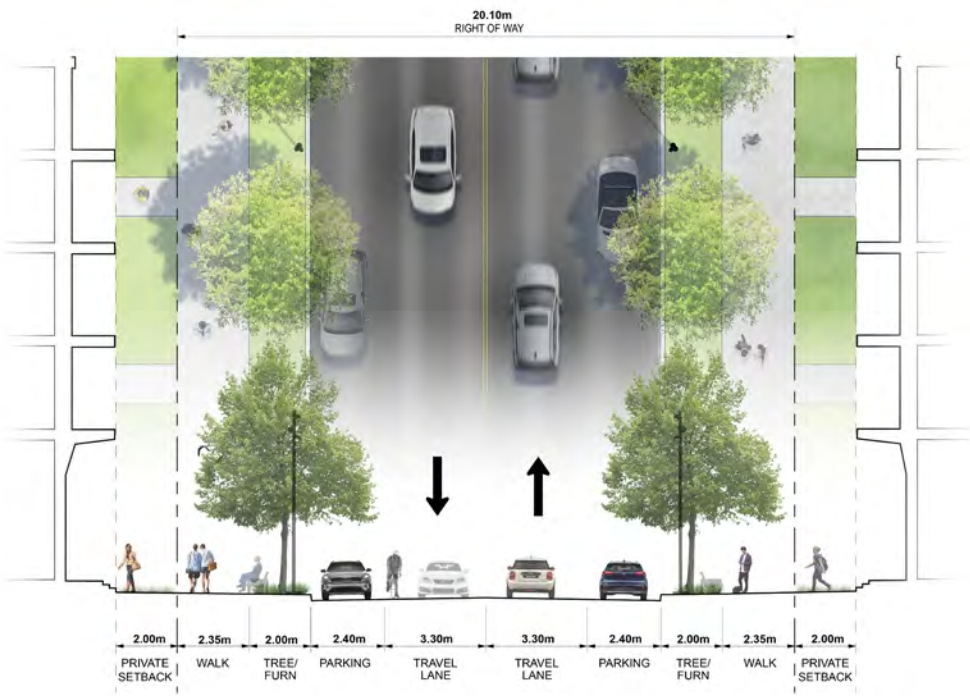
5. New Local Links (Dashed)

These lines represent possible alignments for future private road linkages within larger developments.



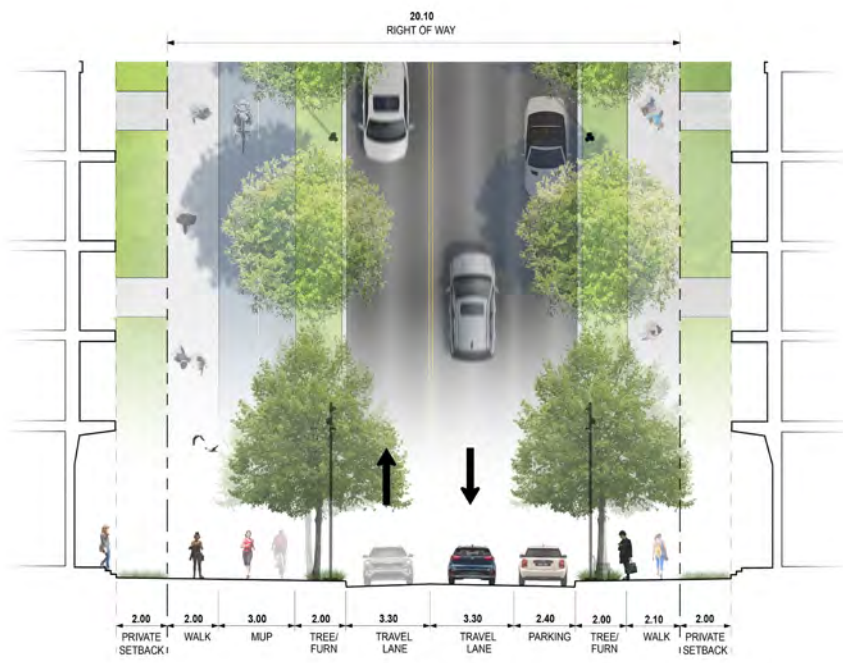
4.4.1 Cross Sections

The following figures highlight the Waterfront’s roadway cross-sections and describe their functional intent at a conceptual level. It is expected that these cross section will evolve in later design stages to meet more detailed or emergent conditions.



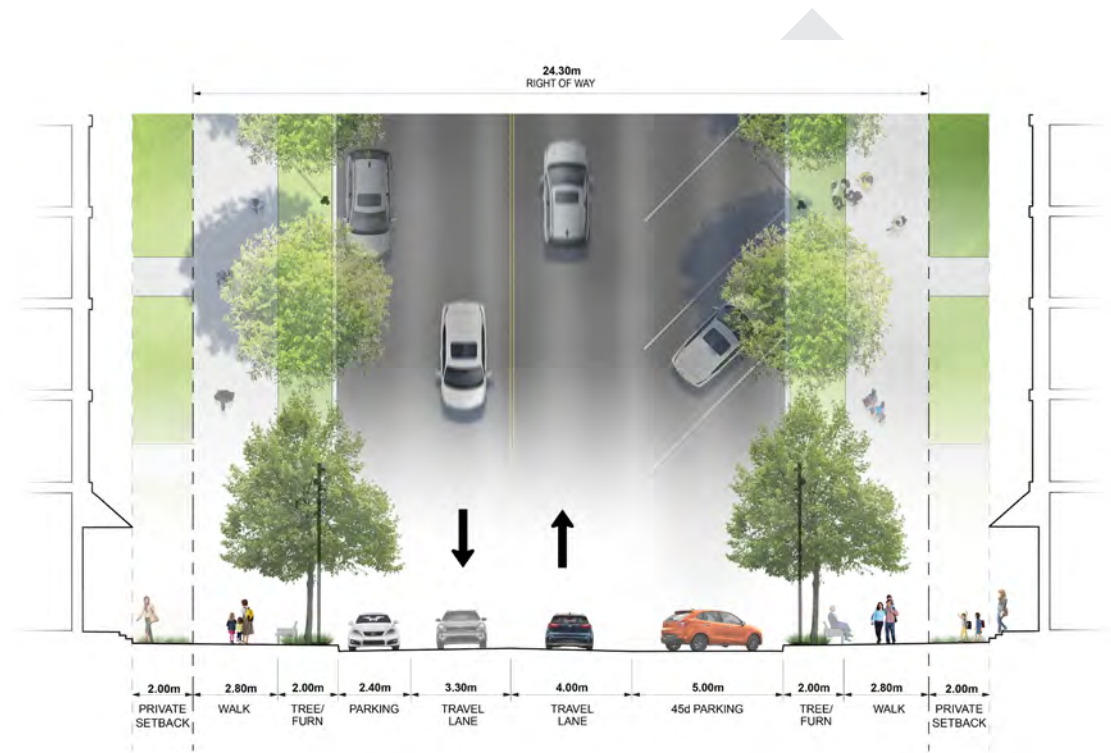
A: Abbott Street, in River’s Edge: Local street

This street design will also be used in other local street segments in Station Lands. The design for this street provides for local vehicle traffic in a slow and calm manner with on-street parking, street trees, and sidewalks on both sides. The intent of this street type is to provide a high quality locally scaled street experience.



