

Bylaw 5650-2017 Amendments Survey

SURVEY RESPONSE REPORT

28 January 2019 - 19 May 2022

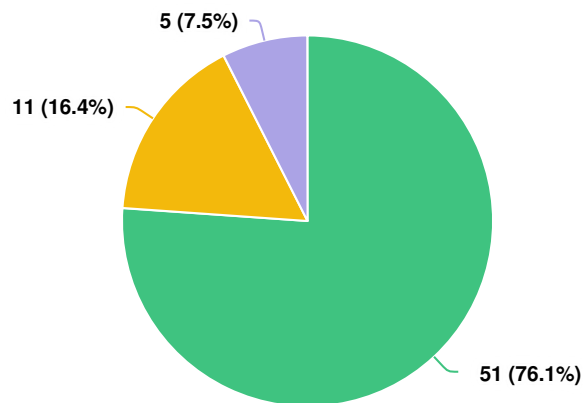
PROJECT NAME:

Bylaw 5650-2017 Amendments



SURVEY QUESTIONS

Q1 How supportive are you of adopting livable street standards?



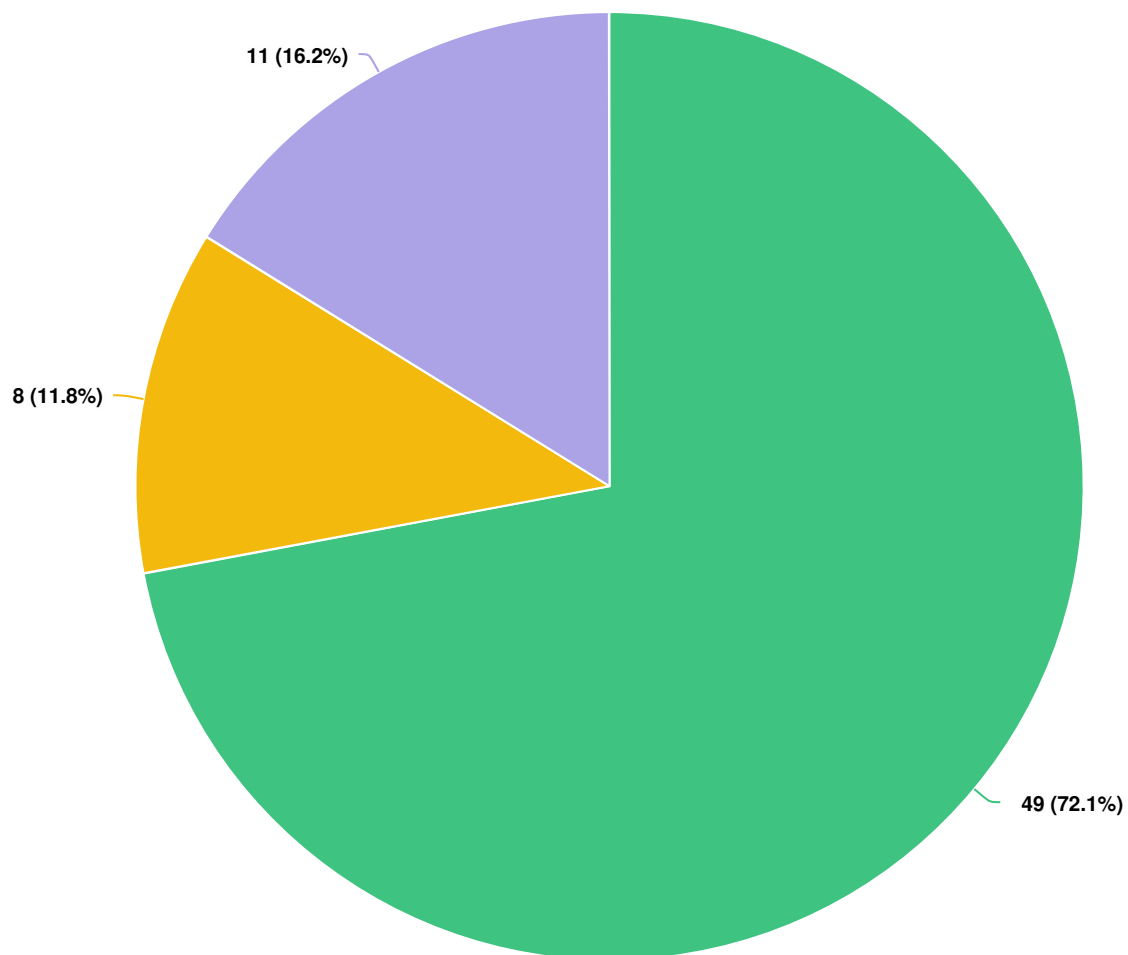
Question options

☒ Supportive ☐ Neither supportive nor unsupportive ☐ Unsupportive

