

**DISTRICT OF MISSION  
OFFICIAL COMMUNITY PLAN BYLAW 5670-2017**

A Bylaw to provide policy statements on managing the District  
of Mission's current and future growth and development

WHEREAS under the provisions of Section 472 of the *Local Government Act* the Council may adopt one or more community plans for one or more areas;

AND WHEREAS, under the provisions of Section 477(1) of the *Local Government Act*, the Council must adopt a community plan by bylaw, and, following adoption of such bylaw, the community plan is an Official Community Plan;

AND WHEREAS the Council has had prepared a community plan, such community plan being expressed in maps, plans and reports;

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

This Bylaw may be cited for all purposes as "District of Mission Official Community Plan Bylaw 5670-2017".

Schedule "A" attached hereto and forming part of this Bylaw is hereby adopted and is the Official Community Plan for the District of Mission with the exception of those portions not intended to be part of the bylaw.

"District of Mission Official Community Plan Bylaw 4052-2008" and all amendments thereto are hereby repealed.

Any bylaw commenced under "District of Mission Official Community Plan Bylaw 4052-2008" prior to the adoption of this bylaw, which has received at least two readings as of the date of adoption of this bylaw, is, when adopted, deemed to be conforming to, and adopted under, this bylaw. Any designation reference in any bylaw commenced under "District of Mission Official Community Plan Bylaw 4052-2008" but adopted under this bylaw is deemed to be a reference to the corresponding new designation as identified within each such designation.

READ A FIRST TIME this 14<sup>th</sup> day of August, 2017

COUNCIL CONSIDERATION OF SECTION 477(3)(a) OF THE  
*LOCAL GOVERNMENT ACT* this 14<sup>th</sup> day of August, 2017

READ A SECOND TIME this 16<sup>th</sup> day of October, 2017

PUBLIC HEARING held on the 7<sup>th</sup> and 9<sup>th</sup> days of November, 2017

READ A THIRD TIME this 18<sup>th</sup> day of December, 2017

ADOPTED this 8<sup>th</sup> day of January, 2018



CAROL HAMILTON, ACTING MAYOR



MIKE YOUNIE, CORPORATE OFFICER

MAKE IT  
**YOUR**  
MISSION



# OFFICIAL COMMUNITY PLAN

DRAFT FOR PUBLIC HEARING  
NOVEMBER 7 & 9, 2017



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## ACKNOWLEDGMENTS

*Urban Systems Ltd*

**URBAN**  
systems

*Site Economics Ltd*

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## CONTENTS

Acknowledgments .....	ii
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### CONTEXT

---

1.0 INTRODUCTION .....	1
1.1 What is the Official Community Plan? .....	1
1.2 Community Involvement .....	4
1.3 Community Input .....	7
2.0 VISION AND GUIDING PRINCIPLES .....	9
2.1 Community Vision .....	9
2.2 Guiding Principles.....	10

### THE PLAN

---

3.0 BROAD POLICIES.....	17
3.1 Regional Context Statement .....	17
3.2 Sustainable Land Use Policy .....	18
4.0 ENVIRONMENT .....	22
4.1 Ecology .....	22
4.2 Climate Change .....	29
4.3 Agriculture and Food Security .....	34
5.0 HOUSING AND LIFESTYLE .....	40
5.1 Housing .....	40
5.2 Health, Social Services, and Safety .....	55
5.3 Parks, Open Space, and Trails .....	61
5.4 Recreation and Leisure Services .....	69
5.5 Culture and Heritage .....	71
5.6 Education .....	76
6.0 TRANSPORTATION .....	78
6.1 An Integrated Transportation Network .....	78
6.2 Road Network .....	79
6.3 Pedestrian Network.....	81

6.4 Cycling Network .....	82
6.5 Transit .....	83
7.0 INFRASTRUCTURE .....	86
7.1 Water Supply .....	86
7.2 Sanitary Sewers .....	88
7.3 Rainwater Management .....	90
7.4 Waste Management .....	92
7.5 Railway .....	94

## LAND USE & URBAN FORM

---

8.0 URBAN STRUCTURE AND LAND USE .....	96
8.1 Urban Structure, Growth, and Land Use.....	96
8.2 Neighbourhood Planning Framework.....	117
8.3 Neighbourhood Overview and Policies.....	120
9.0 DEVELOPMENT PERMIT AREAS .....	128
9.1 Development Permit Area Guidelines Overview.....	128
9.2 Development Permit Area Guide.....	129
9.3 DP Area A: Intensive Residential Development Permit Area Guidelines .....	129
9.4 DP Area B: Multi-Unit Residential Development Permit Area .....	139
9.5 DP Area C: Mixed Use And Commercial Development Permit Area .....	148
9.6 DP Area D: Industrial Development Permit Area .....	164
9.7 DP Area E: Natural Environment Development Permit Area.....	172
9.8 DP Area F: Fraser River Development Permit Area .....	175
9.9 DP Area G: Geotechnical Hazards Development Permit Area .....	177
9.10 DP Area H: Fire Interface Development Permit Area .....	179
9.11 DP Area I: Mission City Downtown Development Permit Area .....	182

## IMPLEMENTATION

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10.0 IMPLEMENTATION.....	184
10.1 Mission’s Financial Context .....	184
10.2 Action Plan .....	184

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## APPENDICES

Appendix A: The Community

Appendix B: Mission City Downtown Design Guidelines

Appendix C: Maps

Map 1: Land Use Designations

Maps 1a, 1b, 1c: (enlargements of Map 1)

Map 2: Agricultural Land Reserve

Map 3: Urban Growth Boundary

Map 4: Communities

Map 5: Parks and Open Space and Trails

Map 6: Existing and Proposed Road Network

Map 7: Pedestrian Network

Map 8: Cycling Network

Map 9: Transit Network

Map 10: Water Supply Source and Distribution

Map 11: Sanitary Sewers

Map 12: Stormwater System

Map 13: Gravel Pits and Resources

Map 14: DPA E: Natural Environment Development Permit Area

Map 15: DPA F: Fraser River Development Permit Area

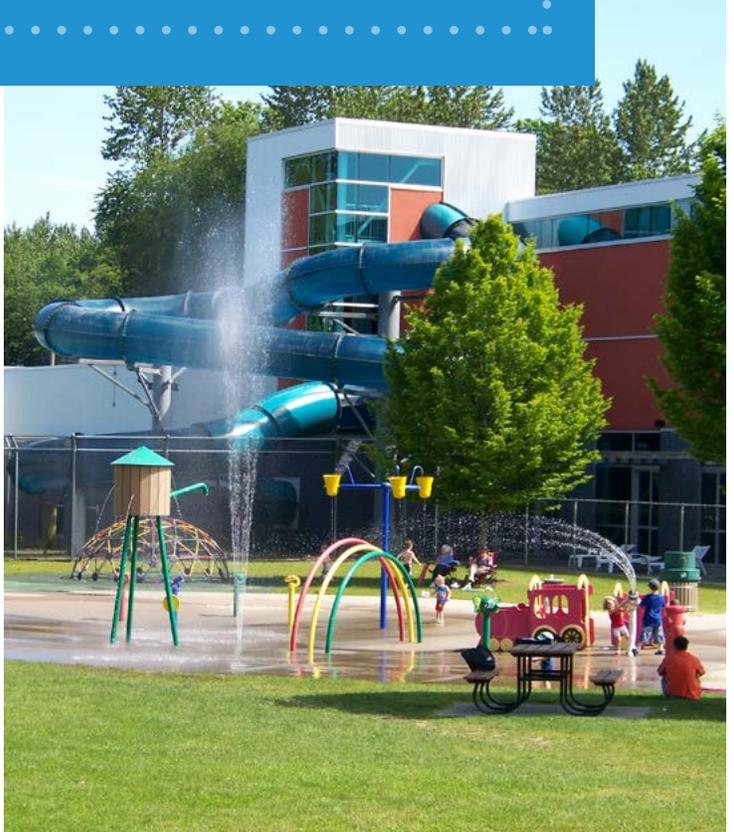
Map 16: DPA G: Geotechnical Hazards Development Permit Area

Map 17: DPA H: Fire Interface Development Permit Area

Map 18: DPA I: Mission City Downtown Development Permit Area



# CONTEXT



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## 1.0 INTRODUCTION

### 1.1 WHAT IS THE OFFICIAL COMMUNITY PLAN?

An Official Community Plan (OCP) represents a community's vision for the future and provides a framework to guide growth and decisions about the use and management of land and resources in the municipality. The OCP describes how and where residential, commercial, industrial, agricultural and other types of development will occur. It guides the provision of necessary road, water, sewer and other infrastructure. It also provides policies concerning environmental, economic and community health and well-being.

Based on the strategic framework of the District of Mission (Mission), the OCP must be founded on sustainability. The OCP will be a key policy document outlining how the community can become increasingly sustainable over time.

An OCP is a bylaw of local government. In British Columbia, the requirements of an OCP are defined by Section 473 of the *Local Government Act*, which requires the following content in an OCP:

- approximate location, amount, type and density of residential development to meet anticipated housing needs for at least five years
- approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses
- approximate location of sand and gravel deposits that are suitable for future sand and gravel extraction
- restrictions on land subject to hazardous conditions or environmentally sensitive to development
- approximate location and phasing of major road, sewer and water systems
- approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites
- policies for affordable, rental and special needs housing
- targets, policies and actions for the reduction of greenhouse gas emissions and policies and actions of the local government to achieve those targets
- a regional context statement where there is a Regional Growth Strategy



An OCP may also include the following:

- social, agricultural and environmental policies
- Development Permit Area (DPA) designations and associated guidelines

Where the municipality does not have jurisdiction, the OCP may only state broad objectives related to the topic. This typically includes matters within provincial or federal jurisdictions, and it may also include areas regulated by organizations such as the school district, universities, or BC Transit.

After the adoption of an OCP, all bylaws enacted and works undertaken by the local government must be consistent with the OCP, unless it is amended. Whereas the OCP indicates the existing and desired future land uses and services, the Zoning Bylaw regulates existing and permitted land uses. The Zoning Bylaw also establishes regulations such as setbacks, building heights, and parking requirements associated with permitted land uses.

This OCP draws from the 2016 census, 2011 Municipal household survey (census) data, and community engagement conducted in 2016 and 2017. Communities are not static, and change is always occurring. An OCP that reflects the community therefore must be a “living document” that is amended from time to time. This can be initiated by Council or as the result of an approved OCP amendment application. Review of an OCP is recommended every five to ten years to ensure that it appropriately reflects community trends, needs and desires. While ten years is the primary planning time frame for the OCP, many of the goals, objectives and policies have broader implications for a much longer term. For example, climate mitigation and adaptation strategies address changes anticipated over an undefined time frame.

This OCP was completed during a census year. As census data became available, statistics were updated where possible, but in some cases information from background documents is based on the 2011 data.

*Below: Trains played an important role in Mission's history; the District of Mission Municipal Hall*



Photo by: Steve Simmonds



Photo by: D. Decker

## Why Does Mission Need an OCP?

Mission's OCP will help the community in the following ways:

- it will proactively define and guide the community towards a sustainable, healthy and resilient future
- it will guide decisions by Council when considering applications for development
- it will guide the decisions of private landowners, developers, and other authorities
- it will provide a foundation for the municipality's financial planning, especially for infrastructure

An OCP provides multiple benefits. It can help to identify and address emerging issues and challenges that affect community well-being. These issues typically involve topics such as the impacts of development on community character; the changing needs of residents; housing affordability; economic health; public health and safety; heritage conservation; condition of habitat and biodiversity; rising energy costs; community greenhouse gas emission reductions; and climate change adaptation.

An OCP that introduces a clear planning and decision-making framework to guide development and redevelopment provides certainty for residents, business owners, developers and other stakeholders regarding the future use and management of land and water resources, and municipal services within the community. An OCP also increases the efficiency of local government through defining future objectives, policies and actions.

## The OCP Review

Mission last completed a full review of its OCP in 2008. The new OCP review provides an opportunity to address specific needs and challenges that have remained or have arisen since the 2008 version was completed. This includes the following:

- connecting the OCP to Mission's other plans and policies, including the Financial Plan
- incorporating the actions identified in the 2012 District of Mission Community Energy and Emissions Plan (CEEP) for working towards meeting the greenhouse gas reduction targets set in the 2008 OCP
- establishing criteria for evaluating new neighbourhood development applications
- identifying opportunities for increased housing density and diversity in select areas, to be further identified through the development of Neighbourhood Plans



- protecting urban forests and natural topography
- defining future growth and development patterns in undeveloped areas and addressing the short- and long-term impacts on infrastructure and servicing costs
- determining if there is sufficient commercial and industrial land to support local employment and Mission's tax base
- improving pedestrian and cycling linkages and safety
- promoting land use patterns that are supportive of public transit
- confirming Mission's urban growth boundary
- setting a clear direction for the waterfront area
- including recommendations related to the development of future trails, parks, and greenspaces

The review also provides an opportunity to improve the user-friendliness of the document, to make it more clear, consistent, and accessible. In particular, this includes revising land use categories to a more concise list, with clear definitions, goals, objectives, and policies for each land use.

With the OCP review, Mission has chosen to actively plan for the longer term. Built on community input, this Official Community Plan will help to ensure a vibrant and sustainable Mission.

## 1.2 COMMUNITY INVOLVEMENT

The entire OCP process ran from initial meetings and the preparation of a communications strategy in November 2015 to completion in December 2017. During the OCP process, Mission staff and the consultant reached out to the community in numerous ways to encourage participation in the process. The following is a summary of the key community engagement activities:

## COMMUNITY ENGAGEMENT ACTIVITIES SUMMARY

### “GO TO” MEETINGS

Mission staff attended meetings of community organizations that were already occurring to raise awareness about the OCP process. These “go-to” meetings included groups such as Rotary Club, Mission Seniors Centre Association, Heritage Commission, and the Downtown Business Association.

**TIMELINE:** JAN 2016 → MAR 2017 **MEETINGS:** 12



### FIRST NATIONS

Efforts were made throughout the process to reach out to First Nations. Letters were sent at the beginning of the process. These were followed up with emails and a meeting in June 2016 with The Leq’ámél Sumas Matsqui Society (consisting of members from the Leq’ámél First Nation, Sumas First Nation and the Matsqui First Nation) and a separate meeting with the Kwantlen First Nation.

**TIMELINE:** DEC 2015 → MAR 2017 **MEETINGS:** 3



### COMMUNICATIONS

A broad range of communication materials was prepared for the project launch, and these materials were updated throughout the project. The materials include traditional media (e.g., press, ads), posters, postcards, an OCP website, emails, and social media channels.

**TIMELINE:** JAN 2016 → MAR 2017



### COMMUNITY SURVEY

A comprehensive survey was conducted early in the process to better understand the needs and aspirations of the community. The survey was available online and in hard copy.

**TIMELINE:** DEC 2015 → MAR 2017 **RESPONDENTS:** 480

13. Which of the following phrases reflect your vision for Mission's future?

ITEM	YES This reflects my vision for Mission	NO This does not reflect my vision for Mission	NEUTRAL/ NOT SURE
Mix of urban and rural (country)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People live and work here	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Healthy lifestyle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connected engaged community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Small community feel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Innovative economic growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vibrant compact downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### COMMUNITY OPEN HOUSE WITH VISIONING/URBAN DESIGN WORKSHOPS

During the initial stage of engagement, a large open house event was held. It included break-out workshops on urban design and OCP visioning, presentation panels, comment wall panels, and a speaker’s corner.

**TIMELINE:** JAN 2016 → MAR 2017 **PARTICIPANTS:** 145





## COMMUNITY ENGAGEMENT ACTIVITIES SUMMARY

### STAKEHOLDER VISIONING WORKSHOPS

Four stakeholder visioning workshops were held. Participants were invited based on themes, and the public was also able to attend. The purpose of the workshops was, in part, to identify stakeholder perspectives on land use and development in Mission. The groups identified strengths (aspects we want to keep, celebrate and enhance), challenges (issues, areas requiring attention or improvement), and potential vision statements, objectives and planning policies for the OCP. Live polling was used to establish priorities. The following were the workshop themes:

- Business, Industry and Development
- Arts, Culture and Heritage
- Parks, Recreation and Environment
- Social Health, Community Services and Seniors

**TIMELINE:** JAN 2016 → MAR 2017 **PARTICIPANTS:** 91



### INAUGURAL WORKSHOPS

Workshops with the Senior Management Team, Technical Advisory Team and Mayor and Council were held early in the process. The purpose of these three workshops was to identify the perspectives and expectations of these groups related to the OCP process, successes of the existing OCP, challenges or new situations that need to be addressed, and vision for the future. The Technical Team also participated in an exercise on branding of the OCP.

**TIMELINE:** JAN 2016 → MAR 2017 **MEETINGS:** 25



### NEIGHBOURHOOD OPEN HOUSES

The OCP travelled to residents, with open houses in six neighbourhoods, Cedar Valley, Hatzic, Silverdale, Central Mission, Stave Falls, and Steelhead. These open houses included workshops that involved discussions with residents regarding the challenges and their aspirations for their respective neighbourhoods.

**TIMELINE:** JAN 2016 → MAR 2017 **PARTICIPANTS:** 136



### DRAFT OCP REVIEW

The draft OCP was presented to the community at one large open house plus open houses in neighbourhoods. The draft OCP was also be available on-line with a comment form.

**TIMELINE:** JAN 2016 → MAR 2017 **PARTICIPANTS:** 136



### 1.3 COMMUNITY INPUT

Multiple methods were used to obtain input to the OCP. As the community survey was completed by the largest number of people (480 respondents), the highlights of the responses to the survey are described below. The input from other engagement methods generally echoed the survey results:

- Most respondents (84%) owned their residence, and most lived in single family detached housing (82%).
- A large proportion of respondents (66%) planned to be living in Mission in ten years; only 6% said they planned to move elsewhere.
- If they are still living in Mission in ten years, 85% would prefer to live in single family detached housing. About 10% of respondents over 65 indicated that they would prefer to live in an apartment or condominium in the future.
- When asked what their main reason for moving from Mission would be, of those who did give a reason for leaving, most said for employment (30%).
- The portion of respondents working in Mission was 40%. About 60% said they would prefer to work in Mission.
- The main community strengths indicated were natural areas, trails and the small town feel of Mission. Other items for which strengths outweighed challenges included great place for families; arts, culture and heritage; housing affordability; and agricultural land.
- The key community challenges selected were downtown Mission, employment opportunities and the waterfront. Other items for which challenges outweighed strengths included transit; industrial land; safety and security; image, identity and pride; shopping/commercial areas; diversity of housing; community services such as food bank and emergency shelters; community services such as spaces for youth, families, and seniors; and walkability.
- The phrases that most reflected respondents' vision for the future of Mission were "safety" (89%), "diverse recreation opportunities" (88%), and "healthy lifestyle" (88%).
- The top priorities for the OCP selected in order of importance by the most respondents were "managing new development to increase environmental protection and parks/recreation amenities; increasing employment opportunities, including home-based and high-tech businesses; and improving transportation opportunities such as walking, cycling and transit. Encouraging more compact development was selected by the fewest respondents as a priority. Providing a



walkable vibrant downtown was the most popular first choice, selected by 24% of respondents, but overall it was selected as a priority by the second lowest number of respondents.

- The most preferred option for how development should be accommodated was to develop multi-family housing along the waterfront; the second choice was multi-family housing downtown.
- A large majority chose increased densities downtown and in other core destinations to help in supporting more/better transit, trails and bike routes (68%) over retaining current density and service levels.
- The largest group of respondents indicated that they thought new public buildings, infrastructure and institutional buildings should be funded by attracting more commercial uses to Mission (81%). Expanding commercial and industrial land areas were supported by 48% and 46% of respondents, respectively. The least popular method for financing new public buildings was by increasing taxes (20%).