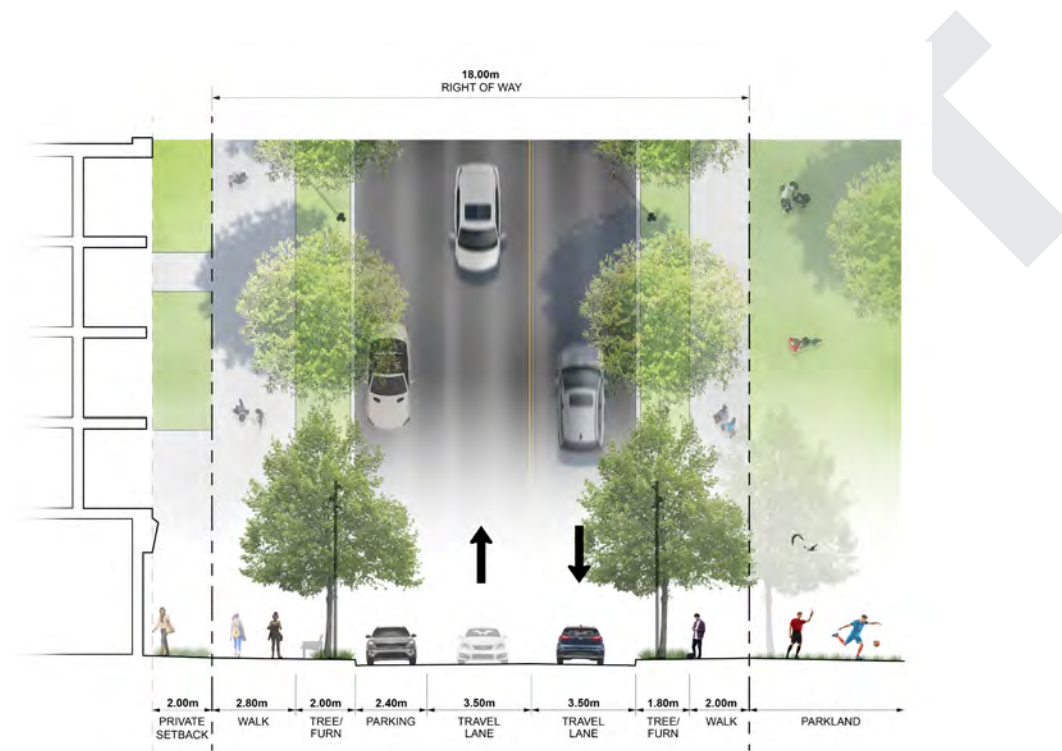
B: Durieu Street, in River’s Edge: Local street with an elevated bike lane

The design for this street provides for local vehicle traffic in a slow and calm manner. One side provides on-street parking, street trees, an elevated two-way bike path, and sidewalks, while the other provides street trees and a sidewalk. The intent of this street type is to provide a high quality locally scaled street experience that provides an important link on the cycling network.



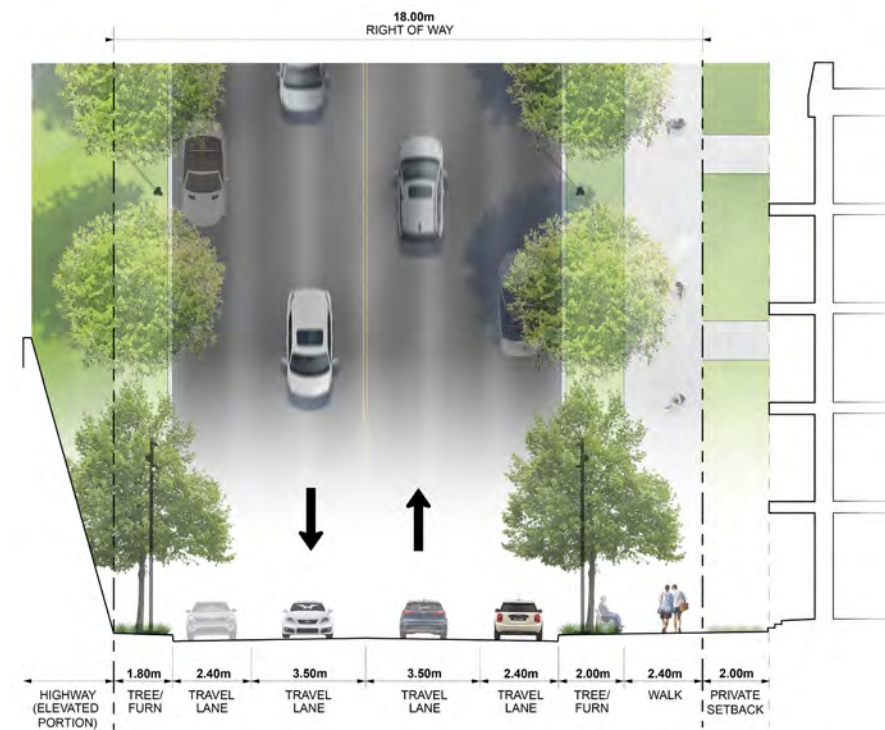
C: Horne Street, in River’s Edge and Station Lands: Local street

The design for this street provides for local vehicle traffic in a slow and calm manner with on-street parking, street trees, and sidewalks on both sides. One side of on-street parking will be angled parking. The intent of this street type is to provide a high quality locally scaled street experience while also providing short-term on-street parking to service local amenities.



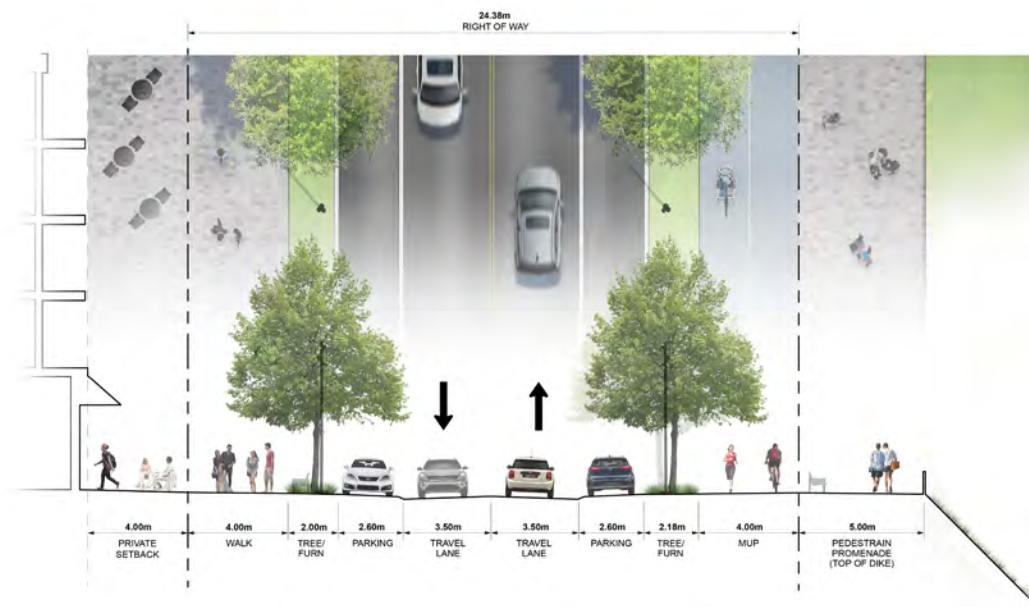
D: East end connector (park side) in River's Edge: Local Street

The design of this street is intended to provide local connections to the easternmost development parcels as well as access to Station Lands via the local road connection under the Highway 11 extension. The design provides on-street parking, street trees, and sidewalks on one side, allowing for high quality frontages to adjacent developments and open spaces. This street is intended to feel safe, calm, and slow for users.