Optional question (67 response(s), 1 skipped)

Question type: Radio Button Question

Q2 How supportive are you of wider sidewalk facilities?



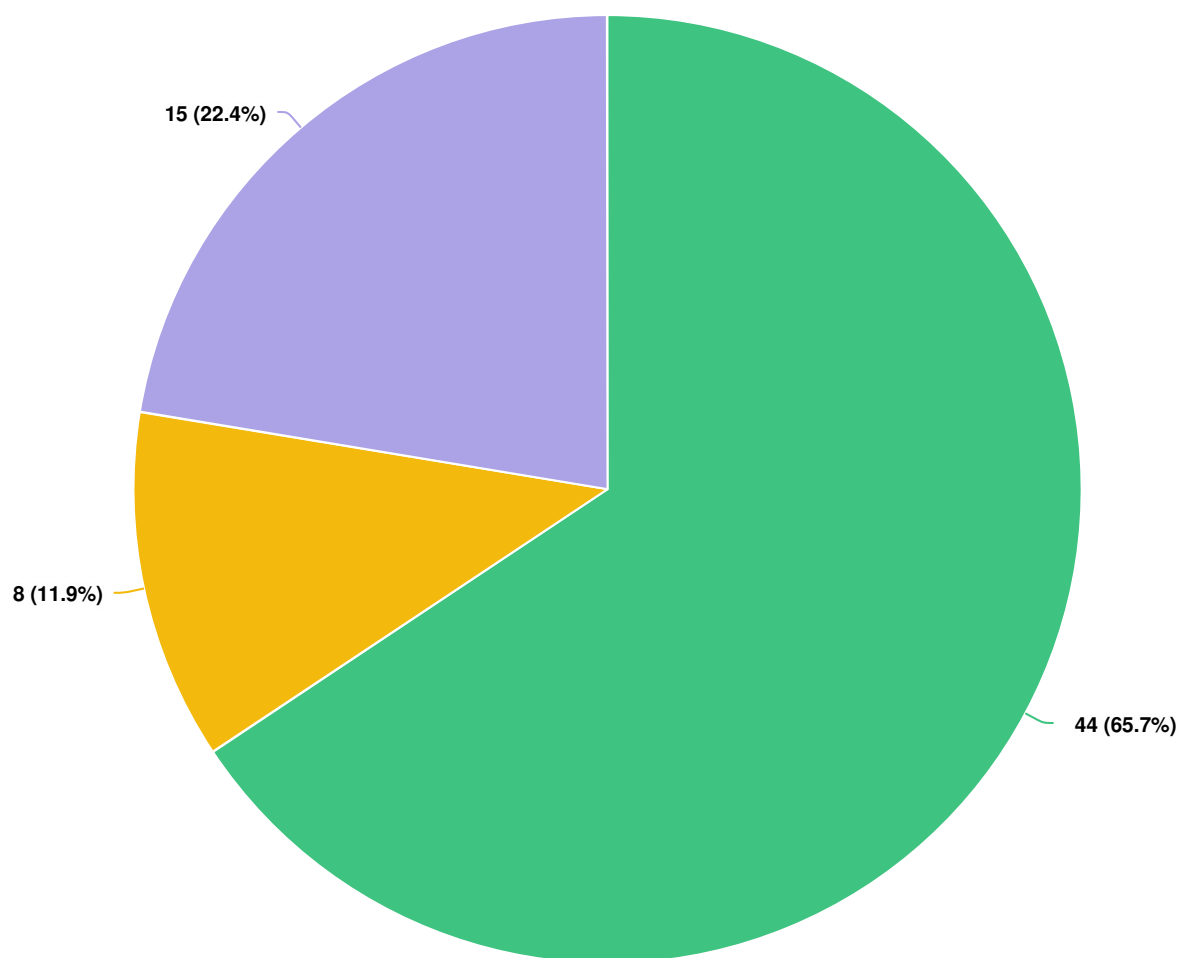
Question options

☒ Supportive ☐ Neither supportive nor unsupportive ☐ Unsupportive

Optional question (68 response(s), 0 skipped)

Question type: Radio Button Question

Q3 How supportive are you of the implementation of multi-use pathways?