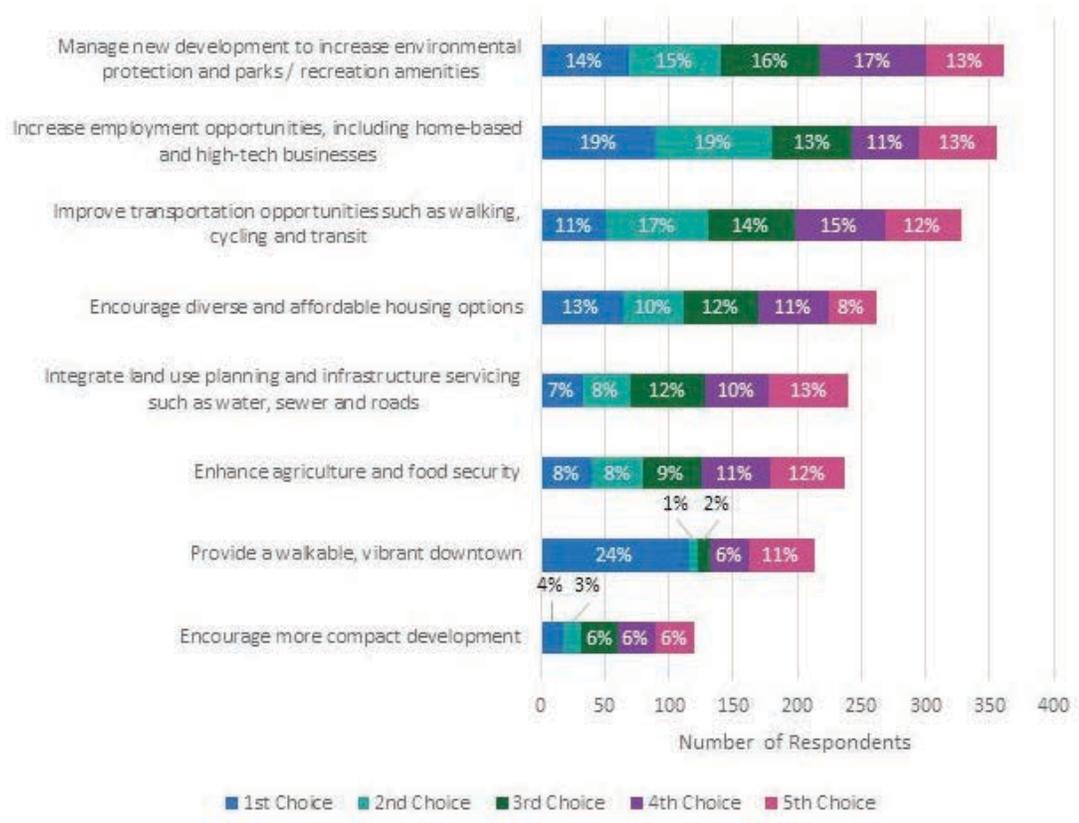


Figure 1.1 – OCP Priorities per Community Survey

## 2.0 VISION AND GUIDING PRINCIPLES



### 2.1 COMMUNITY VISION

#### OUR MISSION, OUR VISION

A *sustainable, safe* community that supports healthy lifestyles and engaged citizens

A *friendly, connected and peaceful* place to live

We protect and nurture our *green spaces* — forests, mountains, rivers and lakes

We respect *First Nations territory* and have strong connections to our heritage

Businesses are flourishing in our *vibrant downtown* and commercial nodes

The *waterfront* is a hub of activities, residences, industry and commerce

With increasing *employment*, more people can work here where they live

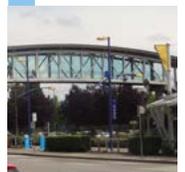
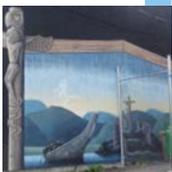
Families are attracted to Mission for the affordable housing, small town *community feel* and friendly neighbourhoods

We *walk and bike* to work and play

Multiple recreation activities and *community services* help everyone feel welcome and included

Our *arts and culture* scene is thriving

#### OUR MISSION





## 2.2 GUIDING PRINCIPLES

### A Sustainable Mission



Mission is committed to meeting our present needs without compromising the ability of future generations to meet their own needs. We will achieve sustainability through involving the community in realizing the vision and an ongoing dialogue that addresses economic, social, environmental and cultural well-being. Our sustainability strategies will focus on health for all members of the community.



Above: Shoe repair in downtown Mission; healthy families; Fire Safety week in Mission

### Environmental Stewardship



Our residents place high values on the natural environment. Mission will achieve environmental sustainability through protecting and enhancing ecosystems, providing opportunities for residents to enjoy and learn about their natural heritage, and working towards being a carbon-neutral community. This will involve the following:

- increasing the extent of protected environmentally sensitive areas
- appropriate management of natural areas including protection and enhancement of lakes, creeks, forests and the Fraser River
- guiding new development to achieve efficient use of land, transportation, energy, water and other resources, and to reduce greenhouse gas emissions



Above: Rolley Falls; Pikes Pond; sturgeon fishing in the Fraser

- protecting the connectivity of natural areas, including wildlife habitats and corridors
- encouraging individuals and the community to take responsibility for the appropriate handling and disposal of wastes, working towards zero waste
- providing public access to forests, lakes and rivers where appropriate
- encouraging “green” technologies that use fewer non-renewable resources
- encouraging all residents, businesses and institutions to become more environmentally sustainable
- protecting and enhancing the urban forest
- managing the interface between developed and forested lands
- using green infrastructure

## Economic Vitality



Mission residents require economic sustainability so they can raise families and live here for the long term. Mission will enable the growth of a healthy, diversified, and sustainable economy through the following:

- developing policies to support existing businesses and attract and maintain new businesses to support more employment

*Below: Shopping at a market; Mission City Antiques*

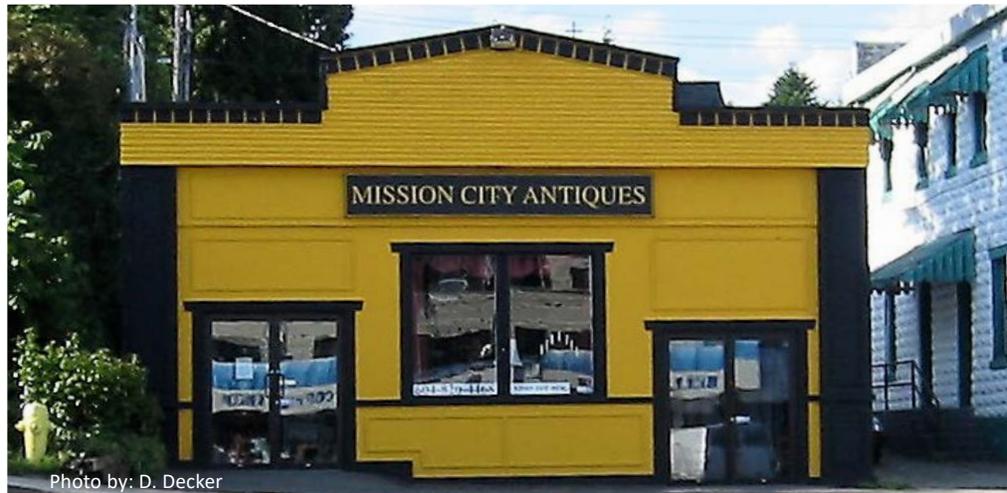


Photo by: D. Decker



- supporting the development of a hub for innovation, creativity, and progressive thinking that includes environmentally friendly, high-tech industries
- achieving fiscal sustainability through efficient and cost effective municipal services
- supporting the development of more tourism opportunities, including eco- and agri-tourism
- supporting the revitalization of downtown and the waterfront
- providing infrastructure that will help to attract businesses, including utilities, public and private transportation networks, and trails
- supporting local agriculture, organic food production and small- and large-scale farming in the community for food security and community health

## Social Strength



Mission's residents need services that will enable them to be socially content. Mission will help support the infrastructure and social networks that help to make residents safe, healthy and socially connected through the following:

- supporting the provision of health care, social services, education and daily living requirements
- supporting a wide range of recreation, social and cultural opportunities that are accessible to all
- encouraging a wide range of transportation options
- encouraging opportunities for people to connect with each other



*Above: Community volunteers; picnickers; and the Mission Community Health Centre*

- supporting the development of a wide variety of residential options that include housing for all ages and abilities, household types, and financial capacities
- providing a range of housing and activities that are appealing to young families
- supporting policies that enable people to “age in place”
- supporting the large number of societies and volunteer organizations that are engaged in helping to keep residents healthy, active and engaged in arts, culture, and recreation activities

### Compact and Complete Community



Environmental, economic and social principles will be best achieved if Mission is a compact, complete community that meets the everyday needs of residents in an efficient manner. This will be accomplished through the following:

- establishing downtown as the centre of commerce with higher residential densities, multiple services, walkable distances, safe bicycle options, and good transit
- establishing the waterfront and other residential nodes as communities offering mixed land uses, walkable streets, parks, trails and good transit
- planning for infrastructure to be efficient, with land use planning decisions based on pollution reduction, decreased automobile use, and environmental sustainability

*Below: A compact and complete community offers mixed land uses, walkable streets, and good transit*





- placing priorities on infill, redevelopment, densification strategies and mixed use
- focusing on enhancing the quality of life through clustering of services, good access to transportation, local food, and experiences of nature

## Distinct Character



Many residents choose to live in Mission because of its small town, friendly atmosphere. Mission will aim to protect and enhance the character that is attracting residents to the community through the following:

- continuing to blend urban and rural settings, without sacrificing one for the other
- embracing change while retaining Mission's unique historic, social and cultural character
- identifying and respecting the character of Mission's distinct neighbourhoods, including older and developing neighbourhoods
- discouraging infill that is out of character with the neighbourhood



Photo by: Wendy Cütler



*Above: the Mission Post Office; Downtown Mission; a community gathering; the Community Soapbox Garden; and an example of the character found in some of Mission's neighbourhoods*

- encouraging view corridors to Mission’s natural features, including Westminster Abbey, Fraser River and surrounding mountains
- promoting Mission as a unique community that differentiates itself based on the historic downtown, access to nature, arts and culture, affordability and recreation opportunities

### Working Together



Mission recognizes that engaged citizens and collaboration with others are essential to establishing a sustainable community, and will accomplish those relationships through the following:

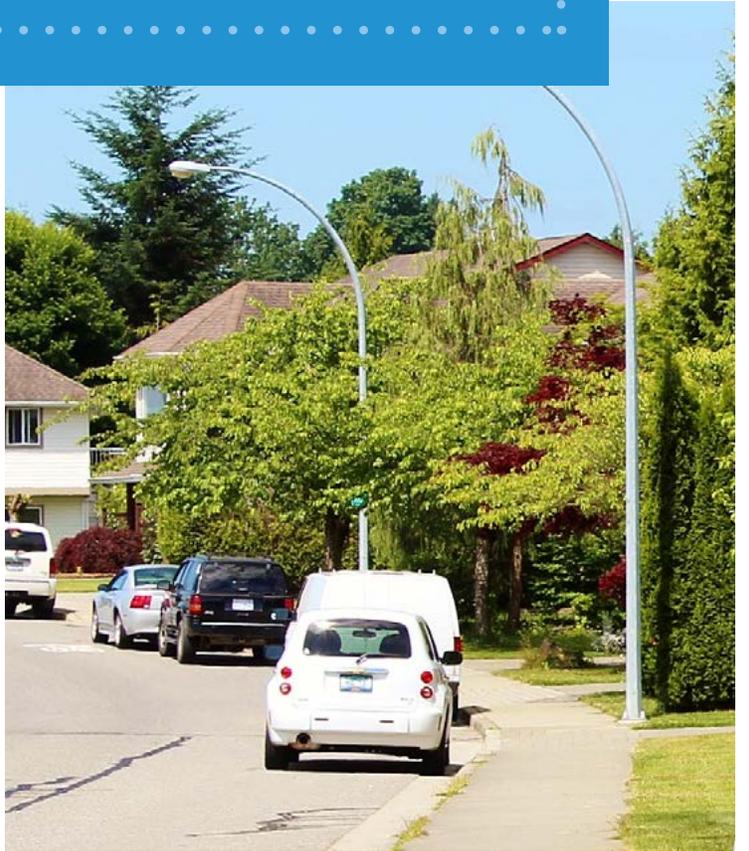
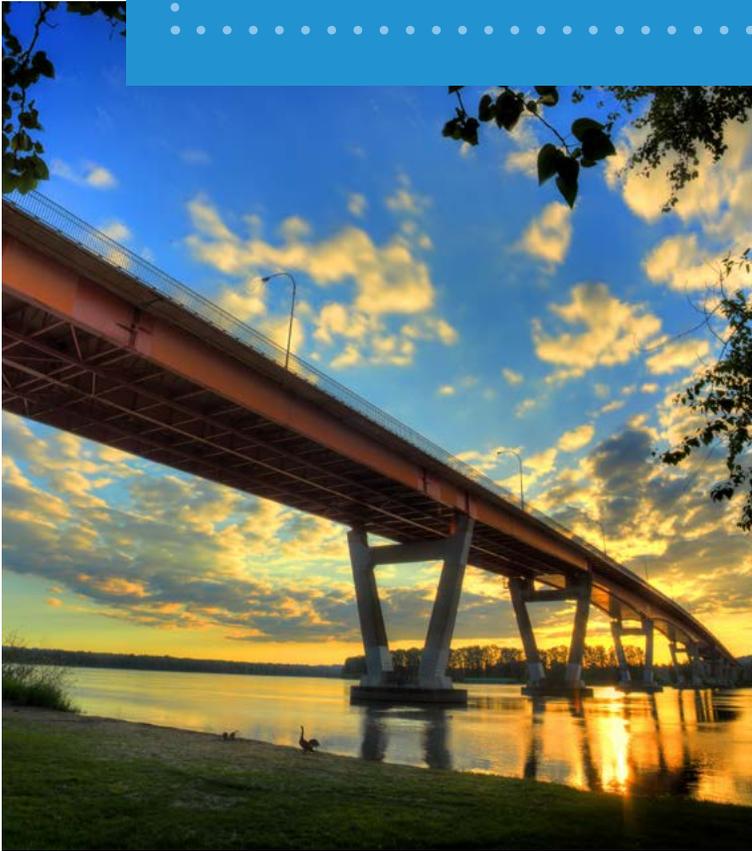
- engagement with the community on an ongoing basis
- partnering with First Nations, developers, School District 75, the Province, BC Hydro, and others as appropriate to meet the needs of the community
- acknowledging and recognizing the importance of considering the values of the community in all decisions
- collaborating with the Fraser Valley Regional District and surrounding municipalities with regard to regional concerns such as infrastructure, transportation, land use, the environment, employment, waste management, and social services

*Below: Fraser River Heritage Park; a Workshop that was part of the engagement process leading up to this plan*





# THE PLAN



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## 3.0 BROAD POLICIES

### 3.1 REGIONAL CONTEXT STATEMENT

In 2004, The Fraser Valley Regional District adopted a Regional Growth Strategy, entitled Choices for Our Future, providing a regional growth management framework for a liveable region. Some minor amendments have been made to the Regional Growth Strategy since that time, but the essence of the document is the same.

The vision for the Regional Growth Strategy is as follows:

*“The Fraser Valley Regional District will be a network of vibrant, distinct, and sustainable communities that accept responsibly managed growth while being committed to protecting the land resource and the natural environment to ensure that a high quality of life is accessible to all”.*

To address growth challenges in the Fraser Valley Regional District (FVRD) and the District of Mission, the Regional Growth Strategy includes a set of growth management goals, as follows:

- increase transportation choice and efficiency
- support and enhance the agricultural sector
- manage urban land responsibility
- develop a network of sustainable communities
- protect the natural environment and promote environmental stewardship
- protect and manage rural and recreational lands
- achieve sustainable economic growth
- manage water, energy resources and waste responsibly

According to Section 446 of the *Local Government Act*, an OCP must include a regional context statement that identifies how the OCP applies in a regional context and relates to the Regional Growth Strategy. *Figure 3.1* describes the linkages between the Regional Growth Strategy and the guiding principles of the OCP.



Regional Growth Strategy Goals	OCP Guiding Principles						
	A Sustainable Mission	Environmental Stewardship	Economic Vitality	Social Strength	Compact and Complete Community	Distinct Character	Working Together
Increase transportation choice and efficiency	✓	✓	✓	✓	✓		✓
Support and enhance the agricultural sector	✓	✓	✓	✓	✓	✓	✓
Manage urban land responsibility	✓	✓	✓	✓	✓	✓	✓
Develop a network of sustainable communities	✓	✓	✓	✓	✓	✓	✓
Protect the natural environment and promote environmental stewardship	✓	✓		✓	✓	✓	✓
Protect and manage rural and recreational lands	✓	✓	✓	✓		✓	✓
Achieve sustainable economic growth	✓	✓	✓	✓	✓		✓
Manage water, energy resources and waste responsibly	✓	✓	✓	✓	✓		✓

Figure 3.1 – Linkages Between Regional Growth Strategy and OCP Guiding Principles

### 3.2 SUSTAINABLE LAND USE POLICY

The community vision and guiding principles for this OCP set the stage for a sustainable approach to land use. The intention is that the OCP vision and principles become the foundation of all decisions related to land use, and that other District policy documents are then updated as appropriate to reflect the vision identified in the OCP.

## OBJECTIVES

1. Encourage mixed land uses in appropriate locations.
2. Establish well designed, compact and walkable neighbourhoods.
3. Provide a variety of transportation choices with emphasis on low-carbon options.
4. Encourage diverse, affordable housing options.
5. Support growth in existing communities.
6. Protect open spaces and environmentally sensitive areas.
7. Integrate green space and nature within communities and developments.
8. Protect and enhance agriculture within the community.
9. Encourage and implement high value, cost-effective infrastructure and green buildings.
10. Foster unique neighbourhood identities.
11. Make fair, cost effective and consistent decisions related to development that are financially responsible over the long term.
12. Balance economic development with social and environmental considerations.
13. Nurture an engaged and collaborative community.



*Above: Central Mission neighbourhood*



## POLICIES

- 3.2.1 Encourage small commercial areas and places of employment within or close to residential areas.
- 3.2.2 Support higher densities in the downtown, waterfront, and within established neighbourhoods to support walkability and to make the expansion of transit economically feasible.
- 3.2.3 Establish design guidelines that promote an attractive pedestrian environment, inclusion of nature and social spaces in all development areas, and characters consistent with the vision and principles of this OCP.
- 3.2.4 Enhance the pedestrian environment through maintenance and improvement of sidewalk infrastructure, and increasing the connectivity of sidewalks, trails and bicycle infrastructure throughout Mission and to points beyond.
- 3.2.5 Encourage a variety of housing including townhouses, triplexes, duplexes, condominiums, apartments, laneway houses, garden suites, co-operative housing, co-housing, fee simple rowhouses, secondary dwelling units and basement suites, single story houses, estate housing, and small houses.
- 3.2.6 Encourage infill within existing neighbourhoods.
- 3.2.7 Encourage redevelopment of brownfield sites.
- 3.2.8 Work on improving the transit system, and encourage more dense, transit-oriented development near transit stops.
- 3.2.9 Identify the land to be protected for environmental purposes, and require parkland dedications that are in addition to this land as part of new developments.

### WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-oriented development is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership while dissuading the ownership of automobiles.



*Above: The West Coast Express Station*

- 3.2.10** Establish policies that integrate sufficient space to retain and support trees and other vegetation within communities.
- 3.2.11** Promote food security initiatives and a sustainable local food system.
- 3.2.12** Promote and implement green infrastructure and innovative development standards.
- 3.2.13** Encourage the use of energy efficiency and “green” concepts in all buildings.
- 3.2.14** Consider incentives for developments that have a low environmental impact.
- 3.2.15** Establish tools for considering social, environmental and economic criteria in all development projects.
- 3.2.16** Take measures to protect urban trees from the impact of development, and to plan for a healthy tree canopy in the future.



*Above: A healthy tree canopy on Railway Avenue*



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## 4.0 ENVIRONMENT

### 4.1 ECOLOGY

#### Introduction

The District of Mission is endowed with a wealth of natural features and resources. The ecosystems support diverse habitats for fish and wildlife. The Fraser River supports significant commercial and sports fisheries. Mission's Municipal Forest provides significant employment opportunities and recreation activities. The Stave River reservoir system, Rolley Lake, and Stave Lake Reservoir support swimming, fishing and boating opportunities. Forests, creeks, lakes, and wetlands, as well as the urban forest, provide habitat links and opportunities for people to enjoy nature. A healthy environment also provides clean air, water and soil.

#### Environmentally Sensitive and Significant Areas

Riparian or streamside ecosystems support a particularly high number and variety of plants, fish, amphibians and small mammals. The riparian areas create specific microclimates and habitats preferred by many species. It is believed that approximately 80% of all wildlife depends on riparian areas for all or part of their lifecycle. Traditionally, riparian areas have received more attention in terms of legal setbacks than terrestrial ecosystems, even though the latter can sometimes be just as important. Mission's setbacks prescribed in the Cedar Valley Development Area are based on the Streamside Protection Regulations (that preceded the Riparian Areas Regulation), with prescribed setbacks from streams that must be surveyed. Setbacks in all other areas are based on the provincial Riparian Areas Regulation.

Mission has other significant habitats that occur in locations such as steep slopes and rocky bluffs. Species at Risk that may exist are protected by federal legislation. There are also red and blue-listed habitats and species in and near Mission.

#### Environmental Charter

Properly functioning ecosystems are a prerequisite for a healthy community and enable economic and recreation opportunities. Humans, plants, fish and wildlife all require clean air, land and water. In recognition of this, Mission prepared an Environmental Charter in 2008. Mission's vision for its natural environment is:

*“A clean, healthy and naturally diverse environment that is respected and cared for by all members of the community”*

The purpose of the Environmental Charter is to emphasize the importance of a healthy environment to Mission’s residents and businesses, both now and in the future, and to identify actions that can be taken to enhance and maintain a healthy environment. The Charter has been created to demonstrate Mission’s corporate expectations for itself, its residents and for people doing business in Mission regarding the environmental component of sustainability. These expectations will manifest themselves in a range of ways from suggested restorative and sustainable practices, incentives and enforceable bylaws. The implementation of the Environmental Charter is being funded through the Carbon Tax Rebate program.