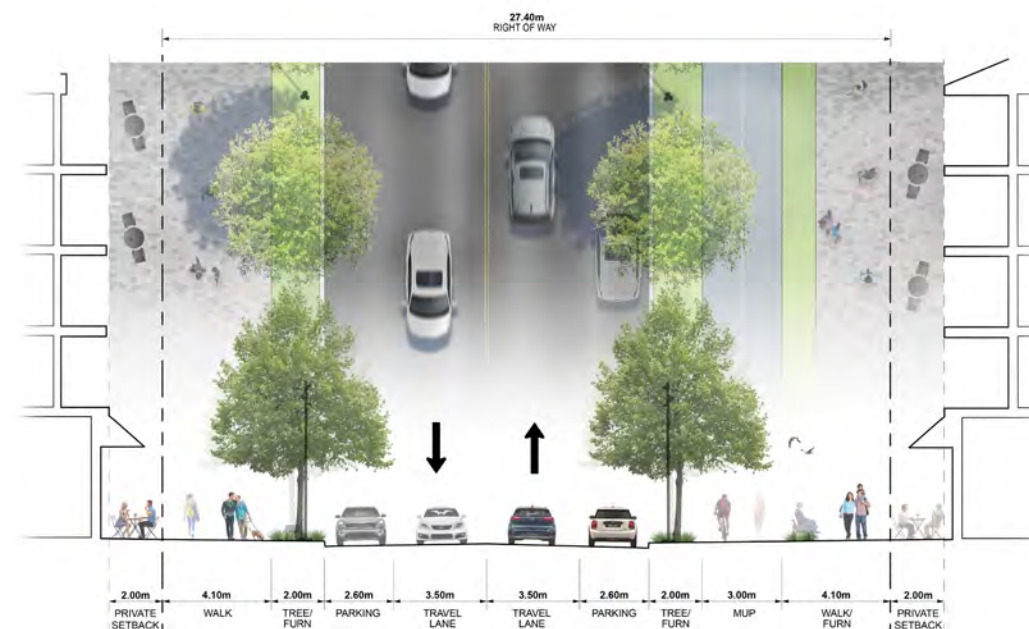
E: East end connector (highway side) in River's Edge: Local Street

The design of this street is intended to provide local connections to the easternmost development parcels as well as access to Station Lands via the local road connection under the Highway 11 extension. The design provides on-street parking, street trees, and sidewalks on both sides of the street, allowing for high quality frontage on the south side where adjacent developments are positioned. This street is intended to feel safe, calm, and slow and to users.



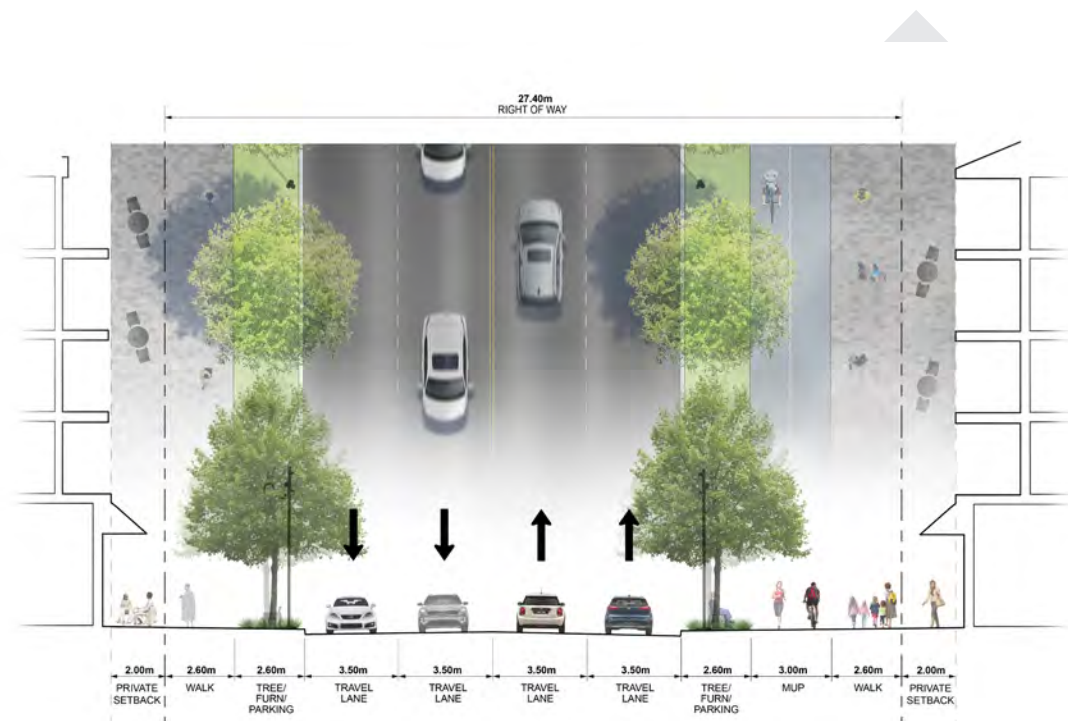
F: Harbour Avenue in River's Edge: Collector Street

The design intent for this street is to provide a showcase riverfront experience and human-scale multi-modal connections along the River's Edge area in a festival street format. This street is intended to feel like a shared space with low-profile curbs at the edge of the drive lanes and on-street parking at sidewalk height. Cycling connections will be provided in a two-way bike path on the south (river) side along the top of the dike, with wide sidewalks on either side of the street fronted by active retail uses on the north and waterfront open spaces on the south. Street trees, plantings, and furniture will provide a buffer between vehicular and active modes spaces. In this location, Harbour Avenue is a truly riverfront street offering direct views of the harbour and the river.



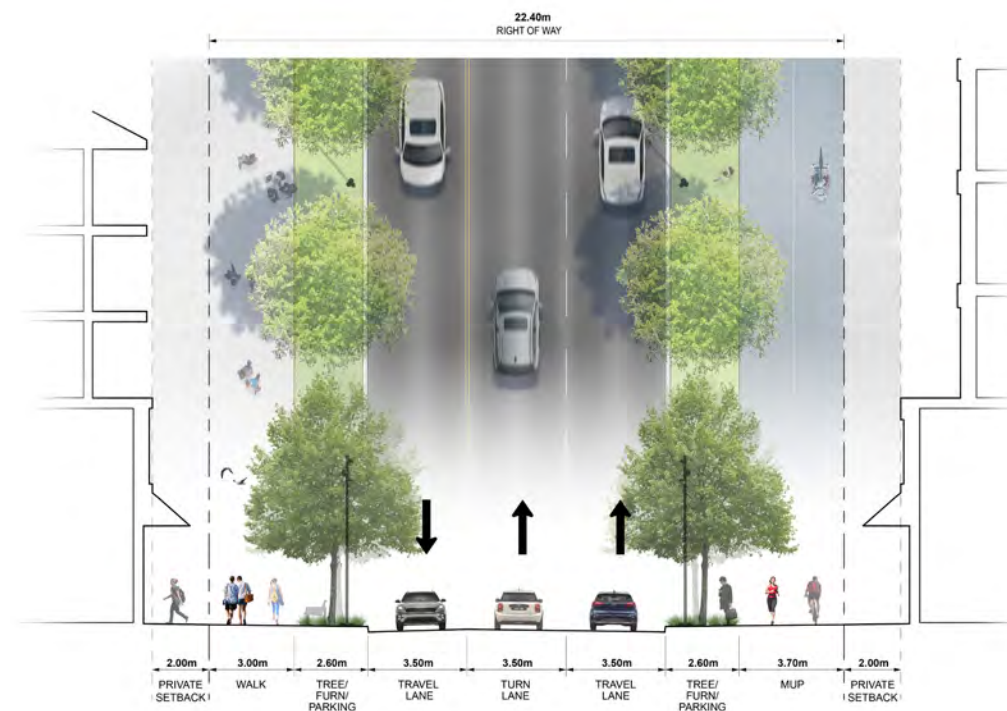
G: Mershon Avenue in River's Edge: Collector Street

The design intent for this street is to provide primary Highway 11 vehicular access while also creating important human-scale multi-modal connections between the Station Lands and River's Edge in a main street format. Cycling connections will be provided in an elevated two-way bike path on the east side, with wide sidewalks on either side of the street fronted by active retail uses. Street trees, planting and furniture will provide a buffer between vehicular and active modes spaces.