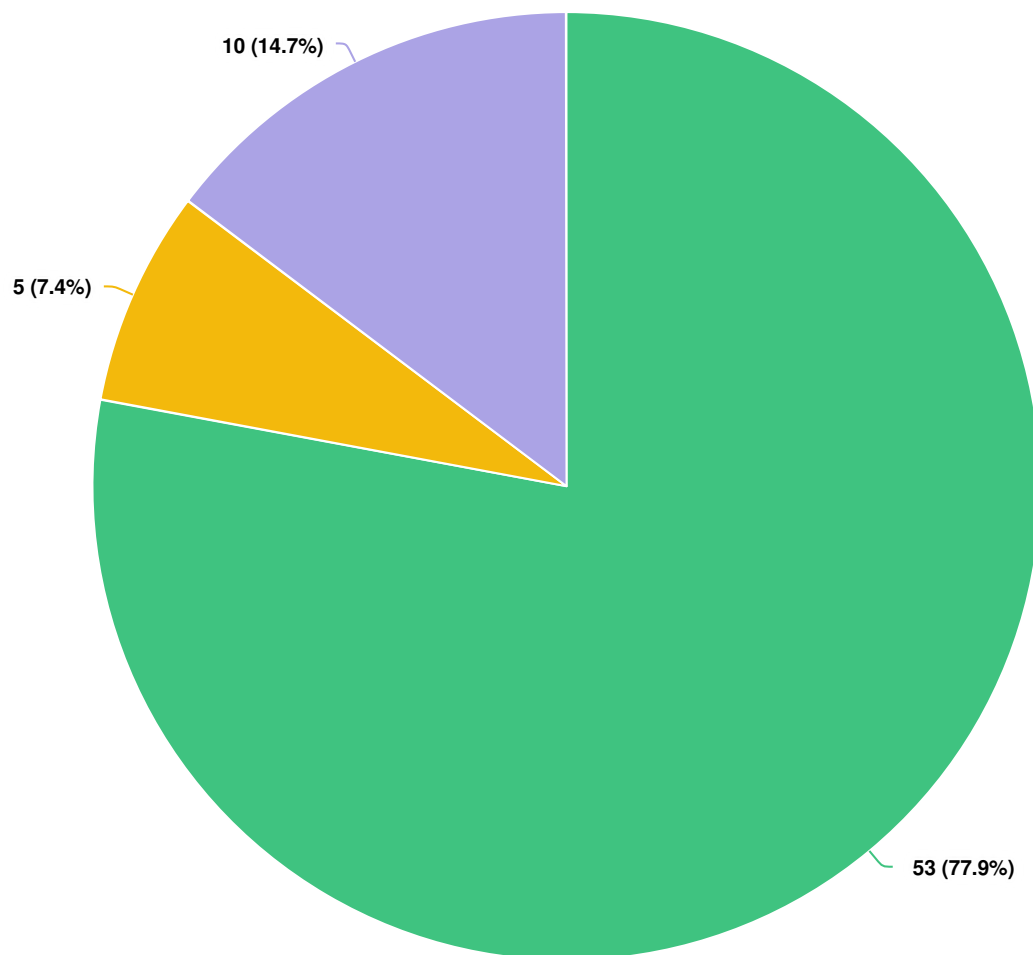
Question options

☒ Supportive ☐ Neither supportive nor unsupportive ☐ Unsupportive

Optional question (67 response(s), 1 skipped)

Question type: Radio Button Question

Q4 How supportive are you of including boulevard trees in street design?