 **12 GUIDING PRINCIPLES OF THE ENVIRONMENTAL CHARTER** 

-  Accessibility
-  Accountability and Inclusiveness
-  Adaptability
-  Cautious
-  Coordinated and Cooperative
-  Innovative and Green
-  Integrated and Mutually Dependent
-  Leadership
-  Open and Informed Decision Making
-  Recognition of Excellence and Civic Pride
-  Restorative
-  Sustainable

The recommended actions are categorized into four broad environmental management components. These are listed below per the order in the Environmental Charter, with references to the OCP section in which they are addressed:

Topic	OCP Section
Environmental Stewardship	4.1 Environment
Waste Management - Solid Waste, Liquid Waste	7.4 Waste Management
Climate Change, Greenhouse Gas Emissions & Energy Efficiency	4.2 Climate Change
Natural Environment – water, land, air quality, biodiversity	4.1 Environment



## Environmental Management Successes

Mission's successes in environmental management include the following:

- municipal property acquisition of the Silverdale Creek wetland in partnership with Ducks Unlimited Canada, and long-term plans to acquire a greenbelt along Silverdale Creek from the Fraser River to Dewdney Trunk Road
- the watercourse mapping inventory
- completion of the Stave West Master Plan
- the Stave Valley Salmonid Enhancement Society that plays a leading role in restoring biodiversity within the Silverdale Creek wetland and works with School District 75 to support high school students working on numerous environmental projects
- the Mission of Streams program, a partnership of Mission, local businesses and Fisheries and Oceans Canada, which placed information signs along fish-bearing watercourses and worked to increase awareness of stream stewardship within the community
- many not-for-profit groups that have environmental components to their programs
- management of the Municipal Forest, which makes up approximately 40% of Mission's land base, is operated under a comprehensive forest management regime that maintains high levels of protection for forest values including watersheds and wildlife habitat, and uses environmental practices such as avoiding herbicides and using slash to create habitat for small mammals and birds
- in waste management, Mission was one of the first municipalities in Canada to have curbside collection for recycling and compostable waste (food and yard waste) starting in 1993 for both; Mission is continuing to provide leadership with new diversion programs introduced in 2016

## Environmental Challenges

There continue to be some challenges in terms of environmental protection and management including the following:

- Natural watercourses in and around Mission are at risk from pollution – both point-source and nonpoint-source. Point-source pollution is derived from pipes carrying pollutants while nonpoint pollution sources include lands that have received waste (manure) or chemical (herbicide) applications, or have been disturbed, resulting in erosion of stream bank slopes and sediment-laden storm runoff impacting creeks. Stream bank erosion impacts are expected to increase with climate change and urbanization. Excessive demand for water, particularly during the dry summer months, can reduce streamflows to the point that aquatic habitat is threatened or water temperatures reach critical levels.
- Past commercial and industrial development was often carried out with unintended consequences to the quality of land. Poor past disposal practices have left some parcels of contaminated land (brownfields) that may require expensive remediation prior to allowing new development. This is particularly true for historic industrial areas, such as Mission’s waterfront, where there is now interest in redeveloping.
- There has been deterioration of the quality of environmental corridors as a result of activities such as encroachment, dumping and illegal clearing.
- Continued growth will put pressure on groundwater, pose challenges in management of rainwater and stormwater, and result in habitat loss, reduction of the urban forest, and deteriorating air quality.

*Below: Interpretive signage at Silverdale Creek Wetland; mist over Pine Lake*



Photo by: K. Cameron



## OBJECTIVES

1. Protect and restore native ecosystems, including riparian and terrestrial habitats for fish, wildlife, and Species at Risk, on public land and encourage similar initiatives on private land.
2. Integrate environmental considerations into planning and design processes.
3. Encourage and support public awareness and education opportunities regarding the natural environment.
4. Protect and enhance the urban forest.
5. Encourage and promote environmental stewardship on private property and public land.
6. Advocate for the management of air quality to minimize pollution.
7. Encourage and support environmental monitoring.
8. Aim for the enhanced health and safety of the residents and visitors, and minimize the risk of damage to property and life resulting from hazardous natural conditions.



*Above: Riparian habitat in West Mission*

## POLICIES

### General Policies

- 4.1.1 Collaborate with other government, First Nations, and non-profit organizations on the identification, protection, stewardship and monitoring of environmental resources; management of air, land and water quality; and public awareness and education programs.
- 4.1.2 Promote best management practices for environmental sustainability in new development.
- 4.1.3 Implement the recommended actions in the Environmental Charter related to environmental stewardship, including being an environmental leader, staff training, support of third-party initiatives, partnerships, the natural environment such as the use of water-wise plants, proposals for development of contaminated sites and development of brownfields, an Environmental Committee, environmental awards, provision of information, meetings and events, strata environmental management programs, purchasing practices, and certification.
- 4.1.4 Consider developing a sediment and erosion control bylaw for new development.
- 4.1.5 Implement the recommended actions in the Environmental Charter related to biodiversity, including a management plan for the Silverdale Creek Wetland, assessments of Species at Risk, monitoring of environmental covenants, invasive species management and planting on municipal land, updating stream maps, Integrated Pest Management Policy, environmental restoration projects, biodiversity in the Municipal Forest, an Environmentally Sensitive Area (ESA) management strategy, an invasive plant species management program, a backyard biodiversity program, “no mow” areas, park classification and associated management strategies, and land acquisitions.
- 4.1.6 Increase the environmental values of parks and natural areas by obtaining larger and contiguous open space instead of multiple smaller ones at the time of development.

### Environmentally Sensitive Areas

- 4.1.7 Protect and enhance wildlife and connectivity opportunities by protecting natural corridors through urban areas to surrounding natural areas while reducing conflicts.



- 4.1.8 Protect valuable existing natural areas through appropriate regulations and guidelines on both private and public lands.
- 4.1.9 Restrict development within Environmental Sensitive Areas with guidelines and bylaws to protect the environment.
- 4.1.10 Plan Environmentally Sensitive Area corridors to have trails within or adjacent to them, with additional width if needed to accommodate the trail.
- 4.1.11 Minimize impacts to the aquatic environment by adhering to best practice guidance documents for land development and protection of aquatic and terrestrial environmentally sensitive areas.
- 4.1.12 Review the historic Environmentally Sensitive Area designations identified in the Cedar Valley Comprehensive Development Plan as shown on OCP Map 1b for their community values including green space and potential trail corridors.
- 4.1.13 Explore opportunities to daylight Lane Creek as redevelopment occurs.
- 4.1.14 Increase the identity and importance of creeks by naming and placing signage on all of the creeks in Mission.

### Urban Forest

- 4.1.15 Prepare an Urban Forest Management Strategy that includes measurement of the urban tree canopy, recommendations for protecting existing trees and planting new trees on development sites, and monitoring the tree canopy over time.

#### WHAT IS THE TREE CANOPY?

The tree canopy is the layer of tree leaves, branches and stems that cover the ground when viewed from above.



Above: A portion of Mission's urban tree canopy

4.1.16 Establish tree canopy targets for the urban portion of the community and for new developments.

4.1.17 Prepare a tree protection policy or bylaw.

#### Other Environmental Topics

4.1.18 Prioritize remediation of the soil quality of the waterfront area.

4.1.19 Encourage water conservation.

4.1.20 Strive towards achieving Bear Smart Designation/Status through support of the Bear Aware program, and increase efforts to implement Bear Aware recommendations and reduce bear/human conflicts.

4.1.21 Implement practices that improve and/or save topsoil such as the following:

- stripping and stockpiling topsoil safely before disturbing the subsoil (digging trenches, etc.)
- reusing topsoil onsite, potentially with amendments that are properly composted so as not to attract bears
- implementing erosion and sediment control best management practices
- requiring erosion management and sediment control plans for all land alteration activities

4.1.22 Encourage and promote the use of cloth or other reusable shopping bags or 100% biodegradable shopping bags, with the goal of eliminating plastic bag use.

## 4.2 CLIMATE CHANGE

Global climate change is resulting primarily from the emission of carbon dioxide from the burning of fossil fuels. Climate change also results from the emission of other greenhouse gases, methane release from landfills, deforestation, and animal agriculture. Some of the more widely publicized impacts are extreme weather events, regional climate changes, sea-level change, retreating glaciers, water shortages, and forest fires.



Mission adopted the following community-wide greenhouse gas emissions reduction targets in its OCP in 2008:

- 20% below 2007 levels by December 31, 2020
- 80% below 2007 levels by December 31, 2050

A Community Energy and Emissions Plan (CEEP) was completed by Mission in 2012 to provide a plan of action to help achieve the targets in the OCP. The CEEP recognized that even with aggressive action, Mission would not meet its 2020 target and that collaboration with higher levels of government was necessary to meet the long-term targets. Many of the actions identified in the CEEP are included in the policies below.

## OBJECTIVES

1. Take measures to help limit global warming per the United Nations Framework Convention on Climate Change in Paris.
2. Strive to achieve the greenhouse gas emissions reduction targets adopted in the 2008 OCP - 20% below 2007 levels by December 31, 2020 and by 80% below 2007 levels by December 31, 2050.

## POLICIES

Many of the policies in this section are from the Environmental Charter, which is available on the District website. The policies in the Environmental Charter that are located elsewhere in the OCP are cross-referenced and new policies are numbered.



*Above: Flooding on a road; a rainwater collection barrel; agriculture in Mission*

**General Policies**

- 4.2.1 Review and Update the Environmental Charter and the Community Energy and Emissions Plan.
- 4.2.2 Conduct the greenhouse gas reduction actions outlined below.

**Land Use and Transportation**

Recommendations in the Environmental Charter that are Elsewhere in the OCP	Policy Number
Maintain an urban growth boundary (UGB)	5.1.1
Limit the subdivision of land outside the UGB	8.1.12
Continue to promote local agriculture	4.3.1 - 4.3.16
Improve transit service and amenities	6.5.1 - 6.5.12
Enhance the pedestrian environment	6.3.1 - 6.3.7
Enhance the cycling environment	6.4.1 - 6.4.7
Create buffer zones around ALR	4.3.13, 8.1.42

- 4.2.3 Explore the establishment of an Alternative Transportation Fund., and consider strategies and objectives provided in the BC 2016 Climate Leadership Plan and other climate mitigation and adaptation best management practices.
- 4.2.4 Explore the development of a target for average trip length.
- 4.2.5 Explore the adoption of a Complete Streets Policy to make walking and biking to shopping areas more appealing.
- 4.2.6 Explore establishing an idling reduction policy and idle free zones.
- 4.2.7 Provide plug-ins for electric vehicles.
- 4.2.8 Develop a Transportation Demand Management (TDM) program.

**Housing**

- 4.2.9 Promote existing programs and incentives for home energy retrofits in partnership with other agencies when appropriate.



- 4.2.10 Provide training to Building Inspections staff on energy efficiency and energy management.
- 4.2.11 Investigate providing financial incentives for home energy audits and retrofits.
- 4.2.12 Investigate the potential for a building energy labelling program.
- 4.2.13 Create a sustainable development checklist for staff and Council to evaluate applications against broader sustainability objectives.
- 4.2.14 Consider fast tracking rezoning and development permit processing for energy efficient and sustainable development practices.
- 4.2.15 Explore opportunities to establish a Sustainable Development Incentive Program through the use of financial incentives.
- 4.2.16 Explore opportunities to offer “Energy Efficiency” Workshops in partnership with the FVRD, local builders/developers, and professional organizations.

#### Alternative and District Energy

- 4.2.17 Explore the development of an Alternative Energy Bylaw, accompanied by training for Building Inspections staff in site-scale alternative energy systems.
- 4.2.18 Promote building scale alternative energy systems for residential, commercial and mixed-use applications.
- 4.2.19 Investigate providing incentives to increase implementation of building scale alternative energy systems.
- 4.2.20 Collaborate with First Nations and surrounding government organizations and communities in order to capitalize on federal programs to support alternative and renewable energy sources, such as solar, wind, micro-hydro and geothermal projects.

#### Local Economy

- 4.2.21 Work with partners to increase local jobs by encouraging and supporting local employment service providers, home businesses, and industry, and through municipal business retention, expansion and attraction programs.
- 4.2.22 Brand and promote Mission as a “green business friendly” community, with programs such as identifying and profiling local successful green businesses.

- 4.2.23 Encourage and support programs that promote local shopping.
- 4.2.24 Consider offering Revitalization Tax Exemptions for energy efficiency improvements.
- 4.2.25 Consider the use of the rezoning application process to trigger more stringent standards for energy performance and sustainability in large commercial/ industrial developments.
- 4.2.26 Promote information on existing programs that support energy efficiency improvements in commercial buildings.
- 4.2.27 Encourage local businesses to reduce commercial fleet vehicle emissions.



Above: Stave Falls Dam; high water plaque in Mission at Fraser River

### Solid Waste

Recommendations that are Elsewhere in the OCP	Policy Number
Continue progressive waste reduction activities in support of the FVRD Solid Waste Management Plan.	7.4.1 - 7.4.5
Periodically review the solid waste management program and consider incentives to promote waste reduction	7.4.3, Section 10.2

- 4.2.28 Work with developers to promote opportunities for eco-industrial networking.
- 4.2.29 Consider promoting construction waste management plans into the Sustainable Development Checklist.
- 4.2.30 Reduce methane gas generation from the landfill by continuing to maximize diversion of food and yard waste, the implementation of landfill gas capture, and electricity conversion.



### Climate Adaptation Actions

- 4.2.31** Work proactively with the FVRD, to better understand the local effects of climate change and develop a plan for realistic adaptation measures, taking into consideration the increasing environmental, infrastructure, social, economic and human safety risks.
- 4.2.32** Develop warming and cooling centres for residents during cold snaps and heatwaves, respectively.

## 4.3 AGRICULTURE AND FOOD SECURITY

The Fraser Valley includes some of Canada's most productive agricultural soils. Mission, however, has significantly less agricultural land than neighbouring Abbotsford or Chilliwack due mainly to the topography (Map 2 Agricultural Land Reserve). The Ministry of Agriculture is interested in increasing agricultural production and in assisting young and new entrants to be able to access land and get into farming.

In 2013, the BC Ministry of Agriculture prepared a Land Use Inventory Report based on a 2011 inventory of agricultural land in Mission. The remainder of this section is from that report. There are reported to be 1,539 ha of ALR land in Mission. Sixty-seven percent (67%) of the ALR was surveyed, consisting of a total of 1,034 ha and 272 parcels. The remaining 505 ha are in Indian Reserves, rights-of-way, unsurveyed land, foreshore, or parcels less than 100m<sup>2</sup> in size. An additional 1,771 ha were surveyed outside of the ALR bringing the total inventory area to 2,805 ha.

In terms of land cover in the ALR, a total area of 400 ha (26%) was farmed (both actively and inactively), 102 ha was anthropogenically modified (7%), and 532 ha was in a natural or semi-natural state (34%). As mentioned above, 505 ha (33%) was not surveyed, and was not available for farming. Farmed land cover types included cultivated field crops, farm buildings/structures, and greenhouses. Some of the anthropogenically modified land covers may support farming, e.g.. farm residences, vegetative buffers, and farm roads, but were not defined as "farmed" land covers for the purpose of this part of the analysis. An additional 236 ha outside of the ALR were farmed.

In terms of land use, the entire parcel was examined and a "used for farming" definition was applied based on the percentage and/or scale of the parcel in cultivated crops, farm infrastructure, and/or scale of livestock production. In terms of land use in the ALR, 458 ha (30%) was defined as "used for farming", and 575 ha (37%) was defined as "not used for farming". In this analysis, farm residential uses and farm roads, were included in the "used for farming" subtotal (along with other mixed uses industrial, institutional,

### WHAT IS THE AGRICULTURAL LAND RESERVE?

The Agricultural Land Reserve was established in 1973 to preserve lands with agricultural capability. Farming is encouraged and non-agricultural uses are restricted. The Agricultural Land Commission renders decisions on applications for subdivision, non-farm use, exclusion, inclusion, and transportation/utility corridors.



Photo by: BC Ministry of Forests, Lands and Natural Resource Operations

*Above: Agricultural land in Mission*

community, commercial and service). As before, 505 ha (33%) was not surveyed, and was not considered to be available for farming.

Of the 1,034 ha in Mission's ALR, 505 ha (33%) was not surveyed, but would not be available to be farmed or have the potential to be farmed, e.g., it was in road rights-of-way. A further 138 ha (9%) was considered to be unavailable for farming due to existing land use or land cover, e.g., it was in institutional uses, golf courses, non-farm residential uses. A further 263 ha (17%) was defined as having limited potential for farming due to site limitations, e.g., topography, soils. That left 398 ha (26%) of the ALR that was actively farmed, and 229 ha (15%) of the ALR that was available for farming. Of that 15%, 27 ha occurred on parcels that are already "used for farming" and 202 ha occurred on parcels "not used for farming".

On-farm value-added activities were observed on 8% of all parcels "used for farming". These included one parcel with agri-tourism (seasonal events), and nine parcels with direct sales, e.g., permanent or seasonal retail stores, U-cut trees.

European settlement in Mission, as in many areas, was characterized by the logging of the existing timber and followed by farming. Early agriculture in the region included a broad mix of dairy, beef, poultry, vegetables, berries, and forage and grain crops. In particular, Mission and the surrounding area became known as the "Home of the Big Red Strawberry" due to the size and quantity of the strawberries produced. The berries were shipped out by rail or processed into preserves locally. Mission's well drained slopes have good sun exposure and are well-suited to growing high quality berries.



The amount of land designated for farming in Mission has decreased over the years. The ALR, however, is still significant and currently comprises nearly seven percent of the land area within the District of Mission. Agricultural operations include a variety of livestock and crops, with a greater number of smaller farms than larger operations. A significant proportion of parcels in the ALR are not currently being farmed, particularly among the smaller parcels. As farming activities intensify in the Lower Mainland, the Mission land base represents a valuable resource where some sectors of agricultural production can be expanded. Current trends indicate a growing consumer interest in local agri-food production and in family oriented “farm experiences”.

Less than 3% of the local labour force is employed in the agriculture industry. There are only one or two large working farms in the community, with the rest being smaller farming operations, hobby farms or nurseries producing fruits, berries, vegetables or forage crops for beef operations both within and outside of the community. Retaining and protecting agriculture in Mission is important to the community for food security. Many residents are interested in having access to a safe, locally grown food supply. Agricultural lands can also support wildlife habitat and biodiversity, and contribute to community character.

One principle of this OCP is to retain and enhance agriculture in the community for food security. The priority is to encourage agricultural uses on lands within the ALR because these lands have the greatest potential for soil-bound agriculture and a history of agricultural development.

Agriculture is protected by several significant pieces of provincial legislation including the Agricultural Land Commission Act (ALCA), the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, and the Farm Practices Protection (Right to Farm) Act. The ALCA sets the legislative framework for the establishment and administration of the ALR. Mission has worked cooperatively with the Agricultural Land Commission (ALC) to maintain the farming integrity of the ALR lands in Mission.

The role of agriculture is changing in communities. Rather than being simply an “industry” conducted separately from residential areas, agriculture is becoming integrated within urban and suburban communities through many forms of urban agriculture. Citizens are increasingly interested in producing their own food for reasons that include climate change, food security, home-grown organic food, social connections, and traditional ways.

Since the last OCP was prepared, Mission has obtained one new community garden beside Mission Central Elementary and a social enterprise community garden called Emma’s Acres. Increases in vendors and patrons at Mission Farmer’s Markets, and in

community kitchens and community dinners, point to a growing public demand for local food initiatives.

Food security is a continuum from short-term daily relief to community capacity-building to future planning and food policy. Community gardens are extremely popular, especially in higher density areas where residents do not have private gardens. Urban agriculture also extends beyond community gardens and can include demonstration gardens, teaching areas, and the use of public space for edible landscapes and communal food production. This can include fruiting shrubs and trees, edible perennials and annuals, and vegetable plots, all of which can support pollinating, foraging, and harvesting. Beehives and hunting for waterfowl and game are also gaining interest among local residents.

Food security involves the ability to acquire or consume an adequate amount of healthy, affordable and culturally appropriate food in a dignified manner. Initiatives that encourage local food hubs or incentives for healthy food retailers to locate in the commercial spaces of neighbourhood centres can help provide better accessibility to healthy food options.

In locations with large rural acreages, agri-tourism and agri-recreation are seen as potential opportunities. Many Lower Mainland communities have recently begun to develop their agri-tourism sectors. Agri-tourism and agri-recreation uses are regulated by the ALC.

## OBJECTIVES

1. Protect and enhance opportunities for agriculture in Mission within and outside of the ALR.
2. Balance the importance of agriculture on non-ALR lands with other goals and needs, while recognizing agriculture as the priority use for ALR lands. Enhance food security by encouraging and supporting more local opportunities for agriculture and healthy food downtown and in neighbourhoods.
3. Encourage and promote opportunities to expand commercial and community agriculture and public awareness of its role and importance, and support agriculture in becoming a stronger economic driver in the community.



## POLICIES

### Agriculture Policy and Practices

- 4.3.1 Work with the ALC and Ministry of Agriculture to address agriculture-related issues.
- 4.3.2 Support public education, awareness, dialogue and input on agricultural issues in Mission and work with community groups such as the Mission Food Access Network, the ALC, the Ministry of Agriculture, and the Fraser Valley Regional District to develop strategies and action plans for the ongoing improvement and expansion of Mission's agriculture sector.
- 4.3.3 Support the use of disclosure statements (via a restrictive covenant) on titles of new developments adjacent to agricultural areas, and on title of all properties within 300m of the urban/ALR boundary as outlined in the Ministry's Guide to Edge Planning, informing landowners of the possibility of noise, dust and odours arising from normal farm practices.
- 4.3.4 Encourage partnerships among the agricultural community, senior governments and private enterprises to promote the agricultural sector.
- 4.3.5 Explore partnership opportunities with the University of the Fraser Valley to expand programs and research related to agriculture, inclusive of technology research and development.