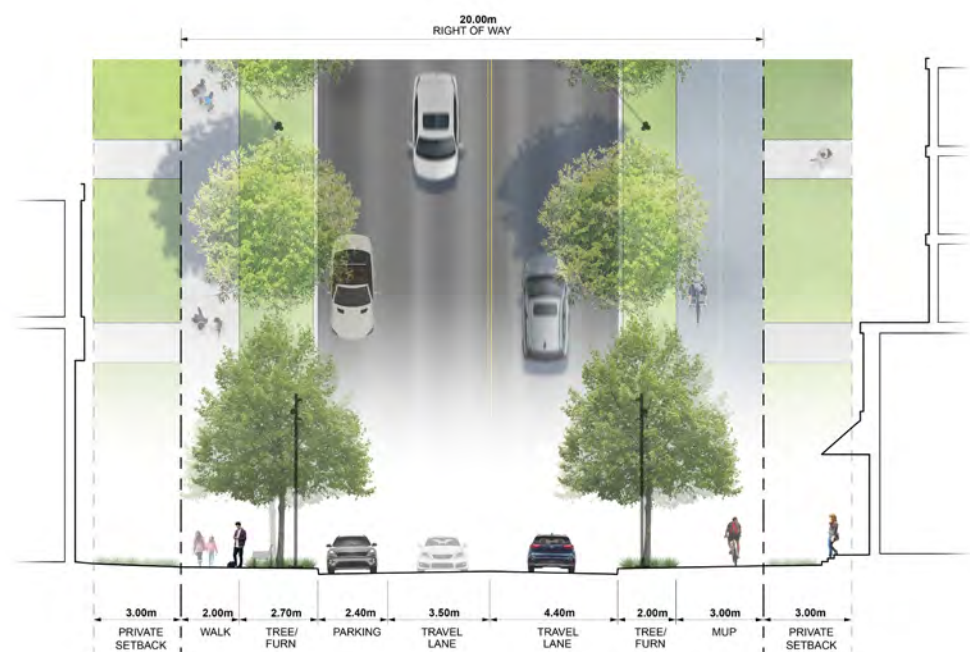
H: Mershon Avenue in Station Lands: Arterial Street

The design intent for this street is to provide primary Highway 11 vehicular access while also creating important human-scale multi-modal connections between the Station Lands and River's Edge in a main street format. Cycling connections will be provided in an elevated two-way bike path on the east side, with wide sidewalks on either side of the street fronted by active retail uses. Street trees, planting and furniture will provide a buffer between vehicular and active modes spaces.



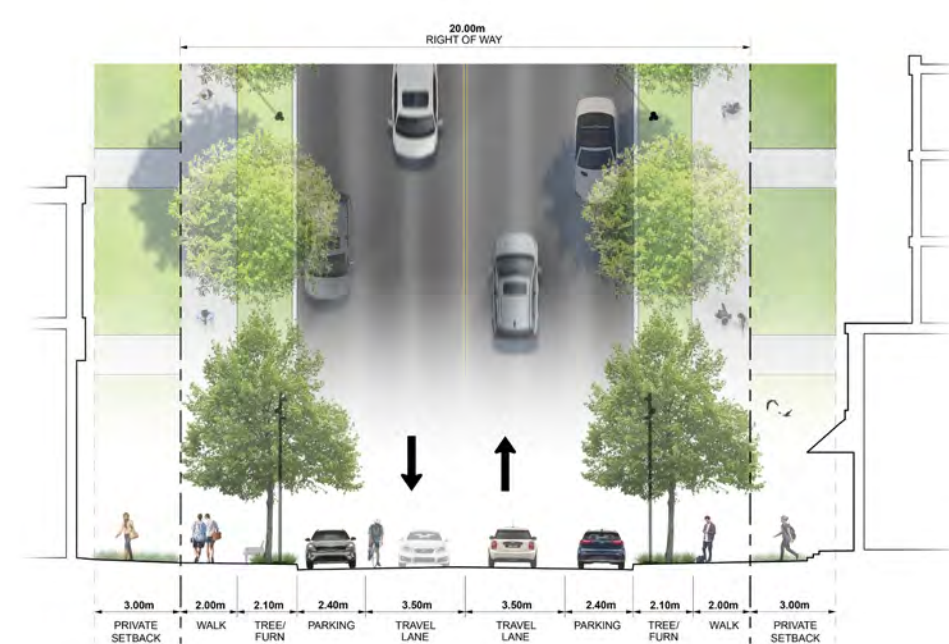
I: London Avenue in Station Lands: Collector Street

The design for this street provides for efficient through-traffic in three lanes. The centre lane will be programmed depending on the segment's needs. On-street parking is not provided but will be available on adjacent local streets. Street trees, a multi-use pathway, and a sidewalk will provide active modes connections and allow for adjacent active frontages. On the north side, active frontages will require that the 2.0m private setback be used for pedestrian space, creating spaces of separation between cyclists at development entries. The intent of this street type is to provide a high-quality connection across the CP Rail tracks with minimal road widening required, while also providing high quality frontage for adjacent developments.



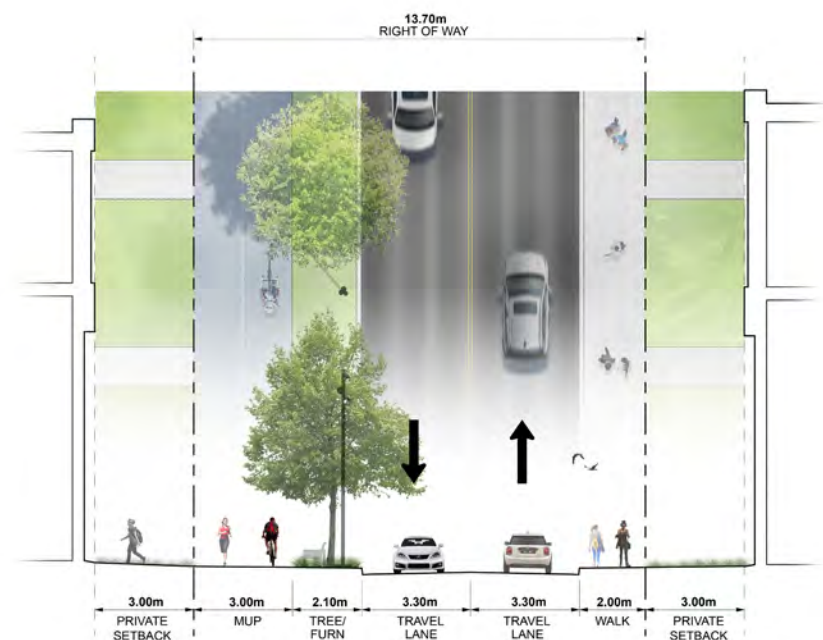
J: Industrial collector with Multi-use path, in Bridge East: Collector Street

The design of this street is intended to provide important goods movement and active modes connections between the areas north of Highway 11 and the east. The design includes two-way vehicle travel at appropriate widths for large commercial trucks as well as on-street parking on one side, street trees, a sidewalk on the west side, and a multi-use pathway on the east side. This pathway will provide an important active modes link between Station Lands, Bridge East and the Waterfront's riverfront open spaces.



