

CITY OF MISSION

BYLAW 6095-2022-5670(33)

A Bylaw to amend "District of Mission
Official Community Plan Bylaw 5670-2017"

WHEREAS, under the provisions of the *Local Government Act*, a Council may, by bylaw, adopt one or more community plans for one or more areas;

AND WHEREAS the Council of the City of Mission has adopted "District of Mission Official Community Plan Bylaw 5670-2017" and amended same from time to time;

AND WHEREAS the Council deems it desirable and in the public interest to further amend the Official Community Plan Bylaw;

NOW THEREFORE the Council of the City of Mission, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "City of Mission Official Community Plan Amending Bylaw 6095-2022-5670(33)."
2. "District of Mission Official Community Plan Bylaw 5670-2017" as amended, is hereby further amended by:
 - a) Deleting the existing Waterfront Comprehensive Planning Area description in *Figure 8.1, Land Use Designations, Mixed-Used Centres* and replacing it with:

OCP Designation	Characteristics	Land Uses	Density
Waterfront Comprehensive Planning Area	<ul style="list-style-type: none"> • Planned community including a range of land uses organized in accordance with the vision, guiding principles, and the policies of this OCP • Refer to Section 8.3 for description and policies • Refer to DPA guidelines 	<ul style="list-style-type: none"> • Mixed-use Commercial/ Residential • Mid-Rise Multi-unit Residential (up to 6 stories) • Attached Multi-unit Residential • Commercial • Institutional • Parks and Open Space • Environmentally Sensitive Area • Industrial • Other uses to be determined through planning processes 	<ul style="list-style-type: none"> • 1.0 to 2.5 FSR • Up to a maximum 5.0 FSR with the provision of a Significant Community Benefit in accordance with the Zoning Bylaw

- b) Deleting the following wording in Section 8.1: URBAN STRUCTURE, GROWTH AND LAND USE:

“Waterfront Comprehensive Planning Area

The Waterfront Comprehensive Planning Area land use designation is an area identified for future urban development that will provide the basis for more detailed land use planning.

The 2006 Mission Landing Concept Plan was the first 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 assesses the viability of the redevelopment of the waterfront. In 2019, Engineering servicing, floodplain analysis, soil contamination, geotechnical studies were conducted and intended as background research for a Waterfront Revitalization Master Plan.

This area has significant opportunities for redevelopment as a community and for recreation as part of Experience the Fraser. It could be similar to successful waterfront communities in other parts of the Lower Mainland where there are boutiques, artists' studios, small galleries, cafes, bars, restaurants, and markets integrated with waterfront walkways, higher density housing, and industrial uses.

Studies and analyses have addressed market feasibility and anticipated development constraints. More detailed technical studies conducted in 2018 - 2019 provide greater certainty around the true conditions, costs and timelines required to undertake redevelopment activities. Some of the major challenges relate to flood levels, impacts of previous and existing industrial uses, contaminated soils, and transportation connectivity to downtown and other transportation routes/corridors.

Part of the Waterfront, is now a mix of light industrial and commercial uses. Due to its proximity to the West Coast Express station, downtown and the Fraser River there is potential to support high density residential uses that are integrated with commercial and warehousing/wholesale land uses. It is an excellent location for affordable housing, especially for frequent transit users. This is a neighbourhood that will likely experience a gradual transition to more residential uses.”

And replacing it with:

“Waterfront Revitalization Master Plan

The Waterfront Comprehensive Planning Area land use designation is an area identified in the Waterfront Revitalization Master Plan. The Master Plan provides the basis for more detailed land use planning.

The 2006 Mission Landing Concept Plan was the first 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 assesses the viability of the redevelopment of the waterfront. In 2019, Engineering servicing, floodplain analysis, soil contamination, geotechnical studies were conducted and intended as background research for a Waterfront Revitalization Master Plan. In 2022, Council adopted the Waterfront Revitalization Master Plan as a Reference Plan to the Official Community Plan.

This area has significant opportunities for redevelopment as a community and for recreation as part of Experience the Fraser. The Waterfront Revitalization Master Plan visions the area as a successful waterfront community where there are boutiques, artists' studios, small galleries, cafes, bars, restaurants, and markets integrated with waterfront walkways, higher density housing, industrial uses and the continued operation of the Raceway.

The Waterfront Revitalization Master Plan provides greater certainty around the true conditions, costs and timelines required to undertake redevelopment activities. Some of the major challenges the Master Plan seeks to address relate to flood levels, impacts of previous and existing industrial uses, contaminated soils, and transportation connectivity to downtown and other transportation routes/corridors.