### Use of Agricultural Land

- 4.3.6 Support the ALC's mandate to maintain the farming integrity of lands designated as ALR.
- 4.3.7 Encourage the provision of a full range of agricultural and complementary uses in the ALR and encourage value-added activities that can improve agricultural viability in compliance with the ALCA and Agricultural Land Reserve Use, Subdivision and Procedure Regulation.
- 4.3.8 Preserve contiguous areas of agricultural land and avoid severance or disturbance by recreation, parks, trails, transportation, utility corridors and urban development.
- 4.3.9 Encourage subdivisions outside of the ALR to be designed to accommodate and promote agricultural uses for which the immediate area is best suited, e.g., community gardens or communal food production.

- 4.3.10** Recognize and protect the needs and activities of agriculture operations when considering adjacent and nearby land uses, including stormwater runoff, vegetation clearing, and proximity to other land uses.
- 4.3.11** Design proper buffers, located on the non-ALR land, between agricultural uses and urban development to minimize reciprocal impacts, in accordance with landscape buffer specifications provided through the Ministry of Agriculture’s Guide to Edge Planning: Promoting Compatibility Along Agricultural-Urban Edges.
- 4.3.12** Encourage eco-friendly farming practices through the coordination of farming and environmental protection efforts (e.g., habitat protection, water use management, drainage management).
- 4.3.13** Encourage participation in the Environmental Farm Plan Program.
- 4.3.14** Pursue more intensive agricultural use of vacant and underutilized ALR lands by promoting the integration of farming with other supportive ancillary activities, e.g., agri-tourism, agriculture heritage preservation, local processing of agricultural products, as allowed by the ALCA and Agricultural Land Reserve Use, Subdivision and Procedure Regulation.

#### WHAT IS AGRI-TOURISM?

Agri-tourism is “travel that combines agricultural or rural settings and products within a tourism experience”.

Agri-tourism provides visitors with a range of agriculturally-based experiences such as fruit and vegetable stand shopping (direct farm marketing), winery, orchard, garden and alpaca tours, farm-based harvest festivals, farmer’s markets and cattle drives.

Agri-tourism in the ALR is defined by and regulated under the Agricultural Land Reserve Use, Subdivision and Procedure Regulation.



*Above: Agriculturally-based experiences, such as fruit and vegetable stands, are examples of agri-tourism.*



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## 5.0 HOUSING AND LIFESTYLE

### 5.1 HOUSING

The primary residential areas in Mission are identified as Urban and they occur within an identified Urban Growth Boundary (Map 3 Urban Growth Boundary). In these areas, infrastructure and services are available or planned, based on projected demand. The urban areas of Mission have the potential to be compact, walkable communities with diverse transportation options, meeting the economic, social and environmental aspects of sustainability. There are opportunities here for a mix of residential types and densities integrated with commercial and employment lands, supporting a healthy, diverse, complete community. The challenges in the urban area include the following:

- achieving higher densities while retaining the small town character valued by Mission residents
- establishing a market that attracts buyers of higher density housing

Mission also has a variety of rural, rural residential and suburban communities, including Hatzic/North Hatzic, Israel Bench, Silverdale, Ferndale, Keystone, Silverhill, Stave Falls and Steelhead (Map 4 Communities). Each of these communities is unique and presents different opportunities and challenges. Mission's rural areas have experienced slow but steady growth over the previous decade and for most areas, this pace of growth is expected to be maintained over the next several years. Some of the key topics to be addressed in rural areas include the following:

- confirming appropriate minimum lot sizes for residential development
- addressing pressures related to requests for more dense or urbanized forms of development
- secondary dwellings
- water supply and water quality
- requirements for private sewage disposal systems
- interface fire hazards
- guidelines for building housing on steep sites
- the need for Local Area Plans for rural areas to address challenges on a local basis, involving residents in a community engagement process
- buffers between residential land and agriculture/Municipal Forest lands

## Residential Supply

Single-detached units continue to be the dominant housing form in Mission for 65% of Mission's households (2016), stemming from the relative isolation and charm of the community as well as its affordability relative to other places in the Lower Mainland. It appears that people often choose to move to Mission to buy detached homes that would be unaffordable in other communities. As a result, Mission has a much higher share of its housing stock in the form of single-detached units compared to provincial and Lower Mainland averages (*Figure 4.1*).

Houses	9,555	70.8%	1,035,885	55.0%
Single-detached house	8,785	65.1%	830,660	44.1%
Semi-detached house	245	1.8%	57,395	3.1%
Row house	525	3.9%	147,830	7.9%
Apartment building low and high rise	1,260	9.3%	562,970	29.9%
Less than five floors	1,200	8.9%	385,140	20.5%
Five or more floors	60	0.4%	177,830	9.5%
Apartment or flat in a duplex*	2,610	19.3%	230,075	12.2%
Other single-detached house	20	0.2%	3,755	0.2%
Movable dwelling	50	0.4%	49,290	2.6%

\* item was called "apartment, duplex" in 2011

*Figure 4.1: Comparison of Housing Types - District of Mission and Province of BC*

*Source: Statistics Canada, 2011*

The second most common housing type in Mission is the duplex, which accounts for 19.3% of all private dwellings. According to reports, the majority of this product is comprised of single detached homes serving as primary residences with integrated secondary suites that have separate private entries. Mission has a significantly higher share in this category as well when compared to the Province overall.

Other housing types are under-represented in Mission compared to the Province overall. Multi-family apartment development has been progressing slowly over the years, with fewer than 100 units built in the 1980s. Between 2006 and 2016, only about 61 apartment units were built, bringing the total to 1260 and the type's share to under 10% of the overall housing market, or about one-third of the provincial average. Also by the 2016 census there were only 525 rowhouses (townhouses) in Mission representing only 3.9% of the total housing stock, or roughly half the average provincial rate.



Analysts have noted that much of the demand for multi-family units comes from local residents looking to downsize and that even with this local demand, new multi-family units can take considerably longer to sell than detached houses. Multi-family unit sales are increasing. As the Greater Vancouver region grows, a spill-over effect is occurring in the Fraser Valley, increasing demand for all housing types.

The housing stock in Mission is slightly newer than the provincial average, with only 12% built before 1961 versus the Province's 19% (Figure 4.2). Over 18% of Mission's housing stock was built between 2001 and 2011 as compared to the provincial average of 13.5%. Interestingly, the housing within Mission is in slightly greater need of repair than the houses province-wide (Figure 4.2).

In terms of tenure of housing, approximately 80% of the housing units in Mission were owner-occupied, compared to 70% for the provincial average.

Period of Construction	All		Owners		Renters		All		Owners		Renters	
	#	%	#	%	#	%	#	%	#	%	#	%
Number of occupied private dwellings	12,785	100	10,260	100	2,575	100	1,890,761	100	1,338,698	100	547,408	100
Dwellings built before 1960	1,560	12.2	1,220	11.9	345	13.6	282,675	16.0	182,755	14.8	99,760	19.0
Dwellings built from 1961 - 1980	4,275	33.4	3,335	32.5	935	37.0	551,655	31.3	351,225	28.4	199,590	38.0
Dwellings built from 1981 - 2000	4,635	36.3	3,840	37.4	800	31.6	638,230	36.2	481,085	39.0	154,285	29.4
Dwellings built from 2001 - 2005	1,420	11.1	1,160	11.3	260	10.3	133,230	7.6	101,495	8.2	31,220	5.9
Dwellings built from 2006 - 2011	895	7.0	705	6.9	185	7.3	158,845	9.0	118,155	9.6	40,410	7.6
Dwellings built from 2012 - 2016	530	4.0	480	4.5	50	1.9	126,126		103,983		22,143	
Physical Condition	#	%	#	%	#	%	#	%	#	%	#	%
Number of occupied private dwellings	12,875	100	10,260	100	2,530	100	1,764,630	100	1,234,710	100	524,995	100
Dwellings in need of regular maintenance only	8,590	67.2	6,885	67.1	1,710	67.6	1,233,245	69.9	875,160	70.9	356,480	67.9
Dwellings in need of minor repairs	3,405	26.6	2,770	27.0	635	25.1	403,625	22.9	279,360	22.6	122,535	23.3
Dwellings in need of major repairs	790	6.2	600	5.8	185	7.3	127,760	7.2	80,190	6.5	45,985	8.8

Figure 4.2: Housing Construction Periods - District of Mission vs. Province of BC

Source: Canada Mortgage and Housing Corporation (CMHC) - Physical Condition is from 2011 (2016 not available)

## Recent Activity

From 2010 through 2016, Mission saw 715 additional housing units completed, with nearly 92% being single detached houses (*Figure 4.3*).

2016	113	0	4	5	122
2015	112	0	0	0	112
2014	97	0	0	42	139
2013	64	0	0	0	64
2012	78	4	0	0	82
2011	84	2	0	0	86
2010	110	0	0	0	110

*Figure 4.3: New Residential Unit Completions - District of Mission - 2010 - 2016*

*Source: CMHC*

For Mission, the MLS® Home Price Index (HPI) benchmark price of a detached house in September 2016 was \$546,500, an increase of 35% compared to September 2015 when it was \$404,800. The MLS® HPI benchmark price of townhouses was \$319,700 in September 2016, an increase of 39.8%, from \$228,700 in September 2015. The benchmark price of apartments was \$208,300 in September 2016, an increase of 23.7% compared to \$168,400 in September 2015.

Over the past two decades, the District of Mission has been developing and considering some large development projects. Cedar Valley has become a dynamic neighbourhood with some phases still to be developed, and downtown and the Mission waterfront have been the subject of planning studies. These projects promise to provide hundreds, if not thousands, of residential units of varying types as well as neighbourhood-level commercial and retail services.

Other projects, such as Silverdale, have had varying levels of interest. Analysts suggest that the duration of such developments were not compatible with previous developers' priorities, as they were long-term projects, potentially spanning over 30 years.



## Residential Demand

The demand for housing is directly tied to population growth. Mission is expected to grow modestly but appreciably over the next 20 years or so. One trend is the widespread phenomenon of shrinking household sizes, as the average individual household is expected to include fewer persons. Another prevailing trend is an increasing share of multi-family developments such as apartments and townhouses, especially in developed areas. *Figure 4.4* summarizes the previous data and projected demand for housing by type over the 2011 to 2041 period.

Population and Housing	2011	2016	2021	2026	2031	2036	2041
Population - Previous and Projected	36,426	37,743	41,551	45,563	50,574	55,766	61,970
Average Household Size	2.73	2.63	2.56	2.53	2.51	2.48	2.46
Number of Households	13,343	14,406	16,263	18,009	20,189	22,486	25,242
Number of Houses <sup>1</sup>	9,967	10,779	12,114	13,285	14,637	15,944	17,380
Number of Apartments <sup>2</sup>	3,376	3,627	4,149	4,725	5,553	6,543	7,864
Market Share - Houses	74.7%	74.8%	74.5%	73.8%	72.5%	70.9%	68.9%
Market Share - Apartments	25.3%	25.2%	25.5%	26.2%	27.5%	29.1%	31.2%
Home Construction Projection	2012-2016	2017-2021	2022-2026	2027-2031	2032-2036	2037-2041	
New Units Built - Previous and Projected	1,063	1,903	1,747	2,180	2,297	2,757	
Houses	812	1,352	1,171	1,352	1,307	1,436	
Apartments	251	551	576	828	990	1,321	
Average Annual Units Built	213	381	349	436	459	551	
Houses	162	270	234	270	261	287	
Apartments	50	110	115	166	198	264	

<sup>1</sup> Includes Single-Detached, Semi-Detached and Rowhouse Units

<sup>2</sup> Includes Apartments and other Attached Units, Detached Duplexes, and Mobile Dwellings

*Figure 4.4: Housing Projections - District of Mission - 2011-2041*

*Sources: Statistics Canada; Site Economics*

By 2041, the District of Mission is expected to require nearly double the number of housing units as it had in 2011. This is due to the projected population increasing by 69% over that period, with steady decreases in the average number of persons per household. Apartments and other multi-family units are expected to increase their share of the total households over this period. As of the 2011 census, apartments comprised 25% of the District's households; by 2041 apartments are expected to rise to 31% of households.

The trend toward denser forms of housing is widespread in the Lower Mainland and in many developed areas across North America. Key factors driving smaller house sizes for newly built houses across the US and Canada include decreasing household sizes, tightened lending rules following the Great Recession of 2008, and the price of land increasing at a rate faster than salary growth. A recent survey produced by the Canadian Home Builders Association identified that average new home size to be 176.52 m<sup>2</sup> (1894 ft<sup>2</sup>) down from 213.67 m<sup>2</sup> (299.92 ft<sup>2</sup>) in the mid 2000s.

Increasing the share of denser housing forms requires the construction of more multi-unit developments than in previous years. It can be challenging to convince developers to develop multi-unit housing in Mission because single-family houses remain a popular choice among Fraser Valley residents. However, as noted previously, multi-unit developments are gaining traction in Mission. The projection above shows that by 2031 about 40% of new housing units will be multi-unit types, equaling the rate of single-detached development by 2041. This trend is occurring in Abbotsford and is expected across the Fraser Valley. Building more multi-unit housing in Mission will increase housing choices for a diverse range of residents in an increasingly urban region.

As land values rise in Metro Vancouver, and the effects of this spread up the valley, a noted trend has been the demand for townhouses, as these provide a more affordable option, while offering many of the benefits of single-detached housing. Some experts have called townhouses “the new family dwelling”.

The District requested that the economic land analysis provide a perspective on the need to expand the urban growth boundary. Given the information described above, there is no reason to expand the urban growth boundary for the long term as the residential land supply within it is ample.



*Above: Development in Minnie's pit*



## Community Perspectives on Housing

The community survey for the OCP requested input on housing, and 50% of respondents indicated that diversity of housing is a challenge to be addressed, whereas 26% felt it to be a strength in Mission. About 73% of respondents indicated that diversity of housing should be a vision for the community. The option “encourage diverse and affordable housing options” was selected as the fourth among eight potential priorities for the OCP.

Focus group sessions and the open house comments on housing focused on the following themes:

- interest in more affordable and inclusive housing options, e.g., near transit, mixed income, aging in place
- complete communities that are livable, walkable, and accessible to all
- a need for more housing options including duplexes, townhouses, rowhouses, low-rise and mid-rise condominiums and apartments, and larger multi-unit complexes
- developments that include mixed land uses and housing with a range of values
- places for seniors to live and “age in place”
- supported housing for homeless and low income residents (e.g., mental health and addiction supports, detox facility, family units)
- a balance of lot sizes including backyards for families and small lots that are lower in cost
- requiring more parks and amenity areas in developments to support a better lifestyle, especially because denser communities have less space available for outdoor play, and physical activity is essential for the health of children
- regulating secondary suites to provide incentives for retrofits

Meeting diverse housing needs in any community is a complex issue. Most urban communities in BC and elsewhere are faced with similar challenges. As property values continue to rise, it becomes ever more difficult to meet the housing needs of everyone who would like to live in a community. Being demanding in terms of good design and construction can help to offset concerns about “cheap” housing, but design standards must be balanced with the overall cost of the end product. The Mission Sustainable Housing Committee, appointed by Council, is providing input on the challenges of affordable and sustainable housing.

## HOUSING DEFINITIONS IN MISSION

In this OCP, **affordable housing** is defined as housing for which the monthly mortgage or rent costs no more than 30 percent of gross household income. The term **affordable housing** is used in reference to low-income residents for whom mortgage or rent costs are a challenge.

**Housing affordability** is the degree to which housing is attainable to anyone, at any income level.

**Inclusive housing** is defined as housing that supports the specific needs of seniors and/or those with developmental or physical disabilities.

**Adaptable Housing** refers to residential dwelling units that are designed to allow easy conversions or modifications that will ensure that the units are physically accessible to everyone and that occupants can age-in-place as their ability levels change.

**Universal Design** involves designing products and spaces so that they can be used by the widest range of people possible. Universal Design evolved from Accessible Design, a design process that addresses the needs of people with disabilities. Universal Design goes further by recognizing that there is a wide spectrum of human abilities. Everyone, even the most able-bodied person, passes through childhood, periods of temporary illness, injury and old age. By designing for this human diversity, we can create things that will be easier for all people to use. Universal Design makes things safer, easier and more convenient for everyone.



*Above: Example of a neighbourhood in Mission*



The availability of affordable housing is an important factor in a community's quality of life. Lack of affordable, rental, seniors and special needs housing can have a serious effect on the development of a balanced community and it can increase the demands placed on a community's social services, facilities and programs.

Transportation pressures, lack of access to amenities, and feelings of isolation have become common challenges today. A lack of affordable housing can also result in homelessness. If people can only afford to live in communities far from their work or school, it can put stress on other aspects of individual and community well-being.

Economic factors such as housing prices, interest rates and wage levels affect housing affordability. In Mission, as elsewhere in the Lower Mainland, housing prices have increased significantly in the last 20 years, while incomes have generally not kept pace with prices. This has resulted in an affordability problem.

Recent data highlights the status of many local residents' capability to afford adequate housing. In 2010, the median household income in Mission was reported as \$65,411, an increase from \$56,717 in 2005. Within the 2010 median, there was a substantial difference between one-person households (\$29,631) and two-or-more person households (\$79,671). When comparing median household income overall, Mission's was higher than that of the Province (\$60,333), Abbotsford (\$62,350), and Chilliwack (\$56,513), and lower than that of Maple Ridge (\$71,078).

Regarding affordability, approximately 67% of households in the District spent less than 30% of total household income on shelter costs, a slightly lower ratio when compared with 72% in Abbotsford, 70.4% in Chilliwack, and 69% in Maple Ridge (*Figure 4.6*). This ratio in Mission is similar to the Metro Vancouver area as a whole (67%). This information confirms the need for more affordable housing in Mission.

*Below: Townhome construction in Mission; a development known as "The Mews" on 7th Avenue*



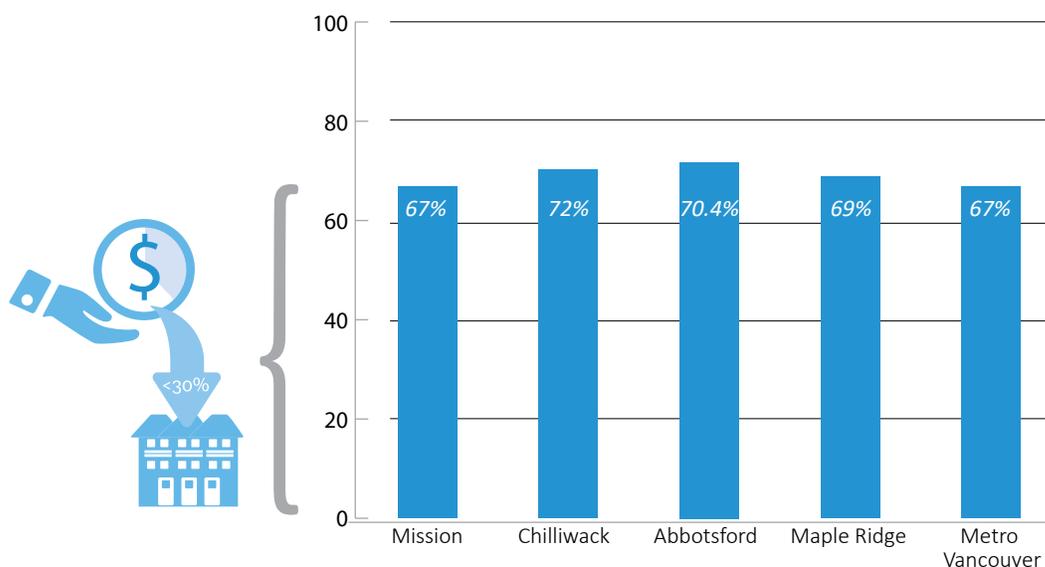


Figure 4.6 Comparison of households that spend less than 30% of total household income on shelter costs

However, since 2010, there have been significant changes in the Lower Mainland residential housing market. The benchmark price for single detached housing in Mission (\$407,000 as of 2015) is viewed as relatively affordable when compared to neighbouring Abbotsford (\$490,000) and across the Fraser Valley Real Estate Board geographic area (\$659,700).

Secondary dwelling units (such as coach houses, garden cottages, duplexes and secondary suites) are important sources of rental housing in many communities. They can provide affordable rental housing in communities where there is a relatively low supply of conventional rental units. Secondary dwelling units also benefit the homeowner. The extra income can help to make housing more affordable for homeowners, allowing them to stay in their existing neighbourhood.



Those seeking affordable housing typically include young families who are often first-time home buyers, lone parent families, single person households, persons with special needs, and seniors. Although options may be available for more affluent seniors, low-income seniors often have limited choices. The policies on affordable and inclusive housing in this OCP are based on the following approaches and strategies:

- collaboration among local housing and social service organizations and networks
- funding strategies involving the provincial and federal governments
- research and the setting of housing targets
- support for infill and densification, such as secondary dwelling units on a property and regulated secondary suites
- use of incentives such as market rental housing agreements and density bonuses
- support for alternate housing structures, such as co-op housing, co-housing, mixed market/non-market housing
- encouraging housing that provides for “aging-in-place” and support for those with special needs
- encouraging universal design of housing and neighbourhoods, and adaptable housing

### Infill Residential

One of the most effective techniques for maximizing efficiencies and achieving a more sustainable community is through infill housing. Infill housing can take many forms. In Mission, it refers to subdividing larger lots to match the surrounding lot pattern; secondary suites; secondary dwelling units on a lot (e.g., coach houses, garden cottages); duplexes; and multi-unit developments consisting of triplex, fourplex, sixplex, low density townhouses, and smaller apartment buildings. Infill development increases the density and housing options in an existing neighbourhood in a way that is compatible with the neighbourhood, using the existing streets and based on current lot patterns.