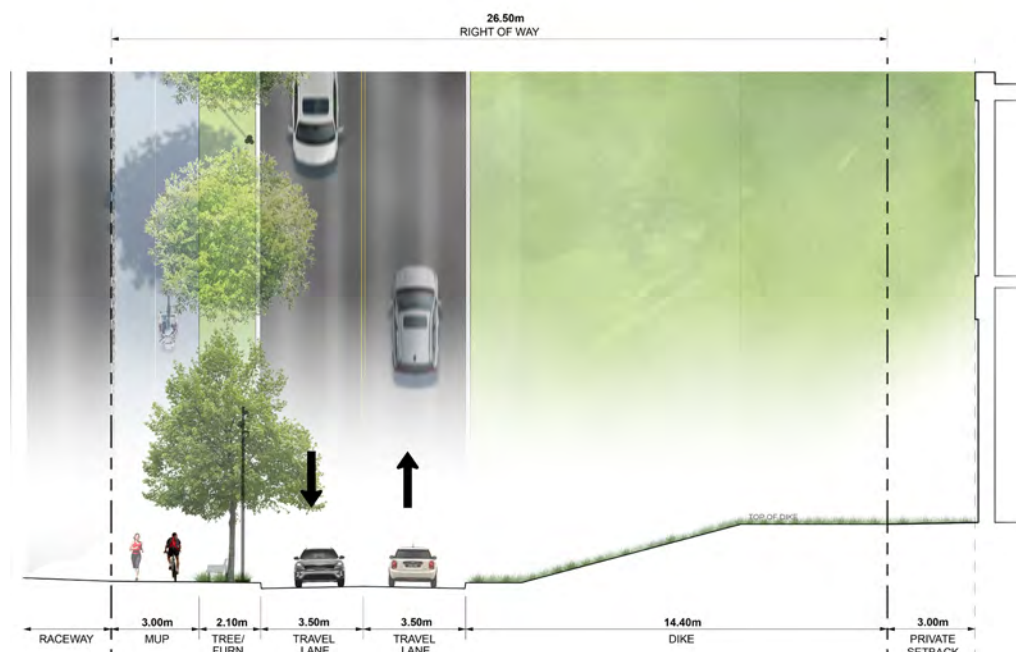
K: Industrial Collector in Bridge East and Bridge West: Collector Street

The design of this street is intended to provide important goods movement connections and safe and pleasant walking routes within Bridge East and Bridge West. The design includes two-way vehicle travel at appropriate widths for large commercial trucks as well as on-street parking on both sides, street trees, and sidewalks.



L: Industrial Local in Station Lands: Local Street

The design of this street is intended to provide important goods movement connections and safe and pleasant walking and cycling routes within tight road rights-of-way in Station Lands. The design includes two-way vehicle travel at appropriate widths for large commercial trucks as well as street trees and a multi-use pathway on the north side with a sidewalk on the south side. This road will act as a safe and convenient active modes route from the eastern edge of the Master Plan area to the Transit Hub and Downtown.



M: Dike Road in Bridge East and Raceway: Collector Street

The design of this street is intended to provide important goods movement connections and safe and pleasant walking and biking routes between the Bridge East and Raceway areas. The design includes two-way vehicle travel at appropriate widths for large commercial trucks as well as street trees and a multi-use pathway on the west side with the dike on the east side. This segment of multi-use pathway will provide important connections between the Waterfront's riverfront open spaces and the west ends ecological parks, and will form part of the Experience the Fraser Trail.

5 | INFRASTRUCTURE STRATEGY

The Waterfront requires several major infrastructural investments in order to unlock its full development potential. Improvements to water, sewer, and storm servicing infrastructure are all required to ensure the Waterfront has enough servicing capacity to support future growth, while the Waterfront’s location below the Flood Construction Level (FCL) means a comprehensive approach to flood protection and land raising is necessary to best protect the entire district from future flooding. The utility servicing concepts were developed assuming an ultimate fill elevation to the FCL of

9.7m for lands between the Fraser River and Highway 11, while the areas north of Highway 11 will remain at their current elevations.

The implementation of these key infrastructural components is important to phase strategically, and the costs and benefits from these investments will be shared across many different stakeholders. The City, Province, federal government, and developers all have a role to play in the Infrastructure Strategy.



- Stormwater Trunk
- Sanitary Trunk
- Sanitary Force-main
- Watermain Trunk
- Creek
- Pump or Lift Station

5.1 Water and Sewer

Lands east of the CP Rail Bridge are currently serviced by the City’s water distribution and sewer systems, while those surrounding the Mission Bridge are currently undeveloped and have limited existing water and sewer servicing infrastructure. For the lands south of the proposed Highway 11 expansion new proposed water and sewer mains along Harbour Avenue will replace abandoned existing infrastructure while new water and sewer mains are proposed along Mershon Street to connect the services in the precincts north of the future Highway 11.

Sewer flows from the entire Waterfront area will be collected to the Harbour Avenue Lift Station and pumped to twin forcemains located along Dyke Road just east of the Mission Raceway where they are conveyed across the Fraser River to the JAMES sewage treatment plant for treatment and disposal. Pump station upgrades for the Harbour Avenue and Raceway pump stations will be required to support future upstream sewer flows.

While trunk infrastructure supporting overall Waterfront revitalization may require some City funding, it is anticipated that the provision of local water and sewer works will be developer-funded.

5.2 Storm

Lands east of the CP Rail Bridge are currently serviced by a system of storm mains, while those west of the bridge are serviced by overland flow, ditches, and culverts. All drainage from the Waterfront drains into Lane Creek where flows discharge into the Fraser River via a floodbox during low tide, or the drainage pump station during high tide.

A network of separate trunk systems, all of which flow directly to the Fraser River, are proposed for the lands south of the Highway 11 that are to be raised for flood protection. Meanwhile, storm system upgrades are proposed for the lands north of the Highway 11 where flows ultimately discharge to the Lane Creek pump station. Upgrades to the Lane Creek pump station have also been identified as critical to Waterfront revitalization, as these are necessary to ensure the pump station can meet the drainage servicing requirements of the contributing catchment, eliminate potential flooding along the lands adjacent to the creek, and ensure the pump station is designed for future flood protection. As part of this network of trunk systems green infrastructure such as bioswales and rain gardens are proposed to be installed along all roadways in the Waterfront, protecting the environment from road impacts. Onsite source control measures will be also installed to mitigate impacts of urban development on the natural environment.

While trunk infrastructure supporting overall Waterfront revitalization may require some City funding, it is anticipated that the provision of local storm works will be developer-funded.

