

Mission Waterfront Revitalization Master Plan

Preferred Land Use Option - Update
January 2022



Preferred Land Use Option

Map Legend

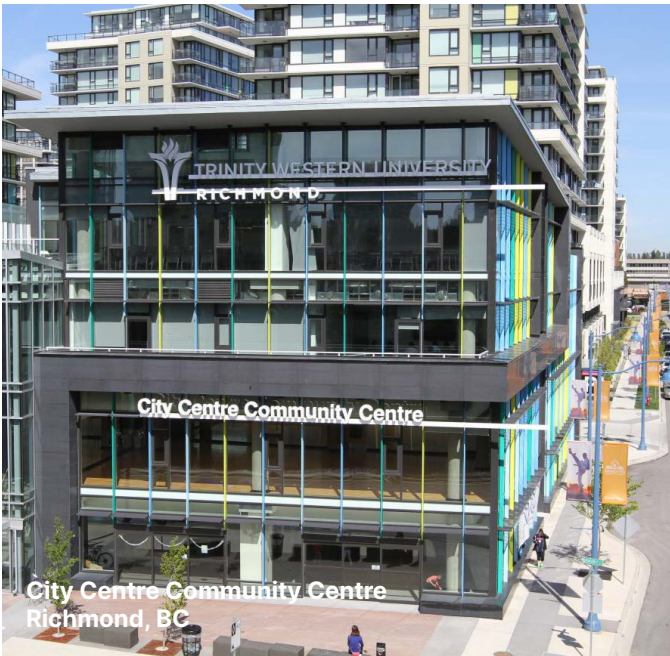
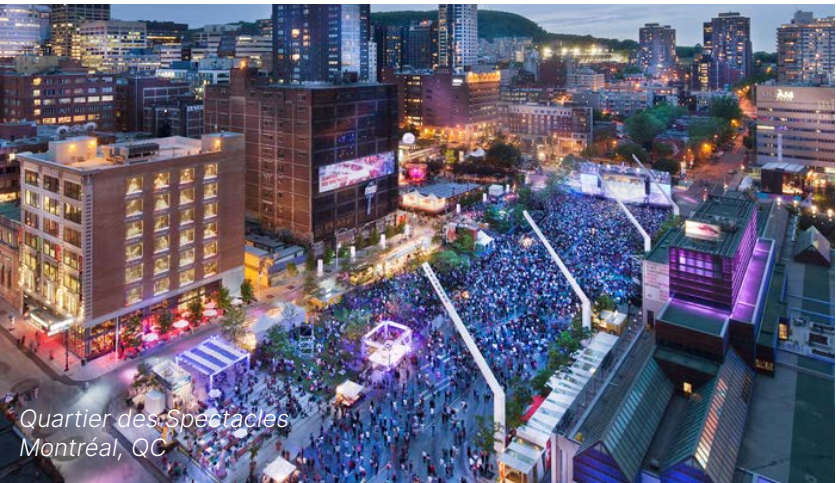
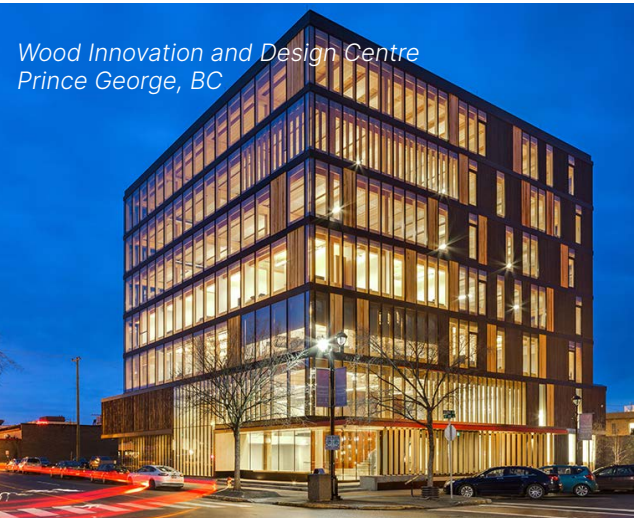
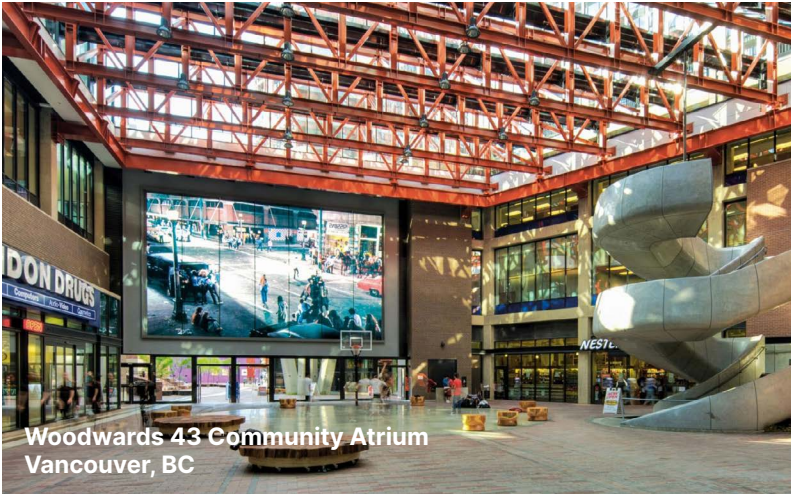
Public Hubs with Mixed Use Potential