Infill housing has the following advantages:

- it can provide economic efficiencies by utilizing existing infrastructure and services
- it can provide more affordable housing choices to young families, and single-income and low-income households
- it can provide for more interesting and varied urban neighbourhoods, with a broader range of housing forms and styles

- if done sensitively, it can provide subtle and low-impact densification of neighbourhoods
- it helps to combat urban sprawl and consequently helps to preserve the natural environment
- it increases fiscal responsibility by limiting the geographic area needing services

A variety of infill housing types in a neighbourhood helps with viability over the long term as people can continue to live in the same area, even if their lifestyle, needs, age or income level changes. This leads to more sustainable neighbourhoods, in both social and economic terms.

## OBJECTIVES

1. Encourage and support diverse housing options that cater to different types of households and income levels.
2. Encourage and support housing that can respond to the needs of residents as they change over time, including affordable and inclusive housing.
3. Support new housing to meet the needs of the growing population, while addressing concerns such as tree protection, parking, traffic, noise, effects on other properties, and neighbourhood character.
4. Encourage infill housing that increases density and integrates with the character of existing neighbourhoods.
5. Improve the safety of housing by increasing the number of residential units that comply with building code requirements.
6. Reduce the number of unregulated residential units and increase the range of regulated housing options in established neighbourhoods.
7. Encourage and support more housing that is located close to community services and public transit.



## POLICIES

### General Housing Policies

- 5.1.1 Encourage adherence to the urban growth boundary (Map 3 Urban Growth Boundary) by discouraging residential development at urban densities outside of it.
- 5.1.2 Explore identifying an area outside the urban growth boundary as a future transition area for higher density development as may be needed in the future to accommodate growth.
- 5.1.3 Permit new residential lots only in locations with municipal water or where there is a proven water supply of sufficient quantity and adequate quality (Guidelines for Canadian Drinking Water Quality).
- 5.1.4 Encourage all residential development and redevelopment projects to minimize disturbance of existing trees, topographic features and landscaped areas that contribute character and quality to the site or the streetscape. Where these areas are disturbed, encourage the installation of new features and landscaped areas that contribute to the site or streetscape.
- 5.1.5 Consider the use of density benefits pursuant to Section 482 of the *Local Government Act*, in exchange for community amenities, consistent with the District's Community Amenity Contribution policy.

### Affordable and Inclusive Housing

- 5.1.6 Continue to collaborate with local housing organizations and networks to implement the affordable housing strategy for Mission.
- 5.1.7 Encourage the development of rental housing, including identified units within multi-unit housing, as a means of providing affordable forms of housing.
- 5.1.8 Facilitate the development of affordable, rental and special needs housing through supporting multi-unit housing developments, small house/small lot housing, secondary suites, duplexes in appropriate locations, mixed market/non-market housing projects, coach houses, garden cottages, and other innovative housing forms.
- 5.1.9 Support innovative approaches to creating affordable and inclusive housing including density benefits and housing agreements (which may include co-housing and other forms of shared ownership), subject to Sections 482 and 483 of the *Local Government Act*, respectively.

- 5.1.10** Explore the opportunity of creating an affordable housing amenity reserve fund.
- 5.1.11** Incorporate provisions for the development of affordable, rental and special needs housing within Neighbourhood Plans as they are prepared for existing and future residential areas.
- 5.1.12** Promote and encourage a wide variety of housing types, tenures and price ranges for seniors, vulnerable populations, and those at higher risk of poor health, with proximity to shopping, health services, transit and community facilities, including the following:
- townhouse designs with master suites and laundry on the ground floor
  - housing that is sponsored by a community organization to meet special needs
  - assisted living facilities
  - co-housing
  - small lot single family developments
- 5.1.13** Encourage universal design in at least 10% of the units in all multiple family developments for the benefit of seniors and persons with special needs.
- 5.1.14** Require universal design in neighbourhoods, buildings, parks, services, amenities and transportation systems and facilities in the community.
- 5.1.15** Encourage as much housing as possible to be built to meet the needs of seniors, those with special needs, and anyone wishing to “age in place”, using guidelines for “SAFER” homes.

#### WHAT ARE “SAFER” HOMES?

SAFERhome Standards Certification is one option for guiding the construction of safer homes. It is a process for certifying design and construction that is in accordance with universal design guidelines. [saferhomesociety.com](http://saferhomesociety.com)



*Above: Construction worker inspecting to ensure accordance with universal design guidelines.*



- 5.1.16** Consider incentives for seniors' housing developments where community housing objectives are being met.
- 5.1.17** Develop a strategy for special needs housing, integrating smaller scale projects into the community, in conjunction with overall community needs, such as emergency shelters for homeless persons, emergency transition housing, transition housing, and group homes for persons with mental and physical disabilities or behavioral problems.
- 5.1.18** Consider incentives to lower housing costs, such as permissive revitalization tax exemptions (under Section 226 of the *Community Charter*), where affordable or inclusive housing will be provided.
- 5.1.19** Allow secondary suites in all single detached houses with lot sizes that are able to appropriately accommodate an additional on-site parking space.
- 5.1.20** Allow detached suites such as garden cottages on all single detached lots with lot sizes that are able to appropriately accommodate an additional on-site parking space.
- 5.1.21** Allow up to a maximum of two additional housing units on a lot where sufficient services and parking exist, the privacy of neighbours is respected, and appropriate zoning is in place.
- 5.1.22** Consider subdivision as a form of infill housing in the Urban Residential area only, where a larger lot is subdivided to match the size of surrounding lots, with new lot widths matching the average of the width of neighbouring lots.
- 5.1.23** Develop a policy and regulatory framework to permit secondary suites as a way of providing affordable housing in the community, pursuant to Section 877 (2) of the *Local Government Act*, subject to the requirements of the BC Building Code, recognizing that this will be a process requiring time and community engagement. Developing a policy and framework may include the following tasks:
- work with the community to identify criteria for the regulation of secondary suites in Mission
  - conduct an analysis to identify revenues, costs, and resources required to regulate secondary suites
  - consider a pilot study of secondary suite regulation in a defined area
  - amend the Zoning Bylaw to permit new homes to include secondary suites, where applicable, once secondary suites are regulated

### Infill Residential

- 5.1.24** Evaluate proposals for infill residential development, based upon their degree of compatibility with the character of the immediate neighbourhood, considering the following:
- the height, size, scale and massing of buildings
  - harmonious integration of the building in terms of setbacks, window placement, privacy, design and materials
  - retention of locally significant landscaping
  - addition of new landscaped areas
  - upgrading of existing dwellings
  - transportation and parking
- 5.1.25** All infill development will require a Development Permit to manage form and character and integration within neighbourhoods (Section 9.0).
- 5.1.26** Encourage secondary dwelling units as a form of infill housing on lots in any residential designation that are large enough to accommodate the following associated elements:
- on-site parking
  - private outside space
  - separate entrance that is clearly secondary to the primary dwelling
  - scale of the secondary dwelling must be ancillary to the primary use
- 5.1.27** Consider preparing an infill incentive program to encourage infill development.

## 5.2 HEALTH, SOCIAL SERVICES, AND SAFETY

The District has a wide range of public, community-based and volunteer organizations that help to support the health, social, and safety needs of residents. The Fraser Health Authority, the RCMP, and the Fire/Rescue Service provide core health and safety services, respectively. There are also many community service agencies that are engaged and supportive.



The 2015 My Health, My Community – Community Profile Indicators survey by Fraser Health assessed the health and wellness of Mission residents across a broad range of areas. Relative to other municipalities within the Fraser Health service area, Mission was close to the average in the majority of health status and healthy behaviour categories, except for the following:

- higher than average level of obesity
- the highest level of anxiety/mood disorders compared to other Metro Vancouver and FVRD communities
- higher than average binge drinking
- higher than average smoking
- higher than average stress levels
- second to last community to not be within walking distance to local amenities

The report also noted that:

*“As with other communities in the Fraser Valley, Mission generally performs worse than the Fraser Health average for indicators related to the healthy built environment.”*

## Health Care

The major health care facility is the Mission Memorial Hospital, offering 24-hour emergency services and palliative care. The health care campus also includes a three-storey residential care home organized into eight “neighbourhoods”. A hospice residence adjacent to the hospital serves people living in Mission and Abbotsford.

Fraser Health also provides residential care, home support, home care nursing, public health, environmental health, mental health and addictions services to Mission. These services are offered at medical offices, group homes for those with emotional or physical disabilities, and congregate care facilities for seniors. The presence of a range of health services, recreation opportunities, and housing for seniors has resulted in a seniors’ population that is generally engaged and well respected. The District and Fraser Health Authority are working together on multiple initiatives including a Wellness Committee.

## Social Services

The community service providers in Mission are well connected, with a strong history and reputation of collaboration. They focus on project-based solutions and partnerships, working towards social health. There is a concentration of services downtown, including churches, community organizations, medical services, the post office, library, railway, and food bank. A dedicated Manager of Social Development in Mission helps to coordinate services.

There are also challenges in the provision of social and health services. According to the social services sector in Mission, resources are stretched to adequately support those who need help with poverty, homelessness, hunger, mental health, youth needs, seniors' needs, and medical care.

Service providers feel ongoing pressure for some services to be centralized in Abbotsford rather than Mission. In Mission itself, some organizations support location of the core services downtown to make access easier for those in need. Others feel that the services should be spread throughout the community to enable downtown to become more of a retail and business hub.

## Safety and Security

Safety and security services in Mission are provided to the community by the local RCMP detachment and the Mission Fire/Rescue Service. The Mission RCMP Municipal Detachment offers protection with policing services. The Mission Fire/Rescue Service offers suppression, prevention, public education, and emergency response services.

Below: Wheelchair parking; downtown





Mission also has a volunteer Search and Rescue Team, which provides assistance to the RCMP and other policing agencies; the BC Ambulance Service; municipal fire departments; Provincial Coroner's Services; municipal, provincial, and federal agencies; and neighbouring Search and Rescue Teams. This assistance is directed towards the search and rescue of missing, injured, and trapped persons, the recovery of bodies, and aid during civil emergencies and natural disasters.

Mission has an Interface Fire Hazard Plan. This plan was prepared to improve fire prevention and protection in the interface between rural and suburban areas and the forest.

The following policies relate to the provision of ongoing services that support the health, safety and security of residents. The policies address infrastructure, partnerships, education/awareness efforts, and fire interface planning for rural areas.

## OBJECTIVES

1. Liaise with health care providers to support the provision of high quality and accessible health care services for Mission residents.
2. Work towards sustainable community services through a multi-faceted, coordinated approach and adequate resources for services to meet the community's needs.
3. Provide for the safety and security of Mission residents, striving for a "Safe City" through effective and coordinated services, including police, fire protection, fire rescue and emergency services.

## POLICIES

### Health Care

- 5.2.1 Work with health care organizations in Mission to help ensure health services are appropriate to meet the current needs and projected demand of a growing community.
- 5.2.2 Continue to work with the Fraser Health Authority and other levels of government to secure funding and support for community services.
- 5.2.3 Provide assistance to local organizations involved in providing health education and information on health care issues in the community.

### Social Services

- 5.2.4 Support community-centred health, social and safety services run by government and private organizations, and volunteers, including social services, child care, youth services, and seniors' services.
- 5.2.5 Use the social determinants of health as benchmarks to gauge success in achieving good health outcomes for community members.
- 5.2.6 Support services to reduce the stigmatization of homeless people and others with mental health and addiction challenges.
- 5.2.7 Support the growth of neighbourhood associations that can help to connect and support residents of specific areas.
- 5.2.8 Establish and support a multi-disciplinary approach to homelessness.
- 5.2.9 Strive for cross-cultural, inclusive policies and events that welcome all ethnicities, genders, and ages.
- 5.2.10 Consider establishing Mission as an "age friendly" community, with associated objectives and policies (see Public Health Agency of Canada).
- 5.2.11 Identify appropriate locations for social services to meet community needs, e.g., health clinics, pharmacies, intergenerational resource centre, seniors' centre, youth skills exchange, and mental health services.
- 5.2.12 Increase cross-government collaboration with Mission as a facilitator, not necessarily a funder.

### Safety and Security

- 5.2.13 Support the RCMP crime prevention services and initiatives and work with the RCMP to plan their service levels in accordance with the changing needs of the community.
- 5.2.14 Support neighbourhood associations involved in crime prevention programs in partnership with the RCMP, e.g., Block Watch, Citizens on Patrol and the Auxiliary Constable Program.
- 5.2.15 Consider Crime Prevention Through Environmental Design (CPTED) principles in reviewing development proposals and in the design and development of public parks, open spaces and facilities.
- 5.2.16 Provide or require adequate lighting in public places to provide for safety and a sense of security.



- 5.2.17 Encourage education and community awareness programs regarding crime prevention, fire prevention and emergency preparedness.
- 5.2.18 Provide fire services through prevention, public education and emergency response programs.
- 5.2.19 Implement the Interface Fire Hazard Plan prepared to improve fire prevention and protection in the interface areas between rural and suburban areas and the forest, and explore opportunities when a municipal structure is being considered in areas adjacent to forested lands, to build a 'fire smart' structure as a demonstration.
- 5.2.20 Support Mission Search and Rescue in their work with the RCMP, municipal Fire Department and other agencies in the search and rescue of missing, trapped or injured persons.
- 5.2.21 Work with public safety agencies to ensure emergency coordination plans are in place and up to date.

*Below: The Mission Crime Prevention Office; and the Mission Fire Department's Ladder 17 truck*



## 5.3 PARKS, OPEN SPACE, AND TRAILS

### Parks and Open Space

Mission residents appreciate the parks, open space and trails in and around the District (Map 5 Parks and Open Space and Trails). In the OCP Community Survey, three out of the four top strengths of Mission were reported to be natural areas, trails and parks, in that order. Meeting and workshop participants frequently noted the proximity of nature, trails and open space as characteristics of the District that they value. These features, combined with the amenities in parks, support a wide array of recreation opportunities that include walking, hiking, outdoor sports, play, sport fishing, and nature viewing.

The District of Mission prepared a Parks, Trails and Bicycle Master Plan in 2009. At that time, the District had 31 developed parks covering 75.6 hectares, seven areas of natural open space totaling 323.4 hectares, and 14 school sites occupying 53.4 hectares. Developed parkland classifications included District Parks, Community Parks, Sports Parks, and Neighbourhood Parks. Undeveloped parkland or “Natural Open Space” classifications included recreational greenways and ecological greenbelts. The Municipal Forest is another important recreation resource in the District. A Parks and Recreation Advisory Committee provides input to the District on matters related to parks and recreation.

There are also outdoor recreation values associated with lands within other jurisdictions. The school sites of School District 75 contribute to park experiences and recreation opportunities in the District. Lands operated by other governments include Rolley Lake Provincial Park and Neilson Regional Park, the latter of which is owned and operated by the Fraser Valley Regional District. BC Hydro also has protected areas with recreation use areas, including Hayward Lake Reservoir, Stave Lake Reservoir, and Stave River-Ruskin Picnic Site.

The recommendations in the Parks, Trails and Bicycle Master Plan are based on the following:

1. Provide parks for kids and families
2. Improve parkland acquisition and development
3. Optimize the recreational potential of Mission’s community forest
4. Adopt “Riverfront to Mountain Top” approach to recreation
5. Forge cultural links leading to community benefits



There are 40 recommendations that fall within the following themes:

- park supply, infrastructure and amenities
- identity and vision
- creating connections for a healthy community
- managing growth and development
- environmental protection and management

The following are some of the benefits of parks and trails:

- aesthetic values
- health benefits
- natural habitat
- respite from the built environment
- community gathering places (e.g., for festivals, picnics)
- recreation amenities and opportunities
- learning opportunities (e.g., environmental education)
- drivers for tourism and local economic development

*Below: Hatzic Lake; Centennial Park play equipment*



## Mission Interpretive Forest and Stave West Forest and Recreation Area

The Forestry Department manages Mission Tree Farm License (TFL) #26, also known as the Mission Municipal Forest. The forest area is approximately 10,000 hectares of which about 12% is municipally owned and 88% is provincial crown land. Major forestry programs include harvesting, tree planting, cone and seed collection, plantation brushing, tree spacing, tree pruning, road construction, and forest fire prevention.

The forest, particularly on the west bank of the Stave Lake reservoir, is a popular destination for outdoor recreation and interpretation, as well as an important location for cultural use and harvesting by First Nations. Part of the mission statement includes the following: “The Mission Municipal Forest exists for the people of Mission, by creating a sustainable balance of various economic, social, scientific and environmental forest values as well as providing memorable forest experiences to Mission residents and its visitors”.

In 2009, the Ministry of Forests, Lands and Natural Resources Operations granted Interpretive Forest status to the western portion of TFL 26. This status allows for outdoor recreation and tourism opportunities and infrastructure in over 5,000 hectares of land, while continuing forest management activities. The area is now known as the Stave West Forest & Recreation Area, *Mekw' wa't a'xwest ikwelo'*, which is the local Halq'emeylem language name meaning “everyone shares here”. Mission and the Kwantlen First Nation are working in cooperation and consultation with other local First Nations and the provincial government to develop and manage the area in accordance with the Stave West Master Plan.

The Plan is based on ten key guidelines:

1. Maintain a Sustainable Working Forest
2. Demonstrate First Nations Collaboration
3. Focus on Public Safety and Security
4. Practice Cultural and Heritage Protection
5. Develop Education, Training, and Research Programs
6. Develop Outdoor Recreation and Tourism Infrastructure
7. Build Economic Investment and Job Creation
8. Provide Environmental Stewardship
9. Ensure Effective Governance and Oversight
10. Show Effective Communications and Engagement

The Stave West Master Plan is being implemented through the Stave West Action Team. The following are some of the short-term action items:

- Improving safety – the team is addressing land-use conflicts, illegal activity and vandalism. In partnership with the RCMP, night-time access to Stave West will now be restricted, firearm discharge regulations will be enforced, and a summer gateway facility will be established.
- Building strong aboriginal partnerships – the Kwantlen Nation and neighbouring Aboriginal communities are full members in site governance and policy activities. The Seyem’ Qwantlen Business Group manages the successful Sayres Lake campsite. The Kwantlen Nation, District and BCIT are collaborating on an ambitious student practicum project using Stave West as a base.
- Improving access and recreation infrastructure – future projects include road upgrades from Zajac Ranch to Sayres Lake, working towards future campground development, and new trail networks.
- Building the Stave West Outdoor Learning Alliance – programs will focus on forest and natural areas management, the environment, forest careers skills and training, traditional Aboriginal knowledge, and outdoor education and recreation. The goal is to attract many more students and adult learners to benefit from Stave West’s great outdoor learning laboratory.



Photo by: M. Younie

*Above: Hikers enjoying Mission’s trail system*

- Developing a partnership with Zajac Ranch – the highly acclaimed Zajac Ranch for Children is situated on private lands in the heart of the Stave West Forest and Recreation Area. In the summer, Zajac Ranch provides camps for children and young adults with chronic, life-threatening and/or debilitating conditions. In the off-season, Zajac depends on facility rental income to help support the children it serves, and the Stave West Outdoor Learning Alliance will use these facilities for students and adult learners. Zajac’s new Aboriginal cultural themed learning centre will be a perfect location for seminars and workshops in Stave West.
- Identifying commercial recreation opportunities – market-driven assessments to determine viable business opportunities will be undertaken. Small-scale businesses could include additional campsites (including “glamping” facilities), eco lodge accommodation, RV user amenities, aerial parks, concessions and rentals.

## Trails

Mission has six named trails within the urban area, ranging in length from 200m to 3.26km. The surfaces are mostly gravel, with some sections of paving and bark chips. The longest of these is the East Mission Heritage Greenway that extends from Fraser River Heritage Park east to Hatzic. There is also an extensive system of trails developed and maintained by the Fraser Valley Mountain Biking Association. The Experience The Fraser project supports the use of the river as a water-oriented recreation corridor.

The Forestry Department maintains an additional 11 recreation trails within the Municipal Forest for hiking, horseback riding and mountain biking. Some of the trails are designated for hiking only. Where trails are specified as “multi-use”, all three activities are permitted. An overview trail map is available at the Chamber of Commerce and at the Municipal Hall.

*Below: Zajac Ranch in the Stave West Forest & Recreation Area; Hatzic Lake*





## OBJECTIVES

1. Provide a comprehensive and diverse parks and open space system to support outdoor recreation opportunities and liveability in Mission.
2. Protect and enhance the natural open spaces in and around Mission, recognizing the importance of these to Mission residents and visitors.
3. Establish an interconnected trail system that links parks, schools, the waterfront, and other destinations within the community, connecting also with trails that extend beyond the urban area.
4. Maintain parks and trails, including the ecosystems and urban forest, according to best practices.
5. Increase opportunities for outdoor recreation and education in natural settings.
6. Integrate trail planning with active transportation corridors identified in the Transportation Master Plan.

## POLICIES

### General Policies

- 5.3.1 Update the Parks, Trails and Recreation Master Plan for the District through a community engagement process, and once it is complete, update this section as needed to be consistent with the Master Plan. As part of the Parks, Trails and Recreation Master Plan, classify parks and identify those that are natural areas as distinct from parks that focus on recreation activities.
- 5.3.2 Collaborate with First Nations, School District 75, the provincial government, Fraser Valley Regional District, BC Hydro, community organizations and private recreation organizations to provide a wide range of outdoor recreation opportunities.