Question options

☒ Supportive ☐ Neither supportive nor unsupportive ☐ Unsupportive

Optional question (68 response(s), 0 skipped)

Question type: Radio Button Question

Q5 Please share any final comments you have on Bylaw 5650-2017:

Anonymous

4/26/2022 12:50 PM

I am in favor of making sure that homes are built with storage so homeowners do not use carports and make sure that everyhome with a secondary suite has an on property parking space as currently they park on the streets and are very possessive of it. Wider sidewalks only makes the parking problem worse.

Anonymous

4/26/2022 12:56 PM

The more space required for these new designs means less space available for anything else. This means land is less useable and more expensive. More money has to be made on developments. Which will equate to either less development and or higher prices on new developments. Both are bad for the average person.

Anonymous

4/26/2022 01:37 PM

Please ensure parking is for the number of cars that fit inside garages - excess street parking is ruining our community at present.

Anonymous

4/26/2022 02:48 PM

Mission needs to support walkable neighborhoods and green infrastructure to remain as sustainable as possible into the climate future. The developments currently underway an an anathema to the principles of best practice in urban design. Please make Mission an example to other smaller communities in BC.

[REDACTED]

4/26/2022 04:08 PM

Multi-use path's should always have a clear buffer and i would like to see a wider median to grow boulevard trees.

Anonymous

4/26/2022 04:28 PM

More pedestrian friendly streets would be great!

Anonymous

4/26/2022 07:14 PM

sharing sidewalk with bikes, pedestrians, scooters, etc seems to me very unsafe especially on a hill.

Anonymous

4/26/2022 08:53 PM

excited to see more sidewalks and multi use pathways as well as trees. It will be a welcome change in Mission

Anonymous

4/26/2022 09:43 PM

Would like to see safe biking paths on the Lougheed through downtown and through to The Springs as well as to The Junction.

Anonymous

4/27/2022 06:27 PM

There needs to be enough width on the streets for cars to park and snow removal trucks to pass. There should only be traffic allowed on one side of the streets.

Anonymous

4/27/2022 09:39 PM

Let's use best standards when redoing or building new subdivisions.

Anonymous

4/29/2022 10:34 AM

Need way more street parking especially on Nelson where the new developments are going in thats pictured

Anonymous

4/29/2022 11:34 AM

We need wider roads and more parking because we are not a dense urban city such as Vancouver and people have no choice but rely on cars for everyday transportation.



4/29/2022 12:21 PM

Before replacing existing sidewalks as multi use pathways, the City needs to fix existing pedestrian safety issues. Cherry Avenue between Harms St and Edwin S. Richards Elementary is in dire need of a sidewalk. Firstly it is a highly used route, with school children and walkers. The shoulder has no room and cars don't slow down. Other high danger areas would be Stave Lake Street between Cherry Avenue and Dewdney Trunk Road and Stave Lake St between Best Ave and Prentis Ave. Bike lanes are not a high priority due to the extreme hills in Mission. For example, who is going to ride their bike from Cherry Ave to 1st Ave to shop, have lunch or just for fun and ride it home? Please don't waste taxpayers money on projects that look good on paper but will never be used to their potential. Boulevard trees are a nice idea but they take forever to grow to a useful size! Can the City preserve existing MATURE trees in industrial areas?

Anonymous

4/29/2022 01:45 PM

I like to see wider sidewalks, I like to see trees, I would like to see more bikes. We need to supply more secure lock up areas for bikes. I am glad to see the 1.2 m sidewalk widening increased to 1.5 m and the 1.5 m increased to 1.7 m. On SS-C05, the 1500 gate separation may be a bit cramped for people of my age to maneuver their bikes through, perhaps it could be increased a bit?? IMHO. The details for the drainage ponds, catch basins, etc. seems to be really well done.

Anonymous

4/29/2022 01:56 PM

how did the list of boulevard trees get selected? are any of them native to BC? shouldnt they all be native to BC? I dont see the Western flowering dogwood on the list that represents our Province. cherry trees are pretty in a park but not good to park your car under.

Anonymous

4/29/2022 02:16 PM

Horrible development from day one , no respect to the surrounding neighborhood, or streets , it's a little late to care about the area now , this should have been done in the original ocp , which would of been planned for the development, not build then try and figure out your plan .