Hubs are clusters of public investment that have the ability to become anchors of community life and vibrancy in a revitalized waterfront. Hubs can include a wide range of public institutional uses, including:

- **Education** (post-secondary schools, research centres)
- **Innovation** (business incubator, industry research)
- **Culture** (art gallery, events centre, Indigenous centre)
- **Recreation** (pool, athletics centre, gym, arena)
- **Civic** (library, police station, City Hall)
- **Transit** (multi-modal transit centre)

The Education, Culture, Innovation, Civic, and Recreation Hubs have the capacity, but not necessarily, to be co-located with each other. This can work if a large public amenity multi-plex is desired, or if a small urban university campus plans to include shared access agreements to its performance, recreation and some class/lab spaces. There are many possible configurations, groupings, and sizings for these hubs – in many precedents shown here forms and functions overlap. The ultimate configuration will be determined through partnership agreements beyond the timeline of this plan.

Site selection in the plan affords flexibility to the City and potential partners in order to allow for all parties to act opportunistically toward realizing mutual benefit. In all cases, hubs should be allowed to accommodate any and all mixe of uses above grade or elsewhere within the same parcel.



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Employment At-Grade with Mixed Use Above

This is the most flexible land use designation in the plan, and is where new forms of innovative mixed use developments are anticipated to take shape. It encourages a broad mix of land uses and densities within its boundaries and within its buildings. This land use is intended to support the economic growth of small industrial and creative industries through the continued provision of light industrial spaces while allowing for other redevelopment uses above.

This land use is imagined to be 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.



Innovation Employment & High FSR Light Industrial

This designation broadly encourages new employment uses in the Waterfront. It will allow a large number of building configurations but is intended to provide a much needed pressure relief valve to the entire region's acute shortage of available land for relatively high floor-surface-ratio (FSR), multi-bay, high-ceiling light industrial space. These buildings are incredibly flexible, which means that there will be a broad

diversity of acceptable uses with strong emphasis toward creative and innovative local businesses with high levels of employment density.

Innovative higher density stacked structures comprised of multiple floors of industrial spaces will be encouraged, but not required. In addition, office uses will also be allowed within this area. In the largest employment areas, within the Bridge West and East Precincts, the total FSR is imagined to be no less than 1.0, with higher densities of employment and waterfront uses supported.



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 on the west side of the plan area, clustering regional entrainment uses aligned with the Raceway.



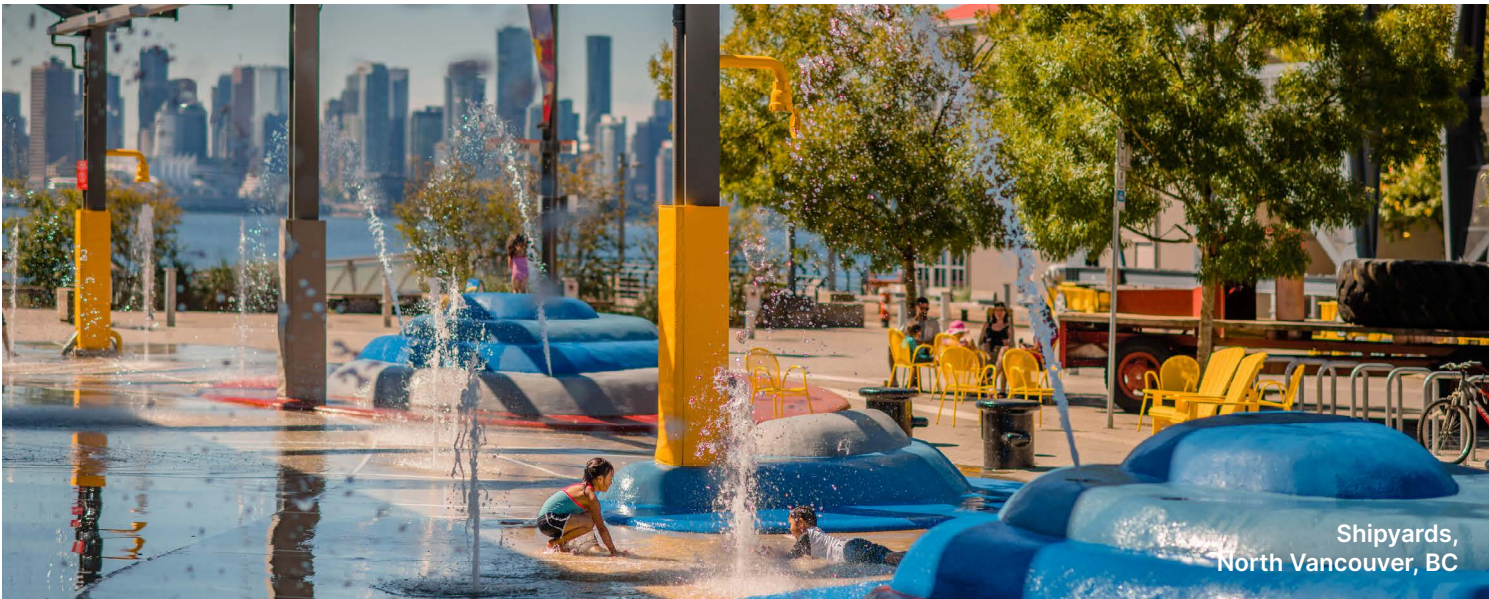
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Waterfront Destination Uses