### Parkland Acquisition

- 5.3.3 Acquire community and neighbourhood parks in newly developing areas based on best practices in parkland acquisition (refer to Parks, Trails and Bicycle Master Plan), with a community or neighbourhood park within a 5-minute walk (400m) of all residents.

- 5.3.4 Establish neighbourhood parks within walking distance of all residents in areas currently lacking parks, including downtown south of 7th Avenue and West Heights.
- 5.3.5 Acquire and work with developers to provide parks along the Fraser River to support Experience the Fraser and to provide Mission residents with access to the water.
- 5.3.6 Continue to use standards for the provision of active parkland area per capita as guidelines rather than strict standards; use a “level of service” approach where the amount of acceptable parks, facilities and leisure opportunities is tailored to the unique needs of each neighbourhood.
- 5.3.7 Require community and neighbourhood parks to have land suitable for sports and play for all ages, with this parkland provided in addition to environmentally sensitive areas, steep slopes and stormwater management features.
- 5.3.8 Require community and neighbourhood parks to have road frontage on at least one side, good access from all sides, and connecting sidewalks or trails to the entire neighbourhood.
- 5.3.9 Explore innovative methods to acquire parks in partnership with developers, School District 75 and other organizations.
- 5.3.10 Review the gift program for the receipt of donations to support parkland acquisition to determine if there are ways to make it more successful.
- 5.3.11 Acquire natural areas in new developments as natural parkland, with guidelines including provisions for interconnectivity of these lands, provision of trail corridors, protection of parkland from private encroachments, protection of trees and vegetation within these lands, and habitat stewardship and enhancement.

#### Park Development

- 5.3.12 Prepare Park Master Plans for parks that need direction on their future amenities and layout, as identified in the Parks, Trails and Recreation Master Plan.
- 5.3.13 Encourage more creativity and diversity in park development, including nature play, more opportunities for unstructured play, social gathering spaces, and activities for all age groups.
- 5.3.14 Upgrade aging infrastructure in parks.



- 5.3.15** Use Crime Prevention Through Environmental Design (CPTED) principles in designing open spaces and pedestrian links between parks, schools and other community facilities.
- 5.3.16** Use and require compliance with universal design standards in the development and upgrading of parks to accommodate persons of all abilities.
- 5.3.17** Provide new or upgraded amenities in parks based on the recommendations of the Parks, Trails and Recreation Master Plan, considering sports fields, ball diamonds, washrooms, and more.
- 5.3.18** Consider the needs of new and emerging sports and recreational activities.
- 5.3.19** Consider more community gardens on parkland and public school sites, especially in higher density areas, to support food security and encourage interactions among neighbours.
- 5.3.20** Establish an Urban Forest Management Strategy that includes recommendations related to the protection, planting and management of trees along streets and in parks.
- 5.3.21** Explore innovative methods to develop parks in partnership with developers, School District 75 and other organizations.
- 5.3.22** Encourage the preservation of public vistas and view corridors throughout Mission.
- 5.3.23** Establish additional dog off-leash areas in response to resident requests.
- 5.3.24** Upgrade wayfinding, directional and interpretive signage.

*Below: the legacy plaque at Spirit Square; outdoor exercise equipment at Centennial Park*



### Trails

- 5.3.25 Establish trail standards and expand the trail system as opportunities arise through capital budgets, developer contributions or grants for active transportation.
- 5.3.26 Continue the acquisition of land to allow the eventual development of a multi-use trail system along the Fraser River and north-south along the Silvercreek corridor.
- 5.3.27 Work with the Fraser Valley Mountain Biking group to develop and enhance trails and to connect urban and Municipal Forest trails where possible.

### Stave West

- 5.3.28 Implement the Stave West Master Plan through the Stave West Action Team.

### Maintenance and Management

- 5.3.29 Manage the natural environment in parks and on public land to improve its health, including tree care, removal of invasive species, and associated activities.
- 5.3.30 Involve local residents and community groups in stewardship activities, considering Adopt-a-Trail and Adopt-a-Park programs.

## 5.4 RECREATION AND LEISURE SERVICES

In an effort to strategically plan and coordinate parks, recreation, and culture in Mission, the District adopted the Parks, Recreation and Culture Master Plan in 1999. The Master Plan includes a decision-making framework for the planning and delivery of leisure opportunities over a seven-year planning period (1999 to 2005). Since that time, the parks, trails and culture components of the master plan have been updated, as noted in other sections, but the aspects dealing with indoor recreation facilities, programs and services have not been.

The Mission Leisure Centre is the hub of indoor recreation activities in Mission, and it is highly appreciated by residents. This facility includes a 25m pool, leisure pool with slide, two full-size ice arenas, a four-sheet curling rink, a gymnasium, fitness studio, weight room, squash and racquetball courts, multi-purpose rooms, youth lounge, a physiotherapy clinic and concession. The District offers a wide variety of programs in arts, culture, and sports to all age groups.



As the population in Mission grows and becomes distributed over a larger area, the District may need to consider locating recreation opportunities in satellite locations in addition to the Mission Leisure Centre. Partnerships are one way to accomplish this.

## OBJECTIVES

1. Increase recreation and leisure services as needed to serve the growing population.
2. Provide recreation and leisure opportunities close to all residents.

## POLICIES

- 5.4.1 Prepare a Parks and Recreation Master Plan that addresses indoor recreation facility and program needs over the next ten years, involving the community in the process.
- 5.4.2 Work with School District 75 to identify opportunities for increasing community use of schools, and when new schools are constructed, collaborate on the design of spaces that will support community uses.
- 5.4.3 Collaborate with community organizations and the private sector to provide a wide range of indoor recreation and leisure opportunities.
- 5.4.4 Expand the integration of health and recreation through community-centred initiatives and partnerships, such as childcare and social services, youth services, and opportunities for seniors.
- 5.4.5 Update the Heritage Park Centre Operating Agreement.

*Below: The Mission Leisure Centre, inside and out*



## 5.5 CULTURE AND HERITAGE

*“Almost everyone in a community is engaged in culture in some way from the professionals and artists to students, teachers, volunteers, audiences and decision makers. Community can be a geographic area, as a group of people with common goals or lifestyle, or as individuals with a common ethnic heritage.*

*Culture is expressed differently in every community; it is visible through our institutions, libraries, archives, galleries, schools, community centers and heritage buildings. Culture and values are also reflected in natural elements such as parks and trails, landscapes, and views and how these are maintained.*

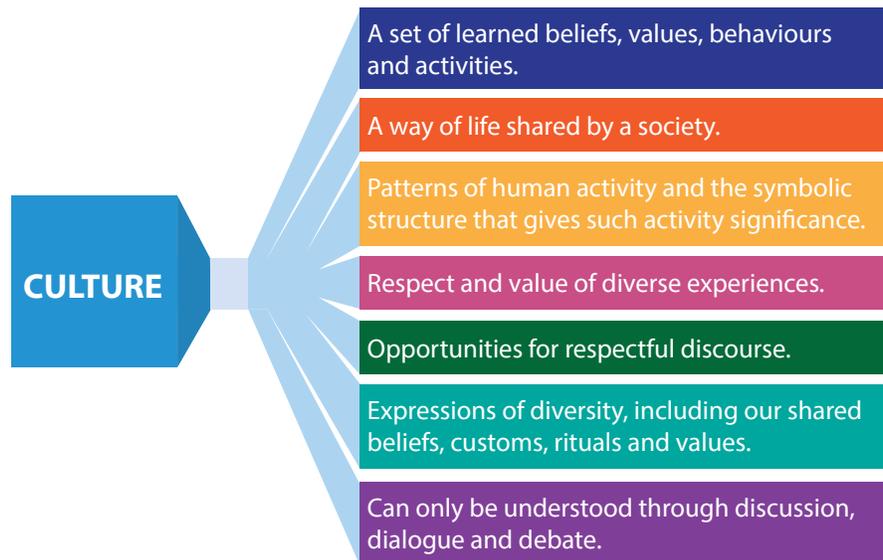
— *Culture, Change and Community: Cultural Resources Commission 2008 to 2011*

Mission has a vibrant culture and engaged citizens who work on enhancing culture within the community. The Cultural Resources Commission (CRC) assists community decision makers to look forward and to gain a long-term perspective on the role of culture, which they define as including the arts, heritage, and multi-culturalism. The CRC recommends direction and standards by which the community can face challenges and measure success and achievements in managing our cultural assets.

The appointment of a CRC has led to development of policies and activities that are based on the capacities, skills and assets of local people and neighbourhoods. The Commission has framed recommendations based on what is most likely to be “do-able” in the local context, and local governments and planners have supported the CRC in accomplishing many objectives.

After completing a Cultural Resources Management Plan in 2008, the CRC has continued work in the community. A Public Art Policy was adopted in 2010, and the Commission advocates for and organizes many community initiatives and events. The integration of the OCP with related plans and policies will be important to the continued evolution of a strong and vital arts and cultural community in Mission.

The Commission is working on recommendations to enhance Mission as an artist-friendly community known for its volunteer involvement and partnerships, and where citizens take pride and celebrate our culture, heritage and our diversity. The recommendations fall within the following strategic directions:



- A business plan for culture
- Partnerships and collaboration
- Cultural development staff
- Facilities and cultural spaces
- Use of technology and up-to-date marketing

— paragraphs above adapted from *Culture, Change and Community: Cultural Resources Commission 2008 to 2011*

At the time of completing this OCP, Mission is working on a Parks, Recreation, Arts and Culture Master Plan.

The District is a notable player in the cultural life of the community through the Parks, Recreation and Culture Department, its programs, and various facilities such as the Leisure Centre and Heritage Park Centre, which is culturally significant for First Nations. Mission also provides financial support to community cultural organizations and the Fraser Valley Regional Library. A wide variety of organizations participate in the cultural life of the community, including School District 75, the Chamber of Commerce and the Tourist Information Centre, Mission Arts Council, religious organizations, the not-for-profit sector, fee-for-service providers, and the private sector.

Mission is home to an impressive number of festivals and special events. These cultural activities take place in the community's parks and public spaces as well as in adapted

and purpose-built spaces, including the Heritage Park Centre, Fraser River Heritage Park, Mission Arts Centre, the Library, Museum and Archives, Friendship Centre, Aboriginal Family Place, and the Mission Leisure Centre. The Clarke Theatre, a facility within the Heritage Park Centre, contributes significantly to enriching the quality of life in Mission. This 702-seat performing arts theatre is the cultural hub of Mission, offering a high quality venue for productions by local and visiting artists.

## Heritage

A community's identity is intrinsically tied to its history. Knowledge about the history of a place, and the relationships among a community's past, present, and future can enhance people's attachment to their community and contribute to sense of place. Some of Mission's key heritage themes include Aboriginal culture, early pioneers, railroad history, and the powerhouse at Stave Falls. There are sites with significance for First Nations, including Silvermere Island, and foreshore at Stave Lake Reservoir.

The Mission Museum upholds the goals of the Mission District Historical Society - "Recording our History, Educating the Community, Preserving our Heritage." Operated by the Society, the Mission Museum exists for the purpose of preserving the history of Mission by way of the collection, preservation, documentation, research and interpretation of three-dimensional objects related to our community's history, making it available to all people through exhibits, events and public programming.

Heritage has typically been defined in terms of older buildings and their association with important people and events. However, heritage is increasingly being viewed in a more comprehensive way. As such, the range of heritage resources can be seen to encompass a wide range of buildings and places such as schools, churches and temples, agricultural and industrial buildings, homes and stores, landscapes, transportation routes, burial spots, and archaeological sites. This broader view is captured within the following Heritage Strategic Plan Vision for heritage conservation in the District of Mission:

*"Mission protects, enhances and restores heritage resources, recognizing the vital role of past knowledge and the need to promote heritage conservation through education. Lifestyle opportunities are created when development respects the aesthetic elements and community values that are integral to the 'small town charm' qualities that have attracted people to settle here. Mission recognizes our collective interest in heritage by balancing infrastructure and regulation with wise use of the land and resources."*



The Mission Community Heritage Commission completed a Heritage Context Study in 2016. The purpose of the Context Study was to identify, map, and detail key themes related to heritage planning within the District. Its inventory of key heritage sites will serve as a foundation for the inclusion of heritage sites in Mission on the District's Community Heritage Register.

The District has taken steps to preserve and enhance its heritage through the Downtown Façade Design Guidelines, Downtown revitalization efforts, refurbishment of the Mission Museum, construction of the Mission Community Archives, naming municipal streets to recognize Mission pioneers, and renaming the commuter rail station "Mission City". Two important heritage sites are the Fraser River Heritage Park and the Westminster Abbey, a landmark building and surrounding landscape.

Other features that celebrate the heritage include the heritage registry, the intact downtown core, wartime/victory housing, community forest, and public murals. The natural heritage is also of great importance to residents, including Stave Falls, Stave Lake Reservoir foreshore, Xa:ytem Hatzic Rock and the Fraser River.

## OBJECTIVES

1. Encourage the provision and enhancement of a diverse range of arts and cultural facilities, services and activities for the enrichment of life in Mission.
2. Increase the branding and promotion of Mission's culture.
3. Support cultural education initiatives.
4. Protect, restore, and promote Mission's rich heritage and considerable historic assets and facilities.
5. Protect and connect natural heritage.

## POLICIES

- 5.5.1 Update the Cultural Resources Management Plan.
- 5.5.2 Support the provision of more venues, such as a downtown arts centre, cultural hub, art/studio spaces, live/work spaces.
- 5.5.3 Focus particularly on downtown as a centre for culture, considering a Town Square, UFV downtown campus, public wharf on the downtown waterfront.
- 5.5.4 Encourage and support cultural initiatives and events, and the acquisition of designated, sustained funding for culture.

- 5.5.5 Expand opportunities at existing spaces and buildings, such as reopening Xa:ytem and enhancing infrastructure at Fraser River Heritage Park for events.
- 5.5.6 Establish policies and guidelines, potentially including incentives, for protecting heritage districts, heritage trees and other heritage resources.
- 5.5.7 Recognize the substantial economic contribution of cultural activities to the financial health of the community.
- 5.5.8 Work with the Sto:lo and other local First Nations on special initiatives that reflect and celebrate Sto:lo culture.
- 5.5.9 Work with School District 75, community groups, UFV (including the digital arts programs), and other interested parties to develop more arts and cultural programs.
- 5.5.10 Collaborate with others to promote cultural tourism opportunities in Mission through consistent branding, messaging, and information distributed through a broad array of communications.
- 5.5.11 Increase liaison with community groups, potentially through an umbrella organization or annual gatherings.
- 5.5.12 Highlight Mission's multi-cultural character and promote understanding and acceptance among all cultures.
- 5.5.13 Promote activities provided by the range of cultural organizations in the community and continue to celebrate intercultural events and initiatives.

### WHAT IS LIVE/WORK?

A live/work space is a unit that combines space for working and living. Unlike home occupation that allows modest business use within a residence, live/work zoning usually allows residential use within commercial or industrial buildings or zones.



*Above: House with coffee operation.*



- 5.5.14 Foster neighbourhood cultural identities through encouraging and supporting neighbourhood projects and events.
- 5.5.15 Support groups in exploring funding sources for heritage conservation-related activities.

## 5.6 EDUCATION

In Mission's School District 75, there are currently 12 elementary schools, two middle schools, and one secondary school, with a number of special programs offering French immersion, and home and virtual education options. Riverside College offers grade 12 credits and post-secondary education for those seeking a career in the trades through apprenticeship, practical job training, or upgrading. School District 75 has an Aboriginal Education Department (Sewal Si'wes) to support the education of Aboriginal children in an environment that respects and enhances their culture and heritage. There are also some private schools.

The School District recently experienced declining enrollments. This changed in September 2015, when there was a substantial increase in enrollment. School District 75 has closed Stave Falls Elementary School and has been considering other school closures and sales; a community process on this topic is under way and residents are hoping the school may reopened.

Mission provides close access to a number of post-secondary education facilities. Most central is the Mission Campus of the University of the Fraser Valley. This campus is the result of a partnership among the District of Mission, School District 75, and the University. Other regional post-secondary campuses are located in Abbotsford, Chilliwack, Hope, and Agassiz. Mission is also within commuting distance to the BC Institute of Technology, Simon Fraser University, and the University of British Columbia. Several private post-secondary facilities in Mission provide job search services or skills training to the unemployed and/or underemployed.

As a result of community partnerships between public institutions and volunteers, a variety of basic literacy initiatives continue to improve the lives of Mission children and adults through both classroom and individual tutoring.

Future elementary and secondary school sites are designated in the OCP. The School District wants to work more closely with Mission to plan for anticipated growth and future school development.

## OBJECTIVES

1. Support the provision of a wide range of educational facilities and programs within Mission.

## POLICIES

- 5.6.1 Continue to work with School District 75 to maximize community benefits and explore joint use opportunities in planning and developing school sites and facilities to meet current needs and projected demand, including the anticipated need for a new high school.
- 5.6.2 Coordinate the planning and integration of school sites with municipal neighbourhood parks and shared facilities.
- 5.6.3 Explore innovative options (e.g., private and municipal partnerships) with School District 75 to provide for school and recreation facilities.
- 5.6.4 Work with the University of the Fraser Valley to assist them in meeting their existing and future needs, exploring opportunities for a downtown campus.
- 5.6.5 Develop working partnerships among government, business, social agencies, non-profit groups, colleges, and other post-secondary institutions to address the lifelong learning needs of Mission residents.
- 5.6.6 Support the location of learning facilities, such as colleges, private post-secondary schools, business programs, adult education and other specialized schools, in the downtown as well as in the waterfront areas and near rapid transit.
- 5.6.7 Encourage projects that provide opportunities for high school and college students to learn about multiple sectors.

*Below: Stave Falls Dam Museum and Visitor Centre; University of the Fraser Valley Mission Campus*



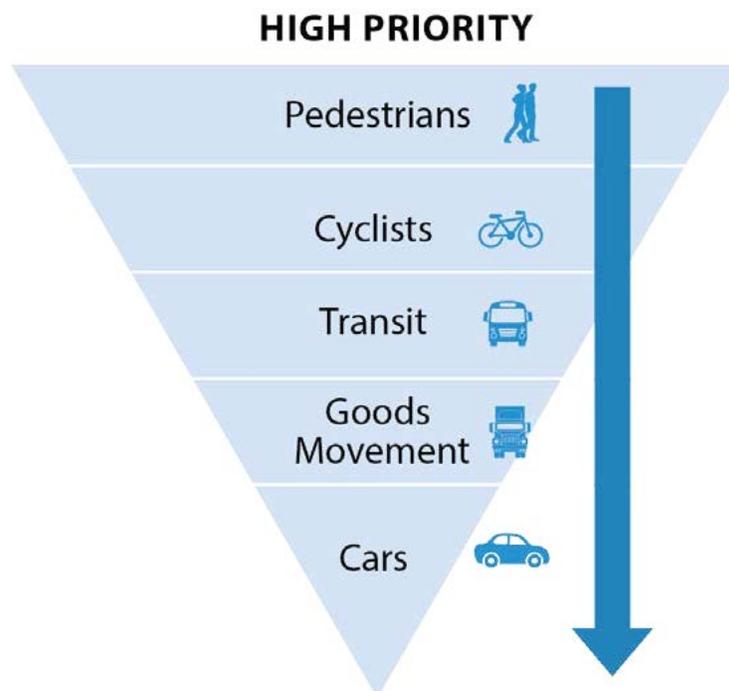


## 6.0 TRANSPORTATION

### 6.1 AN INTEGRATED TRANSPORTATION NETWORK

Transportation plays a significant role in the development and livability of communities. The availability of mobility choices, the integration of the networks and systems, the quality of infrastructure, and the connection to surrounding land uses are important aspects in supporting safe, livable, and vibrant streets and communities.

A new Transportation Master Plan (TMP) was adopted by Council in June 2016 (Map 6 Existing and Proposed Road Networks). The purpose of the TMP is to support and be integrated with Mission's OCP, and to improve transportation within Mission and the region for all modes of travel, including pedestrians, cyclists, public transit users, goods movement, and drivers. The TMP references the 'Six D's of Land Use and Transportation Planning' (destinations, distance, design, density, diversity, demand management), which in essence provide a framework for supporting sustainable travel modes, developing complete streets, integrating with land uses, and placemaking (*Figure 6.1*).



*Figure 6.1: Transportation Priorities*

A central theme in the TMP is to develop mobility hubs within the District – areas that are destinations designed to attract residents and visitors to spend time within them. They provide vibrancy through the design of buildings, streetscapes, and open spaces, with main roads developed as ‘Great Streets’ that are attractive and comfortable places to spend time in and to travel along. To be successful in implementing both plans, the TMP and OCP must be closely linked.

## OBJECTIVE

1. Provide a safe, balanced and integrated transportation system in Mission, giving consideration to all modes of transportation including pedestrian, bicycle, public transit, goods movement, private vehicle and other travel modes.