5.3 Franchise Utilities

Existing BC Hydro feeds and substations provide sufficient electrical supply to support full build-out of the Waterfront. It is anticipated that the provision of franchise utilities throughout the Waterfront will occur alongside road construction, and that the provision of franchise utilities throughout the Waterfront will be developer-funded.

Gas mains are available for extension and system pressure is sufficient for the current gas loads in the area. However, as the area develops, it is anticipated that growth will trigger system improvements and new gas main installation. FortisBC will conduct a detailed review of required system improvements once detailed building gas loads are known.

5.4 Land Raising

The new dike location is generally drawn to reflect changes to the existing shoreline's slope and to show the degree of public open space between the dike and the water's edge. It is proposed that areas between the dike and the highway will be filled to approximately FCL, creating waterfront redevelopment parcels with exceptional views to the water and more resilient flood protection for all the lands behind.







6 | CULTURAL AND INDUSTRIAL HERITAGE STRATEGY

The Waterfront's role in early western settlement and industrialization of the Mission area is an important story to tell. The legacies of many different forms and types of industrial uses will be honoured through the preservation and re-purposing of artefacts, the use of historic place names, and educational components throughout the Waterfront.

6.1 Telling Our Story

- a.** As the Waterfront develops, the City should opportunistically acquire industrial features and implements with the intention of repurposing them over the longer-term to tell the story of the Waterfront's industrial past.
- b.** Artefacts from old and existing industries on the Waterfront should be salvaged and repurposed where possible into iconic wayfinding, gateway features, community amenities, or even playground equipment, directly incorporating pieces of the Waterfront's past into the everyday facets of its future.
- c.** Integrate archaeological discoveries and industrial heritage features into Waterfront projects, using new development as a vehicle for telling stories of the past to the public.
- d.** Historic flood highwater marks should be incorporated into the public realm where educational content around the dike and green shores approach to flood protection exist.
- e.** Encourage the development of cultural facilities and services that help the Waterfront, creating active, lively, and flexible spaces that connect visitors with the culture and industrial history of the Waterfront.
- f.** Foster partnerships with local cultural groups, historical societies, and other organizations, providing opportunities for using the Market Hall and other Waterfront assets as places of gathering and celebration.
- g.** Create a public art program that sponsors public art installations focused on telling stories of the Waterfront's past, bringing these histories to life in new, unique, and engaging ways.

6.2 Next Steps

Some elements of cultural and industrial heritage recognition in the Waterfront require further research to ensure they reflect and incorporate the greatest breadth of Mission's history possible.

- a.** A Waterfront Names Strategy should be developed to identify key names that should be used for future roads, institutional buildings, and public spaces throughout the Waterfront. This work should be completed in partnership with local First Nations.
- b.** Develop a comprehensive Wayfinding Strategy for the Waterfront, ensuring one cohesive look and feel exists throughout the entire area.
- c.** Prepare a plan that identifies a preferred corridor for a complete active transportation connection from the Waterfront to Stave Lake, reinforcing Mission's identity as a city that spans from the Fraser to the Rainforest.



THE WAY FORWARD

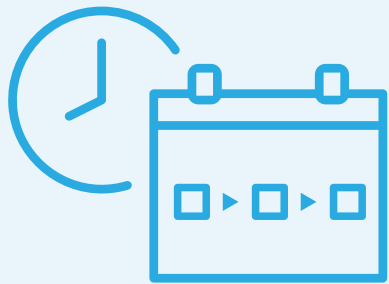
The future of Mission's Waterfront is coming to life. The stage is set and the initial background work complete. With a solid understanding of the infrastructure, land use mix, and community assets required to create a vibrant place for jobs, new urban heartbeat, and restored connection with nature in the Waterfront the stage is set for building Mission's Waterfront community.

The Way Forward is clear but requires sustained community support and bold action. Upfront investments are required to unlock the potential of the Waterfront, and these decisions will not always be easy. However, the opportunity and potential benefits are undeniable. Mission residents are unequivocal in their support for the Waterfront and the time is now for revitalization.

This section outlines the implementation framework for Waterfront revitalization and includes an overview of anticipated development phasing and timing, and details a delivery model for successful implementation. This includes an overview of the infrastructure upgrades and improvements required to unlock this development, as well as outlining opportunities to leverage existing and emerging partnerships to increase funding for these upgrades and accelerate successful plan implementation. Finally, this section lays a groundwork for future studies and strategies that should be prepared to help facilitate culturally relevant and sensitive development of the Waterfront's public realm over time. A variety of implementation and procurement approaches will be leveraged to achieve revitalization in the Waterfront.



Given this framework, the Way Forward outlines four specific ways that implementation should be viewed:



Through Planning and Phasing

Revitalization is anticipated to take 30 to 40 years, and not all areas of the Waterfront will develop at once. With a clear understanding of how development across the Waterfront is expected to occur over time the City can be strategic with how it funds and prioritizes infrastructure investments, maximizing their impact today while setting the stage for future phases of development.



Through Investments that Unlock Potential

There are several key investments in municipal infrastructure, amenities, and public space that will be catalysts for unlocking new development opportunities. Some investments are essential, such as protecting the Waterfront with a new dike as well as upgrading lift and pump stations that move, wastewater, and storm water through the area. Other investments, such as delivering high-quality parks and open space early in the project, increase investor confidence and land values, speeding up the pace of development in the Waterfront while delivering public benefit to all Mission residents. It is important for the City to leverage all mechanisms for funding available to them, including Direct Developer Works, Development Cost Charges, and Community Amenity Contributions, while remaining committed to delivering early upfront capital investments that enable development.



Through Partnerships

Ongoing commitment to fostering and developing partnerships will help increase the speed of revitalization while also delivering a truly collaborative Waterfront that all Mission residents, stakeholders, and senior levels of government can feel ownership of and pride in. Partnerships with senior levels of government are of critical importance to help defray the cost of investing in upfront infrastructure such as the flood-protecting dike, while longer-term partnerships with First Nations, community groups, and community leaders can help rally support and funding for unique elements of the Waterfront, such as the waterfront hub, marinas, ecological parks, industrial heritage and cultural components.

Through Alignment with City Plans and Policies

The revitalization of Mission's waterfront is closely linked to several other plans and policies at the local, regional, and provincial levels. These documents set the overarching goals, visions, and objectives for land use, transportation, and other key long-term planning considerations in the City and beyond. In referencing the Waterfront Revitalization Master Plan it is clear that it strives to align the numerous internal master planning, neighbourhood planning, infrastructure planning and policy development initiatives that have been and will continue to be brought forward.

To strengthen awareness, understanding, and alignment of the efforts that guide development in the City, the following local and regional planning and policy abridgments informed the context of the Master Plan:

- City of Mission Official Community Plan
- Council's 2018-2022 Strategic Plan
- The Master Infrastructure Strategy (MIS)
- Mission Mobility 2050: City of Mission Transportation Master Plan
- Parks, Trail, and Bicycle Master Plan (2009)
- Parks, Recreation, Arts & Culture, Fraser River Heritage Park, & Centennial Park Master Plans (2018)
- BC Transit: Local Area Transit Plan
- Port of Vancouver: The Vancouver Gateway Strategy 2030
- Fraser Valley Regional District - Regional Growth Strategy: Fraser Valley Future 2050
- Employment Lands Strategy: 2021 - 2041
- City of Mission Affordable Housing Strategy: 2022
- Environmental Charter: Mission's Plan for Environmental Sustainability
- District of Mission, Community Energy and Emissions Plan, January 2012
- Mission, Community Energy and Emissions Plan, January 2012

As this Master Plan is implemented, further integration of these components will be woven into and become part of the plan. For this reason, the Master Plan is a Reference Plan to the OCP.