These areas are intended to offer destination experiences of all types in an urban format. Development in these areas must take care to reflect its privileged location along the waterfront through appropriate interfaces with public open space, streetfronts, and the broader community. This entails that larger parcels could include mixed use components such as housing or office above, and that parking is hidden and integrated within buildings.

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 its most vibrant manner. examples of possible uses in this area are destination retail, hotel, casino, or marina buildings.



Urban Mixed Use (No Residential At-Grade)

Urban Mixed Use is intended to focus development into key areas where retail and employment at-grade with housing above is desired in order to extend or connect vibrant urban areas. Here, retail would mostly serve local needs (though destination uses could easily spill over), and housing would be varied in tenure, size, and price. Outside of key retail frontage corridors, non-retail employment uses will be strongly encouraged on the ground levels. This will dramatically increase the diversity of accepted uses at-grade from typical urban mixed use designations, enabling a more varied streetfront experience that transitions away from the most lively corridors into neighbourhood and community areas.



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Predominantly Residential (Residential At-Grade)



These areas are intended to encompass a broad range of multi-family housing developments where affordable housing and purpose-built rental projects will be encouraged alongside market rate housing. These areas are strategically positioned where two factors are present:

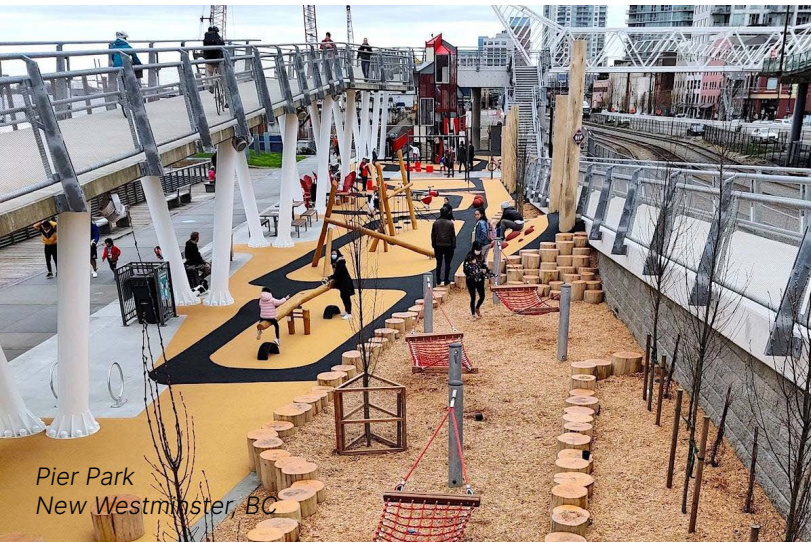
1. Significant infrastructure investments that enable uplift (i.e. ground elevation raising and comprehensive utility replacing). This results in much higher cost of entry development barriers, thus requiring higher density; and
2. Where local connectivity is limited or where the distance to the Waterfront's open spaces is small without having to cross high-order streets.



Open Spaces (Public Parks, Plazas)



Areas identified for public parks, plazas, and other types of more actively used open space are identified in a lighter shade of green on the preferred land use concept. These are the locations where human occupation, artistic, cultural and recreational spaces and the most active forms of programming will take place. It is in these locations where opportunities for Indigenous and ecological knowledge sharing and interpretation will be focused, directly incorporating reconciliation efforts into the Waterfront's most actively used places.