## POLICIES

- 6.1.1 Encourage the development of hubs, linking mixed land uses, higher residential densities, and transportation, at Mission City (downtown), the Waterfront, Cedar Valley, Stave West, Hatzic, and Silverdale.
- 6.1.2 Coordinate land use planning and transportation, where the role, function and design of each roadway is closely related to the development objectives of adjacent land uses.
- 6.1.3 Require new major land use development to comply with the Transportation Master Plan. If land uses or densities change from what was presented in the Transportation Master Plan, updated recommendations and considerations for those areas should be required.
- 6.1.4 Support reduced use of the automobile and encourage the use of public transit and non-automotive modes of transportation such as cycling and walking.
- 6.1.5 Continue to cooperate with the FVRD to provide a unified regional perspective to the Province with regard to transportation improvements in Mission.

## 6.2 ROAD NETWORK

The District of Mission has a well-established road network with a structured hierarchy of roads including municipal corridors, collectors, and local streets (Map 6 Existing and Proposed Road Network). The network includes approximately 300 km of roads provide access to homes, services and properties. Since ongoing growth and development



will continue to add pressures to the road network, support for alternative modes of transportation will assist in managing those pressures.

## OBJECTIVE

1. Provide an efficient, safe and attractive road network to meet the existing and future needs of the community.

## POLICIES

- 6.2.1 Use a system of local and collector streets to direct through traffic to major roads and to minimize traffic flow into residential neighbourhoods.
- 6.2.2 Encourage infill residential development within urban and developed areas as a means to maximize utilization of existing road networks.
- 6.2.3 Require proponents of major new commercial and multi-unit residential developments to provide a Traffic Impact Assessment, on a case-by-case basis, based on the location and existing circumstances.
- 6.2.4 Consider residential development proposals that would place an undue traffic burden on existing roads as premature until an adequate road plan for upgrading of off-site congestion areas is accomplished.
- 6.2.5 Work cooperatively with all levels of government to ensure that Mission's road system supports the regional transportation system and that road connections to adjacent communities are developed in concert with needs in those jurisdictions.
- 6.2.6 Consider distinctive road design, boulevard treatment and beautification features in the road network at special locations in the community, such as entrances to neighbourhoods, park areas, tourist sites, and gateway locations, as part of the update of the Transportation Master Plan; explore the option of introducing roundabouts at appropriate locations in the community.
- 6.2.7 Implement traffic calming measures to reduce speed and volume or to control shortcutting traffic in residential areas using Mission's Neighbourhood Traffic Calming Policy and the Development Bylaw.
- 6.2.8 Ensure that existing and future road networks consider the incorporation of safe, accessible, convenient and comfortable connections for pedestrians, cyclists and transit when designing and planning roads.

- 6.2.9 Monitor truck traffic and take measures if required to keep trucks on designated routes.
- 6.2.10 Prevent driveway access to arterial roads for traffic safety and traffic flow improvement purposes.

### 6.3 PEDESTRIAN NETWORK

Walking is a fundamental form of transportation and part of every trip. Developing a walkable and accessible network not only encourages walking as an alternative to the vehicle for short trips, but also works towards creating lively, active spaces. A well-connected pedestrian network should link areas where people live, work, learn and play. Encouraging walking works towards reducing greenhouse gas emissions, improves public health, and helps establish more livable and vibrant communities (Map 7 Pedestrian Network).

Walking is currently supported through a variety of infrastructure in Mission including sidewalks, paths and trails. While there are some good connections within the urban core and surrounding areas, there are also some recognized gaps in the sidewalk and trail networks. Revitalization and redevelopment in the Downtown, Waterfront, and Commuter Rail areas will provide opportunities to improve the pedestrian environment.

#### OBJECTIVE

1. Encourage walking within the community and provide for a safe, convenient and pleasant environment for pedestrians with a well-connected network.

*Below: Goods movement in Mission; walking downtown*





## POLICIES

- 6.3.1 Integrate land use and transportation planning to encourage walking over driving where possible, especially where there are mixed land uses.
- 6.3.2 Plan capital budgets and developer contributions to include construction of new sidewalks, paths and trails as priorities.
- 6.3.3 Encourage the development of pedestrian routes to link all major open spaces, activity areas, schools and public institutions.
- 6.3.4 Encourage the development of attractive public realm spaces in mobility hub areas that provide links to surrounding land uses.
- 6.3.5 Use CPTED principles in designing open spaces and pedestrian links between parks, schools and other community facilities.
- 6.3.6 Use and require compliance with universal design standards in the development of the pedestrian network to accommodate persons of all abilities.
- 6.3.7 Incorporate provisions for pedestrian connections and improvements in the preparation of Neighbourhood Plans and other comprehensive land use planning activities.

## 6.4 CYCLING NETWORK

There are some biking trails and routes in Mission that support cycling (Map 8 Cycling Network). However, there is no fully connected bicycle system that allows people to comfortably travel to and from destinations by bike. An integrated, connected bicycle network would allow travel within Mission and beyond to neighbouring communities, providing a practical means of transportation and also serving as a recreation amenity.



*Above: A cyclist in Mission; and an example of one of Mission's identified bike routes*

## OBJECTIVE

1. Support cycling as an important travel mode and work towards a comprehensive, District-wide system of trails, routes and facilities for cyclists.

## POLICIES

- 6.4.1 Upgrade and expand the cycling network throughout the community based on good design practices and community input.
- 6.4.2 Continue to provide for a designated system of on-street and off-street bicycle routes integrated with recreation-oriented trails and paths.
- 6.4.3 Construct or require construction of shared walking and bicycle facilities in areas needing these connections where site conditions permit.
- 6.4.4 Encourage bicycle support and end-of-trip facilities such as bicycle storage, bicycle racks and other facilities at bus exchanges, transit facilities and major commercial, institutional and multi-unit residential developments.
- 6.4.5 Consider flexible parking requirements in support of additional bicycle parking within developments.
- 6.4.6 Coordinate the funding and implementation of bicycle facility improvements with road construction or reconstruction work in conjunction with the Cycling Plan identified in the Transportation Master Plan.
- 6.4.7 Incorporate provisions for bicycle route connections in the preparation of Neighbourhood Plans and other comprehensive land use planning activities.

## 6.5 TRANSIT

Transit is vital to the development of sustainable, healthy and vibrant communities. It supports those who work, live and play in the District, and is particularly important for those who do not use other transportation options. Transit will be required to play a stronger role as Mission grows (Map 9 Transit Network).

Transit service in Mission is provided through BC Transit and bus service is linked to neighbouring Abbotsford and Maple Ridge. Transit is supported by a new maintenance facility in Abbotsford and exchange improvements in Mission. The transit system includes the West Coast Express commuter rail service provided by TransLink. The West Coast Express is a regional service that uses the existing CP Rail line between Mission



and downtown Vancouver to transport commuters to and from Vancouver during peak travel periods. Fraser Valley Bus and Charter also provides service to Vancouver. These transportation options provide alternatives for those travelling or commuting to Vancouver, decreasing stress on road networks and providing an environmental benefit.

The Transit Future Plan, published by BC Transit in 2013, outlines steps to improve transit service, frequency and comfort over the next 25 years. It envisions a ridership target of 15 million annual passengers in 2036, representing a six-fold increase from ridership recorded in 2011. The plan targets an 8 percent transit mode share in this time period. The plan recommends a Frequent Transit Network in Mission's downtown and waterfront areas to support new growth and higher density land uses.

## OBJECTIVE

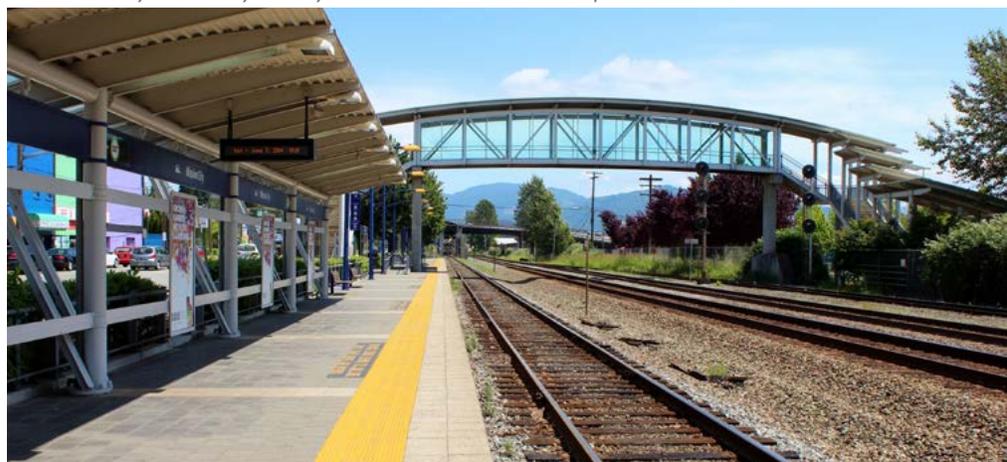
1. Support a public transit system that provides a frequent, convenient and comfortable alternative to travel by personal vehicle, integrated with transit-supportive land use planning and development.

## POLICIES

- 6.5.1 Encourage and support the development of convenient, accessible and reliable transit service for the residents of Mission and work with BC Transit and other agencies to promote increased transit ridership.
- 6.5.2 Work with the Abbotsford/Mission Joint Shared Services Committee to monitor the demand for additional transit service, and to plan for improvements and changes to transit service in Mission.
- 6.5.3 Promote the use of the West Coast Express as an alternative to the private automobile for travel between Mission and Vancouver, and encourage the upgrading of the West Coast Express commuter rail service to provide a greater frequency of trips and weekend service.
- 6.5.4 Explore opportunities for locating a second West Coast Express station on the western end of Mission in conjunction with the potential development of the Silverdale area.
- 6.5.5 Lobby the Province and TransLink for a more equitable cost-sharing model for West Coast Express.
- 6.5.6 Provide for the ongoing review of Mission's bus services to ensure the local transit system supports and is integrated with the West Coast Express commuter rail service.

- 6.5.7 Promote regular and reliable bus system links to neighbouring communities such as Abbotsford and Maple Ridge as well as connection to the Evergreen extension to the Millennium Line in Coquitlam.
- 6.5.8 Encourage higher density residential development to support transit within walking distance of bus routes and within the Commuter Rail area.
- 6.5.9 Encourage major commercial, industrial and institutional developments to incorporate site design that facilitates efficient public transit operation.
- 6.5.10 Implement improvements to the community's bus stop areas in terms of comfort, amenities, design and user information and design and/or improve streets along transit routes so they are transit-friendly.
- 6.5.11 Involve BC Transit in the planning process for new urban areas so the future needs of public transit are accounted for in the design.
- 6.5.12 Explore opportunities for a new bus exchange site.

*Below: Public Transit is made more accesible by the Handy Dart system and the West Coast Express commuter train*





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## 7.0 INFRASTRUCTURE

### 7.1 WATER SUPPLY

The District of Mission and the City of Abbotsford jointly operate two water systems under permit from the Ministry of Health, including the District of Mission Water System and the Ruskin Townsite Water System (Map 10 Water Supply Source and Distribution). Water in the former system is treated using primary and secondary (chlorination and chloramination) treatment processes. The latter system's water supply is from Hayward Lake and is distributed to homes in the Ruskin Townsite and the Ruskin Trailer Court.

Mission's water comes from Cannell Lake through the Norrish Creek water supply system. It has been recognized that a third water source will be required to accommodate future growth in the community.

In total, 30,000 Mission residents (approximately 80% of the population) have serviced water. Water services are primarily limited to the urban and suburban areas. Water is distributed to serviced areas by way of about 181 km of water mains.

Mission is planning to undertake updated modelling of its water system during 2017 and 2018. The modelling will take into account the land use aspects of this OCP. The water system model will be a basis for capital planning and capital investment strategies that will support the vision of this OCP. Until that work is complete, it is possible that development in some areas, especially those outside the currently serviced areas, may be constrained by water supply.

*Below: Stave Lake Dam and reservoir*



In 2005, the District of Mission and the City of Abbotsford assumed ownership and direct responsibility for the management and operation of the water supply system, which had previously been operated by the Dewdney Allouette Regional District. Mission jointly owns the water supply system with the City of Abbotsford, the latter of which is the operator of the water system. Under the agreement, the apportionment of costs is based on the bulk metered water usage attributable to each municipality. The District and the City are responsible for financing their respective shares of the capital expenditures of the system.

The 2010 Water Master Plan Update determined that Mission consumed an average of approximately 335 litres per person per day. The plan found that existing water supplies were adequate to supply drinking water to approximately 2016 and that the inclusion of a new Stave Lake Reservoir system would provide an adequate supply to 2031. Nevertheless, high demand and extended dry conditions in recent summers have resulted in the need for water conservation. Consistent with the OCP, the 2006 Drought Management & Water Conservation Study recommends immediate implementation of a water conservation program consisting of bylaws, audits, rebates, leakage reduction, metering and pricing measures.

In 2012, in response to the Water Master Plan Update, Mission completed a Strategic Long Term Water Supply and Demand Management Study. The study further reviewed and made recommendations regarding next steps in the development of new water sources and the potential for demand management through metering programs. The water conservation recommendations of that study are being implemented by Mission; the recommendations for universal water metering have not been implemented yet.

Most rural areas in Mission are not serviced, with the exception of residents fronting the trunk water main along Dewdney Trunk Road and Ainsworth Street to the Cannell Lake source. Rural areas that do not have access to a municipal water supply are serviced with private wells. The District regulates the installation of new wells at the time of subdivision approval. The regulations require that new wells be drilled and tested, with treatment provided if necessary to ensure a reliable supply of potable water.

There are some challenges with regard to the quality of well water in parts of the Ferndale area. The southern portions of the area lack a reliable water supply due to arsenic in the groundwater and issues related to drainage (high water table and poor drainage in certain locales).

Water supply will be critical to achieving long-term development objectives and ensuring health and safety. Map 10 Water Supply Source and Distribution identifies the location of water mains.



## OBJECTIVE

1. Provide a reliable, safe, and sustainable water supply and delivery system to residents.

## POLICIES

- 7.1.1 Support initiatives to maintain water quality through protection of the watershed, multiple barrier treatment, monitoring, and testing of water systems.
- 7.1.2 Supply all urban, suburban, commercial and industrial areas with a municipal water supply as part of development, with development contributing to the costs associated with the services as determined through the development review process.
- 7.1.3 Provide sufficient water to support fire protection in areas where improvements to or new water systems are being constructed.
- 7.1.4 Lots subdivided in areas without municipal water must provide proof of a water supply of sufficient quantity and quality to meet the Guidelines for Canadian Drinking Water Quality.
- 7.1.5 Plan new municipal water supply services in a manner that avoids or minimizes impacts to fish habitat during construction and operations.
- 7.1.6 Encourage water conservation through a variety of means, including public education, seasonal water restrictions, and encouraging innovative solutions.
- 7.1.7 Explore the potential for water metering as a means to encouraging water conservation and to delay the required multi-million dollar infrastructure upgrade cost.
- 7.1.8 Develop a program to work with businesses to assess water conservation practices at the business.
- 7.1.9 Identify and develop a new water source.

## 7.2 SANITARY SEWERS

The District of Mission operates a collection and trunk main sewer system that serves the urban areas of Mission (Map 11 Sanitary Sewers). Most of the properties without municipal sewer service use ground disposal systems (i.e., septic field); however, a small number of properties use holding tank systems.

The sanitary sewer system services 25,000 residents (approximately 71% of the population) via 152 km of sewer mains. The majority of the sewer system is based on gravity service. Nine municipally-owned sewage pump stations are located in areas where gravity service is not practical. All sewer mains flow to a point just downstream from the Mission Bridge at the Fraser River where a sanitary sewer trunk main siphon has been laid below the Fraser River. This sewer trunk main carries sewage to the Joint Abbotsford-Mission Environmental Control System (JAMES) Sewage Treatment Plant. The plant provides secondary treatment through biofiltration, secondary clarification, disinfection and neutralization prior to discharging to the Fraser River.

Solids are removed from the liquid stream and pumped into a pasteurization chamber for bulk treatment prior to entering the digesters. The finished bio-solids are treated to a Class “A” standard under the BC Organic Matter Recycling Regulation. Meeting the Class “A” requirement allows the bio-solids to be mixed with other materials such as sand mulch, which can be used without restrictions wherever topsoil or amended soil is needed. The JAMES plant has recently begun marketing the product under the trademark name of Val-E-Gro.

In 2005, the District of Mission and the City of Abbotsford assumed ownership and direct responsibility for the management and operation of the joint Sewage Treatment System. The City of Abbotsford is the designated operator of the treatment plant. Under the agreement, costs are apportioned based on the sewer flows attributable to each municipality. The District and the City are responsible for financing their respective share of the capital expenditures of the sewage system.

Mission is planning to undertake updated modelling of its sanitary system during 2017 and 2018. The modelling will take into account the land use aspects of this OCP. The system model will be the basis for capital planning and capital investment strategies that will support the vision of this OCP. Until that work is complete it is possible that development in some areas, especially those outside the currently serviced areas, may be constrained by sanitary conveyance capacity.

Based on existing planning several significant projects are required to ensure sufficient capacity exists for future development. These include a new Fraser River crossing that involves twinning of the sanitary sewer siphon and an upgrade to forcemains to convey Hatzic flows to the Harbour Avenue pump station.

## OBJECTIVE

1. Provide and maintain an efficient sewage system that serves all urban areas within the District.



## POLICIES

- 7.2.1** Require the planning for new urban development areas to include a review of the municipal sanitary sewer service as part of a comprehensive planning process.
- 7.2.2** Conduct preventative maintenance to keep the sewer system in good condition and working order.
- 7.2.3** Improve the existing sewer system through investment in capital improvement projects needed to support growth.
- 7.2.4** Plan new municipal sewage system elements in a manner that avoids or minimizes impacts to fish habitat during construction and operations, avoiding alignments within fish habitat areas including watercourse crossings and riparian areas.
- 7.2.5** Collaborate with the FVRD on an ongoing basis to retain opportunities for partnerships on infrastructure and servicing.
- 7.2.6** Where possible, assess the feasibility of cross-jurisdictional agreements to provide sanitary sewer service for Mission's outlying areas.

## 7.3 RAINWATER MANAGEMENT

Mission operates a rainwater collection and conveyance system composed of about 148 km of storm sewer mains, 140 km of roadside ditches, and an extensive network of creeks, streams, and rivers. The entire system is gravity-based with the exception of three locations where dike pump stations, operated and maintained by the District, pump water during high water levels caused by the Fraser River freshet.

Stormwater has the potential to carry significant pollutants (heavy metals, hydrocarbons and fecal matter), both from developed areas and from areas under development. The increase of impervious surfaces results in peak flows that can damage streams and habitat due to water quantity, velocity and quality. Metro Vancouver has spearheaded a great deal of work regarding stormwater management and much of this work is applicable to development within the District of Mission.

The storm sewer system, including pipes, culverts, ditches, and creeks, serves approximately 65% of Mission's developed urban area, with the remaining area serviced by an open ditch system. Integrated rainwater management standards and guidelines are in place. Integrated rainwater management guides the community to implement goals that address land use, drainage and environmental considerations.

Climate change will affect the capacity of existing drainage systems in the future, and the Province has prepared numerous resources to guide municipalities on consideration of climate change in planning and development. Integrated rainwater management planning needs to address climate change from the watershed level to the site scale.

Mission is planning to undertake an updated study of its drainage systems during 2017 and 2018. The analysis will be a basis for capital planning and investment strategies that will support the vision of this OCP. Until that work is finalized, drainage planning needs to be completed for specific development applications in collaboration with Mission staff.

Map 12 Stormwater System identifies the components of Mission's stormwater system.

## OBJECTIVE

1. Address rainwater management within development processes to minimize impacts to the aquatic environment and fish habitat.

## POLICIES

- 7.3.1 Require that an integrated rainwater management plan be prepared prior to the development of new subdivisions and developments.
- 7.3.2 Require all development to deal with rainwater management on site as per the District's "best management practice" requirements.
- 7.3.3 Plan new rainwater management and conveyance systems in a manner that avoids or minimizes impacts to fish habitat during construction and operations, avoiding alignments within fish habitat areas and considering appropriate treatment and discharge of runoff.
- 7.3.4 For major new developments (e.g., neighbourhood plan areas), require the preparation of integrated rainwater management plans for watersheds. Such plans should address drainage and flood management plus anticipated impacts on the aquatic environment, including reductions in base flows, adverse impacts on water quality, and containing the increased frequency and magnitude of peak flows. Require implementation of mitigation measures to address impacts on the aquatic environment due to rainwater runoff.
- 7.3.5 Undertake modelling of existing drainage systems to confirm capacities of the existing system, and the likely impacts of climate change.
- 7.3.6 Integrate rainwater management practices within other District bylaws and practices.



- 7.3.7** Consider rainwater management ponds and wetlands in parks where they add value to the character of the parkland and do not reduce the space available for recreation activities.
- 7.3.8** Avoid rainwater impacts to hazardous terrain such as gullies.
- 7.3.9** Assess existing watercourses for problem areas and opportunities for stabilization.

## 7.4 WASTE MANAGEMENT

The philosophy behind Mission’s waste management programs is one of “user-pay”. This philosophy requires that each unit that receives service should pay the full cost of that service. The costs for the waste management programs are assessed as line items on property tax statements and are divided into categories based on the program and service level.

All single detached and duplex units within Mission’s urban area receive biweekly “three stream” collection of garbage, recyclables, and compostables through a private contractor. Unlimited amounts of compostables and mixed recyclables are collected weekly; garbage and recyclable container glass are collected bi-weekly. Multi-unit residential developments receive collection services of compostables, mixed recyclables and container glass through the District’s program, but generally make their own arrangements for the collection of garbage. Rural residents living in rural areas can drop off recyclables and compost for free at Mission’s landfill free of charge but pay a small processing fee on their property taxes. Garbage is subject to a tipping fee at the landfill for all customers.