Anonymous

4/29/2022 02:28 PM

If the future plan of mission is anything like what you've allowed to happen on Nelson. You guys have and are doing a terrible job. You've poorly designed the roads to narrow you put concrete barriers in the middle of the road that cause more harm than good. You do not understand how mission is meant to go this is a beautiful small town that is meant to have house on 10000sq ft lots. Not all this ugly town home projects that don't provide adequate parking for tenants or guests. I wish this survey would maybe make you guys realize how you've done a terrible job at city planning. Mission also is a town on a hill that does not have people riding bikes to work and grocery's. Most people need a vehicle to commute out of town to work. don't plan stupidly like maple ridge and give up large road ways for empty bike paths. Glad to talk again jay if you need help designing things properly don't be afraid to reach out. Best regards Tanner

Anonymous

4/29/2022 02:37 PM

I drive Nelson/grove quite often and I think you guys have made that road an absolute hazard if you are in a bigger vehicle other than a car and especially if you are towing a trailer

Anonymous

4/29/2022 02:48 PM

We need to curb all the in street parking as it's becoming dangerous to maneuver in residential streets lined with parked cars on both sides

Anonymous

4/29/2022 03:43 PM

Please review school bus stops and have pedestrian cross walks at Nelson and Israel and Nelson and Bench. Also Aves and Nelson to Israel - no crosswalk, no sidewalk on south side currently.

Anonymous

4/29/2022 06:57 PM

Anything that adds to the cost of housing is a concern for me. I don't believe people will walk more if sidewalks are wider or more paths are added. I think our weather and terrain are bigger factors for most people.

Anonymous

4/29/2022 07:09 PM

Residential road widths need to consider that homes built with suites in them have no storage. Therefore residents use garages as storage and require street parking on both sides of the street. Consider

Mctaggart where it is now single lane traffic due vehicles from every home being parked on the street.

Anonymous

4/29/2022 09:35 PM

What do you classify livable street standards. Be a little more transparent.

Anonymous

4/30/2022 07:37 AM

Esthetics is as important as the road itself. Esthetically it's just more pleasing to the I believe it affects property values in the area. Wider roads and walkways is just plain safer. Wider walk ways are safer when children are using them, and people can pass safely with lots of room. Multi use yes for dog walking, biking, baby strollers etc. It also gives a sense of community as it will be a pleasure to go for a walk rather than just infrastructure that is only there out of necessity.

Anonymous

4/30/2022 08:49 AM

You can't make a friendly living space without giving space where the people feel comfortable to enjoy their communities without feeling like they are walking next to a highway. I one hundred percent support this. Anything less than adopting this platform is counter productive to making Mission become a stomping ground for the way of life we wished the city infrastructure had been set up years ago.

Anonymous

4/30/2022 08:59 AM

I think Mission would benefit significantly from more walkable areas and paths.

Anonymous

4/30/2022 08:59 AM

Need street parking options!!!

Anonymous

5/10/2022 03:04 PM

from BC Hydro perspective: 1.) all road layouts need to have power & communication corridors on both sides. existing infrastructure may not be as per proposed layouts making system continuity a technical concern 2.) all trees planted next to electrical duct will require root barriers for safety and reliability. 3.) no trees that grow taller than 5.0m should be planted under existing Overhead power and communication lines 4.) BC Hydro normal offset from property is 1.8m to 2.0m for both Overhead and underground infrastructure, and both systems may be present at any location. 5.) pad mounted transformers will require bollards on road side and are to be set back min. 1.0m from back of curb 6.) Natural gas distribution lines are most often at 0.8m from property line. Please reach out to the local BC Hydro Office for more details on the civil and electrical standards. Thank you.

Anonymous

5/11/2022 11:22 AM

In attachment b there are a couple changes I do not support. 1.6.2.1 removing 5% and not replacing a percentage is worrisome. "A percentage" leaves it up to whom as to what percentage will be charged for fees? Secondly 8.10.3 per including multi use pathways with sidewalks you are now lumping in a change how will snow removal and maintenance be handled? will be required of multi use pathways which is included in the good neighbour bylaw. I feel multi use pathways should be treated separate and not the same as a sidewalk

Optional question (30 response(s), 38 skipped)

Question type: Essay Question