Collectively these four pieces of the implementation framework outline the anticipated way forward, but should not be viewed as the only means through which revitalization can be achieved. A combination of best practices and emerging, innovative methods may be used to advance the Waterfront's ongoing revitalization and respond to opportunities and changing contexts over time. Ultimately the way forward is a dynamic and responsive approach, empowering future decision-makers to create the best Waterfront possible.

Phasing

The Master Plan provides a great deal of flexibility with regard to implementation, identifying large areas that are anticipated to be developed within 10-year increments. Revitalization is anticipated to take 30 to 40 years, and not all areas of the Waterfront will develop at once. Phasing is generally expected to move from west to east across the site, reflecting the relative readiness of lands for development as well as current market conditions.

With a clear understanding of how development across the Waterfront is expected to occur over time the City can be strategic with how it funds and prioritizes infrastructure investments, maximizing their impact today while setting the stage for future phases of development. Flexibility for where and how development begins within these broader areas allows for the market to dictate how incremental value is built across these large swaths.

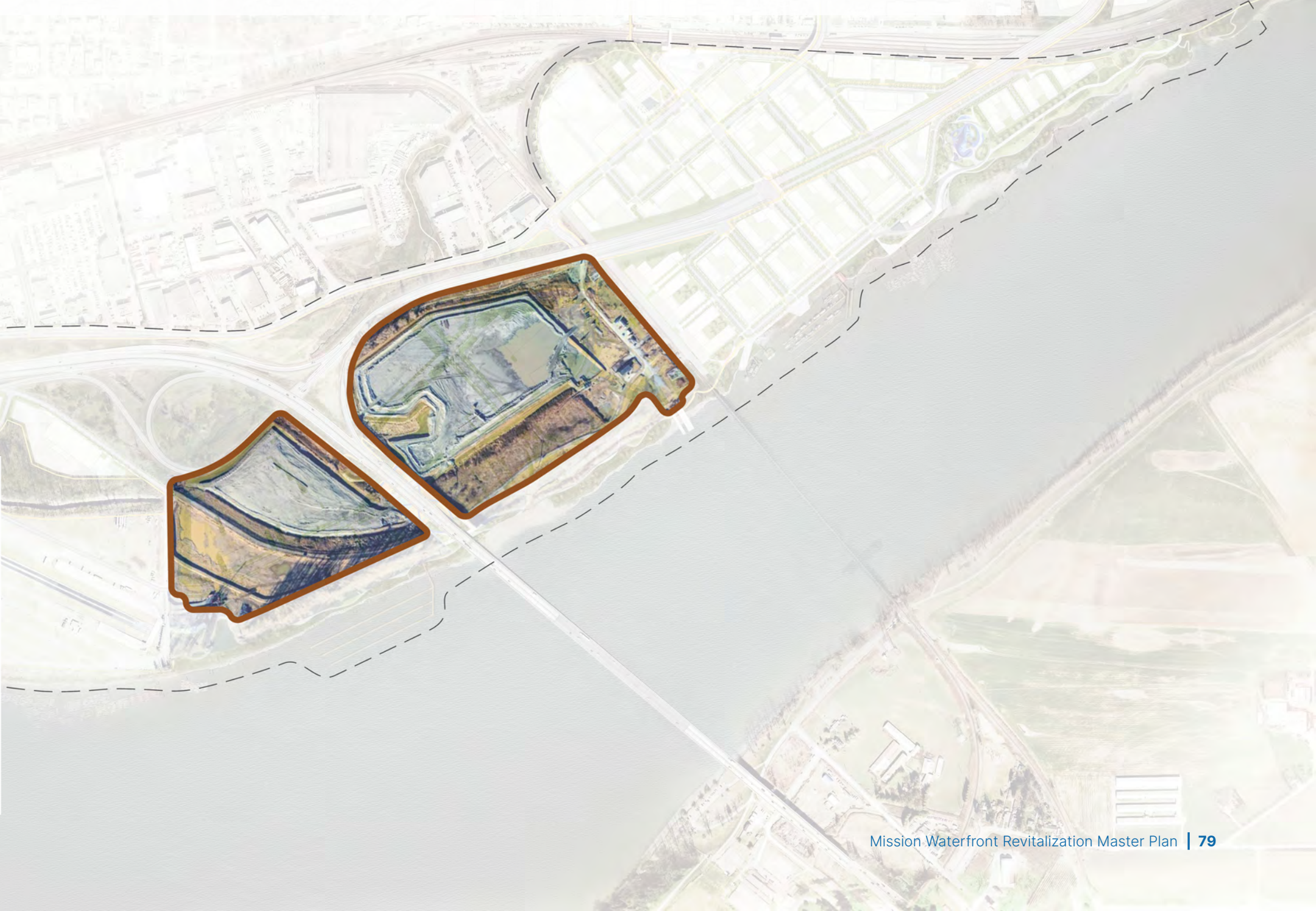
Broadly speaking it is expected that individual development sites will be phased in a sequential manner that allows for land value capture in a variety of non-competing markets simultaneously, expediting development and building momentum.

The following section provides an overview of the high-level anticipated phasing for the development. This is presented in 4 phases: Today, 10 Years (2032), 20 Years (2042), and 30-40 Years (2052-2062). Importantly, project phasing decisions will ultimately be informed by market viability , partnerships with senior levels of government to deliver core infrastructure, and the City’s sustained commitment to investing in and supporting Waterfront revitalization over time.

Today (2022)

Implementation is already happening! Lands around the Mission Bridge have already been raised to support future development and are currently on the market. This investment in preparing lands for development provides a visual example of how lands east of the CP Rail bridge and south of the future Highway 11 are also required to be raised. The City continues to engage with the Ministry of Transportation and Infrastructure, and it is the intention of the City for a mutually agreeable Highway 11 concept to soon be approved.

Importantly, early development in the Waterfront will emphasize maximizing the number of jobs created in employment areas around the Mission Bridge early and will build on the existing progress in filling these lands close to the Flood Construction Level.



Within 10 Years (2032)

Within 10 years it is anticipated that the first phase of employment lands development and the relevant flood protection and open space investments are nearly complete. Land east and west of the Mission Bridge have been turned into a home for new jobs-creating businesses and Waterfront Destination development, but this does not mean development here is done forever. These lands will remain open to future land use intensification as market pressures increase in Mission, including potential multi-storey employment or mixed-use employment with residential above.

Concurrent to this development the relevant required comprehensive land raising will be completed at the east end of the site, allowing for the first standalone residential buildings east of the CP Rail to be constructed. This work spans from the existing harbour to the East End Outlet.

By this point in time the City's commitment to establishing the Waterfront as a marquis destination is already visible as well, with much of the Waterfront Central Hub and Under the Bridge Park open spaces being created.



Within 20 Years (2042)

Within 20 years lands south of the Highway 11 have been fully raised and developed, centred around the completed Waterfront Centrepiece Hub and emerging early stages of Mission's new urban heart. The Experience the Fraser Trail alignment through the Waterfront is complete, anchored by the Lane Creek Ecological Area in the west and the East End Outlet Ecological Area in the east. By this point the Waterfront is clearly recognized for its unique relationship with the Fraser River that is unlike any other urban area in the Lower Mainland.