Open Spaces (Ecological or Riparian Areas)



These are the Waterfront's lush ecological and riparian areas, the place where visitors will feel the most immersed in nature. Due to their environmental sensitivities and the powerful forces of the Fraser River, these areas will be prioritized for protection. While limited recreational infrastructure will be allowed in these areas, the Waterfront will still prioritize improvements to trails and naturalization so that residents and visitors alike can experience the natural beauty of Mission's waterfront.



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Signature Open Spaces *

This element calls out special opportunities that exist along the Waterfront based on the *leveragability* of existing conditions, and/or the anticipated adjacencies with the Hubs. These range from highly active open space destinations, waterfront beaches, boat launches and marinas, to unique shoreline and creek sensitive habitat areas. Together, the Signature Open Spaces will create a total experience far beyond the sum of each part. Visiting the Waterfront's open spaces, along its continuous and braided promenade, one will experience a purposefully interwoven array of diverse and site-appropriate public amenities, where the experience tells the story of Mission's past, present and bright future, and where people from all over can become convinced that Mission has something incomparable: an uninterrupted, sensitively designed, and amenity rich public waterfront on the Fraser River.



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External Roadway Connections / New Internal Connections

These are meant to convey all the locations where one will be able to travel by vehicle between precincts, and/or access Highways 7 and 11. Additional mobility maps will provide more clarity on how these alterations to the area's transportation network are intended to function.

Provincial Highway

These lines represent the existing and planned regional highway linkages in the Plan Area. Specific areas are identified for further study and the collaborative development of transportation solutions with the Province.

CP Railway

These lines represent the existing railway infrastructure in the Waterfront area.

New Dike

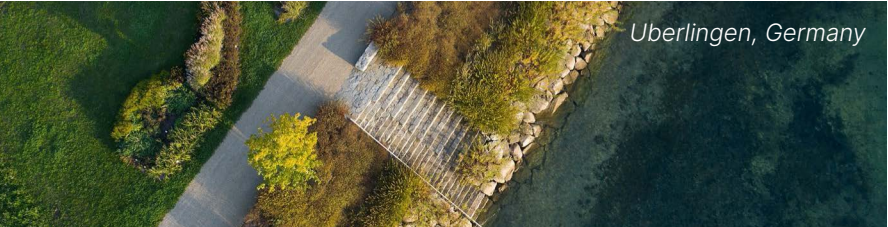
The new dike location is generally drawn to reflect changes to the existing shoreline's slope, and to show the degree of public open space between the dike and the water's edge. It is proposed that areas between the dike and the highway will be filled to approximately Flood Construction Level (FCL),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

Experience the Fraser Trail

The darker green line represents the Experience the Fraser Trail, which will be provided in various forms throughout the plan area: from a 3-4m asphalt multi-use pathway along the Plan Area's edges, to a 6-10m wide urban promenade, with separation for cyclists and pedestrians in the more central urban areas. Where relevant, this trail will be located at or near the top of the dike. This will allow for dike maintenance access, and will also afford trail users with privileged views of the Fraser River, the bridges, and the urban areas behind. Smaller trails not shown on this map, but shown on the public open space map (forthcoming), will intersect in a braided fashion. This will create loops and allow open space users to have route choices that vary with respect to levels of prominence, enclosure, intimacy, and ecological immersion.

Major Bike Route

These lines represent the main connections of 2-way protected cycling paths and/or multi-use pathways throughout the Plan Area. These are intended to exist within the street and open space networks, and will provide a high level of inter-precinct connectivity to those walking and cycling. Local streets will be designed to be appropriately traffic calmed with 30km/h posted speed limits. Local streets will also accommodate on-street cycling, but will do so within the roadway.



Mission Waterfront Master Plan Preferred Concept V2

- Public Hubs with Mixed Use Potential Above
- Employment At-Grade with Mixed Use Above
- Innovative Employment / High FSR L. Industrial
- Waterfront Destination Uses
- Mission Raceway (Special Policy Area)
- Urban Mixed Use (No Res. At-Grade)
- Predominantly Residential (Res. At-Grade)
- Open Space (Public Parks, Plazas)
- Open Space (Ecological or Riparian Areas)
- Signature Open Spaces
- External Roadway Connections / New Internal Connections
- Provincial Highway
- CP Railway
- Major Bike Route
- Experience the Fraser Trail
- New Dike
- Special Highway Planning Area
- Retail Frontage Required
- Retail Frontage Possible
- Waterfront Frontage (Activation Toward River)