Part of the Waterfront is **currently** a mix of light industrial and commercial uses. **With its proximity to the West Coast Express station, downtown and the Fraser River, the Master Plan supports** high density residential uses that are integrated with commercial and warehousing/wholesale land uses. It is an excellent location for affordable housing, especially for frequent transit users. **The area will gradually transition to more residential uses on the lands east of the CPR Bridge and encourage industrial uses west of the CPR Bridge .**

- c) Deleting the existing wording in policy 8.1.23 and replacing it with:

“In preparing the Waterfront Revitalization Master Planning Area, the City undertook a planning process that confirmed the Waterfront Revitalization Master Plan would continue to:”

- d) Deleting the existing wording in policy 8.1.25 and replacing it with:

“Raise dikes or fill the entire area **between the waterline and Highway 11 and establish a pedestrian oriented precinct along the waterfront with a continuous walkway, viewpoints, commercial uses, public art, interpretive features, and other dynamic urban elements.”**

- e) Deleting the existing wording in policy 8.1.26 and replacing it with:

“Restore and enhance riparian areas, and provide public access to the river as part of Experience the Fraser.”

- f) Deleting the following wording from Section 8.3.3:

“Waterfront and Commuter Rail Area

The Mission Landing Concept Plan captures the vision of the community and recommendations for the waterfront and commuter rail areas. It can serve as a Neighbourhood Plan for this area until such time as a waterfront redevelopment plan has been completed.”

and replacing it with:

“Waterfront and Commuter Rail Area

The Waterfront Revitalization Master Plan captures the vision of the community and recommendations for revitalizing the waterfront. **As a Reference Plan, it serves the Waterfront Comprehensive Planning Area in conjunction with the City’s other general planning policies, resolutions and directives concerning infrastructure, urban design, economic development, open space. social policies, and other topics.”**

- g) deleting the following wording from Section 9.5. DP AREA C: MIXED USE AND COMMERCIAL DEVELOPMENT PERMIT AREA – Intent:

“In revitalization areas such as the Waterfront Comprehensive Planning Area, the intent will be to establish new dynamic neighbourhoods.”

and replacing it with:

“In revitalization areas such as the Waterfront Comprehensive Planning Area, the intent **is to** establish new dynamic neighbourhoods.”

- h) deleting the following wording from Section 9.5. DP AREA C: MIXED USE AND COMMERCIAL DEVELOPMENT PERMIT AREA – Guidelines:

“12. Additional Guidelines for the Mixed-Use Areas in the Waterfront Area

(a) Reflect a traditional waterfront architectural form to the greatest degree possible, considering the use of timber, painted or stained wood cladding, and shed roofs.

(b) Maintain views to the Fraser River; staggered building heights from the south to the north are encouraged.

(c) Projecting elements (such as eaves, porches, etc.) are encouraged on commercial structures.

(d) Weather protection through the use of projecting canopies and arcades should be provided along the north side of Harbour Avenue.

(e) Openings in façades should be punctuated with strong coloured mullions and window trim.

(f) Terraced or stepped forms of residential development are encouraged with large terraces and decks.”

and replacing it with:

“12. Additional Guidelines for development in the Waterfront Area are contained in Section 3 of the Waterfront Revitalization Master Plan”

- i) deleting the following wording from Section 10.2 ACTION PLAN – Economic Development:

“Complete a Neighbourhood Plan for the Waterfront Comprehensive Planning Area”

and replacing it with:

“Supplement the Waterfront Revitalization Master Plan with specific policies and guidelines to enhance the Waterfront Comprehensive Planning Area”

- j) deleting the following wording from Appendix A: The Community, Section A.3 – LAND DEMAND STUDY:

“There are sufficient regional commercial (retail and service) lands to accommodate growth in the Lougheed Highway retail node (west of downtown), over the longer term. There is also long term demand for a small amount of new commercial space in the proposed waterfront village to the south of downtown on river;”

and replacing it with:

“There are sufficient regional commercial (retail and service) lands to accommodate growth in the Lougheed Highway retail node (west of downtown), over the longer term. There is also long term demand for **additional** new commercial space in the proposed waterfront village to the south of downtown on river;”

READ A FIRST TIME this 2nd day of May, 2022

COUNCIL CONSIDERATION OF SECTION 477 OF
THE *LOCAL GOVERNMENT ACT* given this 6th day of June, 2022

READ A SECOND TIME this 6th day of June, 2022

PUBLIC HEARING held this 20th day of June, 2022

READ A THIRD TIME this 20th day of June, 2022

ADOPTED this __ day of ____, 2022

PAUL HORN
MAYOR

JENNIFER RUSSELL
CORPORATE OFFICER