Revitalization north of the Highway 11 is also beginning to take place. The Mershon Main Street is emerging as a new complementary extension of Downtown and planning for the Downtown to Waterfront active transportation bridge is well under way. Soon investments in public hubs nestled next to Downtown will solidify a seamless connection between Mission's historic core and the new, revitalized Waterfront.

At the same time the Mission Raceway has continued its evolution as an entertainment destination in its own right, modernizing its operations and upgrading existing facilities. Seasonal events and festivals make it a year-round destination that further contributes to the City's ever-diversifying economy.



Within 30-40 Years (2052-2062)

Within 30 to 40 years the Waterfront has fully developed into a thriving complete community. A hub of economic activity and jobs, the new urban heartbeat of Mission is a destination of choice throughout the Lower Mainland for its unparalleled natural riverfront setting.



Unlocking Development

Successful revitalization depends on several key infrastructure investments to unlock the Waterfront's full potential. The methods through which infrastructure investments are funded will vary depending on type of investment, timing, and model of delivery. Regardless, it is imperative that a framework for recovering costs and maximizing Waterfront potential is prepared and consistently updated throughout the lifespan of revitalization.

Mission has a pivotal role to play in identifying and executing priority projects that are required in order for development to occur. The Master Plan is supported by a rigorous economic feasibility plan that ensures implementation is phased strategically so upfront costs from necessary major infrastructure investments are recoverable and provide greater return on investment than would otherwise have occurred. Through this planning work, the following critical investments have been identified as necessary components alongside the first phase of development:

- Development of the dike
- Harbour Avenue pump station and forcemain
- Lane Creek pump station upgrade

For example, Harbour Avenue and Lane Creek improvements are DCC eligible, and could be funded either through an area-specific DCC charge or inclusion in the City-wide DCC by-law. Development of the super dike can be paid for through Direct Developer Works, or grants from senior levels of government.

Without these improvements only limited development can occur. This compromises the scale of development possible making it next to impossible to foster a truly vibrant Waterfront. Without these investments, revitalization loses its momentum, and may stall.

Master Plan-wide, it is important for the City to leverage all mechanisms for funding these investments available, including Development Cost Charges, Direct Developer Works, Community Amenity Contributions, and grants from senior levels of government. An option where the City engages in land acquisition and sales is also considered, whether through a development corporation or through a capital reserve fund set up for the Waterfront.

Development Cost Charges

In areas where there are many landowners and a significant number of parcels, the City can rely on Development Cost Charges to collect revenue for capital improvements. In areas with fragmented ownership, it is not practical to require direct developer works, as it is difficult to understand the financial implications specific to each development site. Rather, costs are assessed neighbourhood-wide, and a share is apportioned to each developer based on floorspace developed. In this scenario, the City front-ends the infrastructure and collects the charges from developers as the area is built out.

Development cost charges are tied directly to growth forecasts to ensure the City collects the appropriate revenues over a designated time horizon. This requires a thoroughly considered phasing plan to ensure the City fully recovers costs and can continue to unlock further development in the Waterfront.

Direct Developer Works

Direct developer works can be employed in areas of the Master Plan where there are large parcels and a limited number of owners, such as the Bridge Lands. In these areas, the master developer builds the infrastructure to suit the specific land uses being developed. A bond is provided to the City equal to the cost of the works and returned when the infrastructure is completed. This funding strategy reduces municipal risk and ensures that the completed works meet the specific needs of the user. If any portion of the works benefit other areas, these costs can be recouped by the developer through front-ending agreements or DCC credits.

Community Amenity Contributions

Community Amenity Contributions (CAC, VACs) are a one-time discretionary charge levied at the time of rezoning. These charges are typically used to fund infrastructure not covered by the DCC, including community centres, libraries, public hubs, or affordable housing. Community Amenity Contributions capture a share of the land value generated from rezoning to higher value uses and are thus closely tied to market values. The charges fund the additional cost of providing amenities and services to new residents or employees in the area. Community amenities funded by the Master Plan will in turn speed up the pace of revitalization as investments in public assets and increase the overall desirability of the Waterfront.

Municipal Land Acquisition & Sales

There remains the potential for the City to engage in land acquisition and sales, either through a development corporation or through a dedicated waterfront reserve fund. The municipality can acquire properties in certain areas of the waterfront, provide the necessary infrastructure improvements, and sell parcels that have been rezoned to higher value uses to the development community. This facilitates land value capture associated with improvements and rezoning but comes with a higher level of financial risk. Prior to adopting this approach, financial capacity and a legal risk assessment is required to ensure this funding mechanism is appropriate for the City.

Grants

Extreme weather events caused by climate change continue to grow in frequency and intensity, and senior levels of government have committed substantial funds to aiding municipalities in weatherproofing themselves for the future. Critical infrastructure investments such as foreshore flood protection works to establish the super dike throughout the Waterfront or pump station upgrades to protect Mission from mass storm runoff events are well-suited for leveraging these governments to help with cost sharing. Particularly when considering the green shores, naturalized approach proposed for the Waterfront, and the direct incorporation of active transportation infrastructure into the super dike, there are multiple positive lenses through which this project can be conveyed.

Beyond climate change-related benefits, there is also the directly quantifiable benefit of new jobs and homes that will be created by funding these infrastructure projects. Mission's innovation employment lands in particular offer a pressure relief valve for land demand that is not just regional, but even provincial and federal in scale. With the Master Plan economic feasibility plan there is a compelling case for external grants to be made available in order to assist in delivering core pieces of infrastructure to kick start revitalization.

Grants can also be leveraged to provide additional investments that increase investor confidence and land values, speeding up the pace of development in the Waterfront while delivering public benefit to all Mission residents. For example, incorporating the delivery of marquis parks and open spaces as part of a super dike project enables the City to deliver not only critical protective infrastructure but also compelling and desirable public spaces that further encourage private investment in the Waterfront.

Leveraging Partnerships

Master Plan implementation will occur through a sustained commitment to public investment over time. Some of these investments are smaller, such as building the Destination Playground or Waterfront Plaza, while others are much larger, such as building the dike and its riparian and open space features. For all projects there is substantial opportunity for the City to build on existing partnerships or foster new ones to help defray costs, increase community involvement, and establish a broader sense of ownership and pride in the Waterfront.

For smaller scale projects the City should work closely with local service clubs, the business community, schools, sports associations, post-secondary institutions, and other local partners to identify projects of specific interest that each can take ownership over. For example, a local basketball association might be particularly interested in seeing the Under the Bridge Park built, or a local service club might wish to sponsor a boardwalk through an ecological park. To foster these connections the City should establish a dedicated resource or resources through which groups can be connected to individual projects. At the same time, the City can play a leadership role in identifying central projects that the entire community can rally around, such as the market or cultural pavilion.

For larger scale projects partnerships are likely to have more actors and be more complex in shape. For example, establishment of a new post-secondary campus on the Waterfront will likely involve the provincial and federal governments as well as the post-secondary institution itself. Similarly, major infrastructure upgrades and investments must be cost-shared with senior levels of government, as their cost is too great for the City to shoulder alone. As with smaller scale projects the City must take a proactive approach to fostering these relationships by identifying clear objectives and consistent messaging for both Administration and Council to use. As these relationships are built it is important for the City to maintain a compelling and consistent narrative that resonates with the political interests of senior levels of government.

Ultimately, close collaboration between all levels of government, nongovernmental organizations, community groups, private sector partners and local First Nations is required to make the Master Plan an actionable reality with widespread buy-in. The more everyone feels the Waterfront is truly a place for them, the more vibrant and successful it will be.