The Mission Landfill is operated under a provincial Operational Certificate and managed by a private contractor. The landfill is open to the public and accepts residential and commercial waste materials. The Mission Landfill has a projected lifespan of 50 years. Mixed residential recyclables collected through the curbside collection program are taken to the joint Abbotsford Mission Recycling Depot on Valley Road in Abbotsford for hand-sorting.

As Mission continues to grow, there will be increased pressures on the District’s landfill site, requiring more emphasis on waste reduction as a first priority, and waste diversion as a second priority. Public buy-in and participation in reduction and diversion initiatives are crucial and will require stepped-up and ongoing public education. The District’s waste reduction and diversion efforts are aligned with the regional Solid Waste Management Plan (SWMP), which is periodically consulted on, updated and approved

by member municipalities and the provincial government. The SWMP addresses all municipal waste materials, including residential waste, as well as construction, demolition and land-clearing waste.

Mission also has limited programs for hazardous materials management. Hazardous materials are solid or liquid materials potentially causing harm to people or the environment. Hazardous materials are predominantly regulated by federal and provincial governments, but the District does provide for the proper disposal of household hazardous waste at an annual drop-off event and accepts residential asbestos at the Mission Landfill. In addition, the Mission Recycling Depot accepts various household hazardous wastes, such as paint and pesticides.

The Ministry of Environment is the lead provincial agency that responds to major hazardous materials incidents. The Ministry's response is guided by the BC Hazardous Material Response Plan. Local government emergency services (fire, police, and ambulance) are responsible for operational support where expertise and resources are available and the response functions are within their mandate. If needed or requested, the Province will provide technical assistance to industry or local government in accordance with the BC Hazardous Material Response Plan.

Outside of the realm of major hazardous materials incidents, local governments must establish routine hazardous materials best management practices to protect health, safety, infrastructure and the environment. Existing best management practices (BMPs) that address business activities, such as auto and truck washing, steam cleaning, automotive repair, and service stations, are often covered under provincial or industry codes of practice and enforced by local bylaws. BMPs should be communicated to the public to help reduce harm to people and environmental impacts associated with sewer, land, air and watercourse contamination.

## OBJECTIVE

1. Serve the community's needs for solid waste collection, recycling and disposal, while striving for waste prevention, reduction and diversion, and address municipal responsibilities related to disposal and management of household hazardous materials, such as waste oil, paint, and pesticides, and waste asbestos.

## POLICIES

- 7.4.1 Continue to provide waste disposal and recycling services in accordance with the District's Solid Waste Management Bylaw.



- 7.4.2 Continue to participate in regional and provincial initiatives in efforts to achieve targets for waste reduction, reuse, recycling and recovery.
- 7.4.3 Work with provincial and regional agencies in developing and maintaining programs, strategies, policies, regulations and enforcement procedures related to the disposal and management of hazardous materials.
- 7.4.4 Work with provincial and regional agencies to help raise public awareness of the environmental and health impacts associated with discharging toxic substances into air, land, and water.
- 7.4.5 Develop municipal communication materials to inform residents and businesses about municipal regulations and recommended Best Management Practices regarding hazardous materials storage, disposal and spills.

## 7.5 RAILWAY

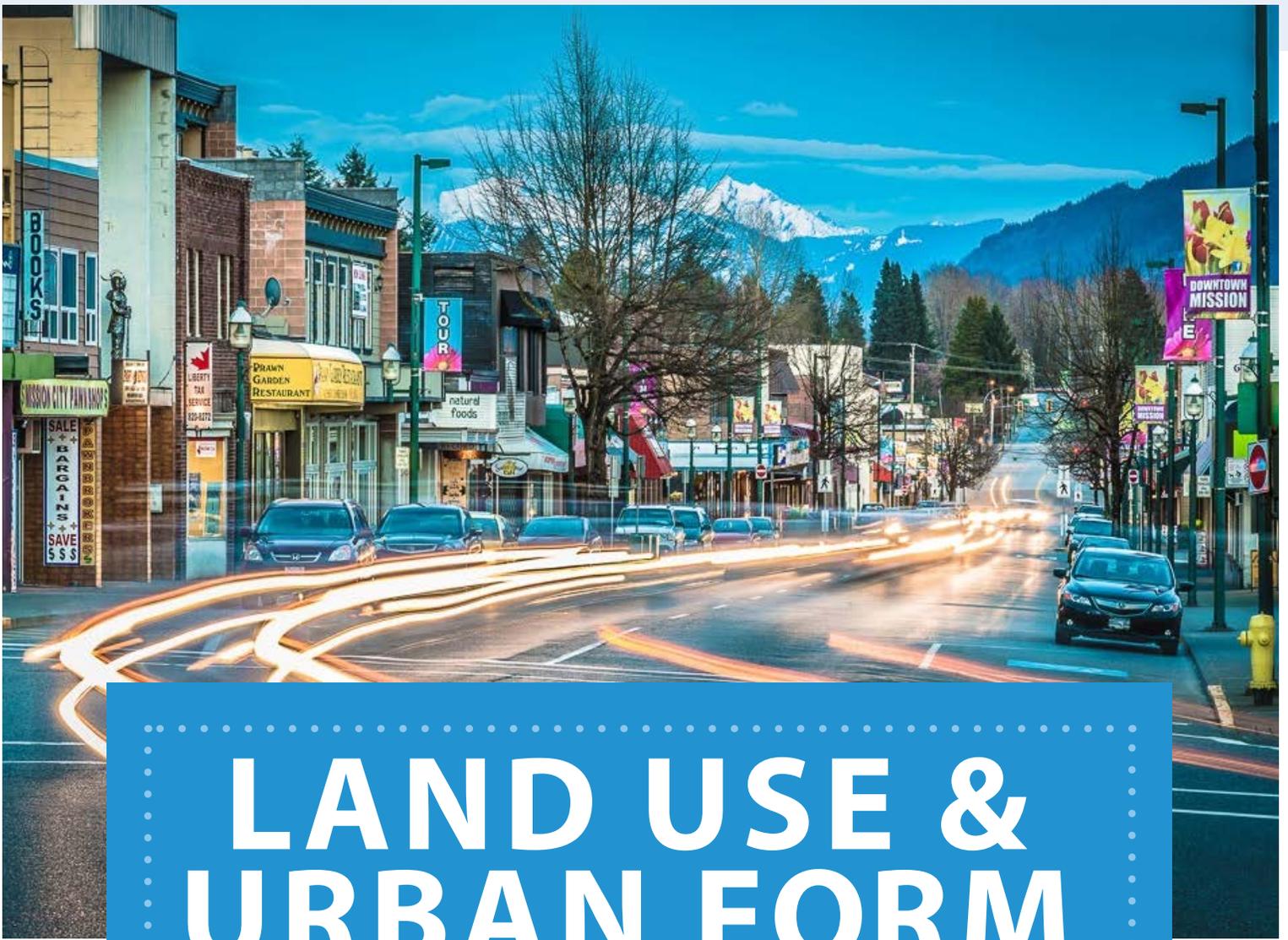
The Canadian Pacific (CP) Railway runs through Mission south of and roughly parallel with the Lougheed Highway. This poses some challenges in terms of railway crossings. Noise associated with the railway was raised as a concern in various community meetings.

### OBJECTIVE

1. Respect the importance of and need for railway operations through Mission, while working to reduce impacts on accessibility, landscape character, and the lifestyle of residents.

### POLICIES

- 7.5.1 Encourage CP Rail to enhance railway corridors with vegetative buffers and appropriate landscaping through existing neighbourhoods and future urban areas such as the waterfront.
- 7.5.2 Work with CP rail to address the use of railway horns in and near residential areas.



# LAND USE & URBAN FORM





## 8.0 URBAN STRUCTURE AND LAND USE

### 8.1 URBAN STRUCTURE, GROWTH, AND LAND USE

Mission's 2008 OCP establishes a clear approach to urban structure and growth. It is based on a dense urban core and new urban neighbourhoods in the waterfront and commuter rail areas. Other areas of growth include Cedar Valley, Hatzic and Silverdale. After the 2008 OCP was prepared, Mission staff established an urban growth boundary to clarify the distinction between urban and rural areas.

This OCP continues the overall urban structure that has been established with an even greater focus on densifying core areas and neighbourhood centres, and supporting infill in existing neighbourhoods. The OCP contains an urban growth boundary (Map 3 Urban Growth Boundary) and urban development is discouraged outside of that boundary.

The OCP includes land use designations (Map 1 Land Use Designations) to provide long-term planning direction for permitted uses in Mission. *Figure 8.1* summarizes the OCP designations and associated characteristics and densities. Additional policies for each designation are provided within this section.

Mid-rise buildings are defined as being up to 4 storeys high. High-rise buildings are greater than 4 storeys.

#### WHAT IS FLOOR SPACE RATIO?

Floor space ratio (FSR) is the ratio of a building's total floor area (Gross Floor Area) to the size of the piece of land upon which it is built.



Above: Downtown

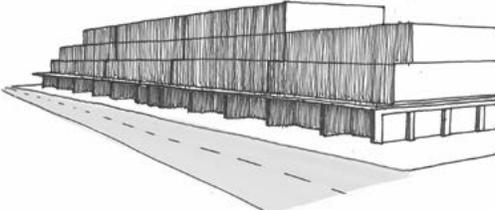
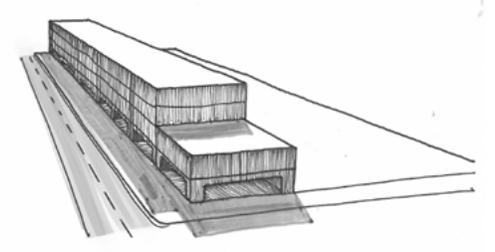
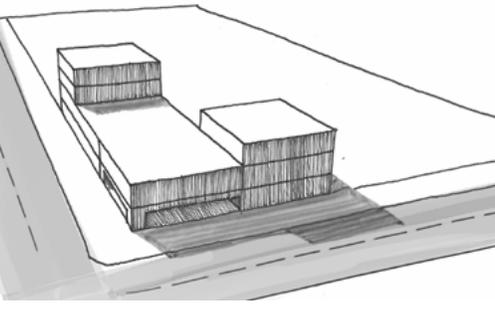
Mixed-Use Centres			
<p>Mission City Downtown</p> 	<ul style="list-style-type: none"> <li>• Multi-storey mid- and high-rise buildings</li> <li>• Ground-oriented commercial uses with entries and glazing oriented to the sidewalk</li> <li>• Residential and office spaces on upper floors</li> <li>• Service and parking access from the rear of buildings</li> <li>• Refer to DPA guideline</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed-use residential and commercial</li> <li>• Commercial</li> <li>• Multi-unit Residential</li> </ul>	<ul style="list-style-type: none"> <li>• 1.0 to 4.5 FSR</li> </ul>
<p>Mixed-Use Commercial/Residential</p> 	<ul style="list-style-type: none"> <li>• Multi-storey low- and mid-rise buildings</li> <li>• Ground-oriented commercial and residential uses on key pedestrian corridors</li> <li>• Includes Waterfront, Commuter Rail and East and West of Downtown</li> <li>• Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed-use residential and commercial</li> <li>• Multi-unit Residential</li> <li>• Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• 1.0 to 2.0 FSR</li> </ul>
<p>Neighbourhood Centre</p> 	<ul style="list-style-type: none"> <li>• Single- or multi-storey buildings</li> <li>• Heights are initially limited to 4 storeys (taller and varied building heights may be possible through a neighbourhood plan)</li> <li>• Includes Cedar Valley, Silverdale Neighbourhood One Core, and Silverdale Gateway</li> <li>• Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed-use (residential, industrial and commercial)</li> <li>• Commercial (4,000 m<sup>2</sup> commercial retail unit maximum)</li> </ul>	<ul style="list-style-type: none"> <li>• 0.2 to 1.5 FSR</li> </ul>

Figure 8.1: Land Use Designations



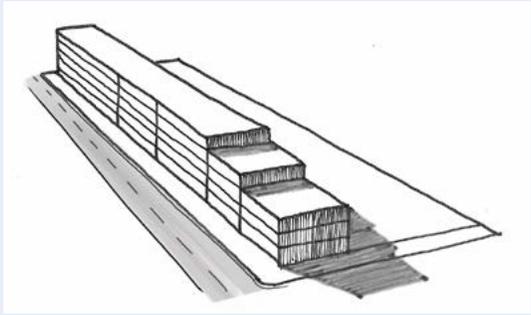
OCP Designation	Characteristics	Land Uses	Density
Silverdale - Comprehensive Planning Area	<ul style="list-style-type: none"> <li>Planned community including a range of land uses organized in accordance with the vision, guiding principles, and the policies of this OCP</li> <li>Refer to Section 8.3 for description and policies</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood Centre</li> <li>Attached Multi-unit Residential</li> <li>Urban Residential</li> <li>Suburban Residential</li> <li>Rural</li> <li>Institutional</li> <li>Parks and Open Space</li> <li>Environmentally Sensitive Area</li> <li>Industrial</li> <li>Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>Varied (determined through neighbourhood planning processes)</li> </ul>
<b>Residential Neighbourhood</b>			
Mid-Rise Multi-unit Residential 	<ul style="list-style-type: none"> <li>Multi-storey buildings near commercial nodes and key destinations (e.g., transit hubs, employment areas)</li> <li>Heights are initially limited to 6 storeys (taller and varied building heights, and ground floor commercial, may be possible through a neighbourhood plan)</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Multi-unit Residential</li> <li>Accessory commercial (associated with a residential care facility)</li> <li>Home occupation, live/work</li> </ul>	<ul style="list-style-type: none"> <li>1.0 to 2.0 FSR</li> </ul>

Figure 8.1: Land Use Designations (continued)

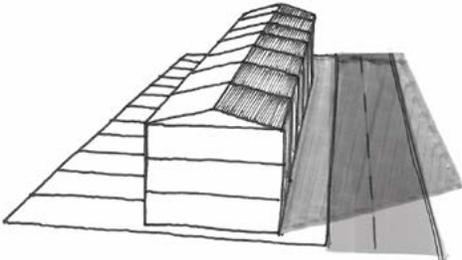
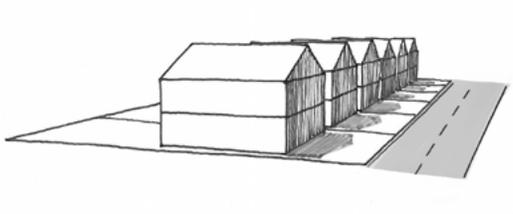
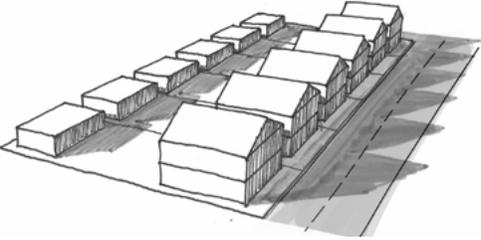
OCP Designation	Characteristics	Land Uses	Density
<p>Attached Multi-unit Residential</p> 	<ul style="list-style-type: none"> <li>Multi storey buildings near commercial nodes and key destinations</li> <li>Includes apartments, townhouses, rowhouses, and duplexes</li> <li>Heights are limited to 3 storeys (taller and varied building heights, and ground floor commercial, may be possible through a neighbourhood plan)</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Multi-unit Residential</li> <li>Accessory commercial (associated with a residential care facility)</li> <li>Home occupation, live/work</li> </ul>	<ul style="list-style-type: none"> <li>0.5 to 1.0 FSR</li> <li>20-80 units/ha</li> </ul>
<p>Urban Compact</p> 	<ul style="list-style-type: none"> <li>Small lot residential and infill residential</li> <li>Heights are limited to 2 storeys (3rd storey is possible within the roofline)</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> <li>Residential with with accessory units with appropriate zoning</li> <li>Home occupation, live/work</li> </ul>	<ul style="list-style-type: none"> <li>0.5 to 0.75 FSR</li> <li>20-36 units/ha</li> </ul>
<p>Urban Residential</p> 	<ul style="list-style-type: none"> <li>Traditional single detached residential with provision for accessory units</li> <li>Infill residential</li> <li>Heights are limited to 2 storeys (3rd storey is possible within the roofline)</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> <li>Residential with with accessory units with appropriate zoning</li> <li>Home occupation, live/work</li> </ul>	<ul style="list-style-type: none"> <li>0.5 to 0.75 FSR</li> <li>10-22 units/ha</li> </ul>

Figure 8.1: Land Use Designations (continued)



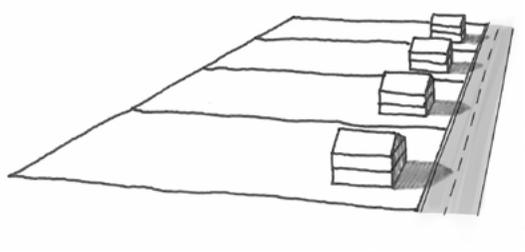
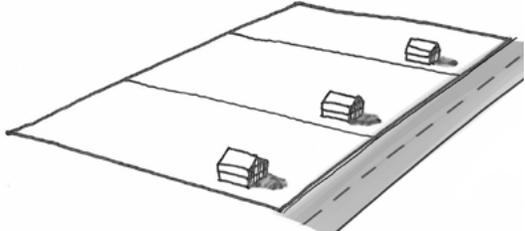
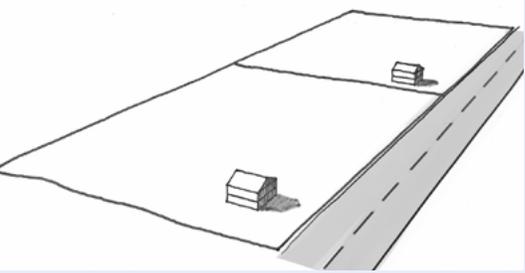
OCP Designation	Characteristics	Land Uses	Density
Suburban Residential 	<ul style="list-style-type: none"> <li>• Larger lot residential units on fringe of urban area serviced at least by municipal water</li> <li>• Transition designation between urban-size lots and rural residential properties</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached residential</li> <li>• Residential with accessory units with appropriate zoning</li> <li>• Home occupation, live/work</li> <li>• Small scale agriculture</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum 0.36 ha (0.88 acre) lots with municipal water</li> <li>• Minimum 0.1 ha (0.25 acre) lots with municipal water and sewer or with municipal water and an approved on-site septic disposal system</li> </ul>
Rural Residential 	<ul style="list-style-type: none"> <li>• Larger lot residential units on fringe of urban area not serviced by municipal water or sewer</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached residential</li> <li>• Residential with accessory units with appropriate zoning</li> <li>• Home occupation, live/work</li> <li>• Small scale agriculture</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum 0.7 ha (1.73 acre) lots</li> <li>• 1-2 units/ha</li> </ul>
Rural 	<ul style="list-style-type: none"> <li>• Country acreages not serviced by municipal water or sewer</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached residential</li> <li>• Secondary dwelling with appropriate zoning</li> <li>• Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum 1.6 ha (4 acre) lots</li> <li>• 0.1-0.65 units/ha</li> </ul>

Figure 8.1: Land Use Designations (continued)

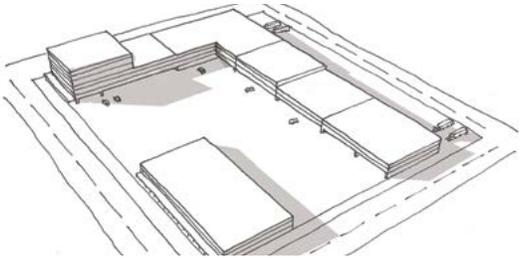
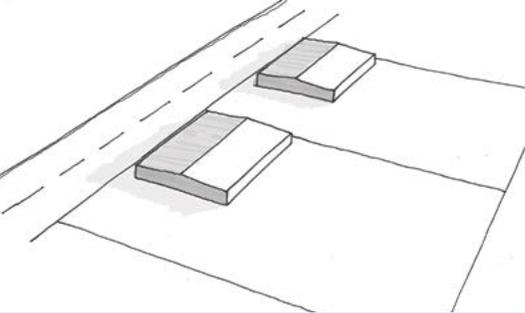
OCP Designation	Characteristics	Land Uses	Density
<b>Employment Lands</b>			
Future Employment Lands	<ul style="list-style-type: none"> <li>• Future employment opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• To be determined through plan</li> </ul>	<ul style="list-style-type: none"> <li>• Variable</li> </ul>
Commercial 	<ul style="list-style-type: none"> <li>• Small to large format retail centres, with up to 4 storey buildings</li> <li>• Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial</li> <li>• Retail, tourist accommodation, automotive, entertainment, light industrial, office, service, indoor recreation and upper level residential uses</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 2.0 FSR</li> </ul>
Industrial 	<ul style="list-style-type: none"> <li>• Industrial buildings and structures, with large lots to accommodate circulation, parking and storage</li> <li>• Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Industrial</li> <li>• Sales/showroom space</li> <li>• Accessory dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>• Variable</li> </ul>
Resource Industrial	<ul style="list-style-type: none"> <li>• Gravel pits</li> </ul>	<ul style="list-style-type: none"> <li>• Heavy industry</li> <li>• Resource extraction</li> </ul>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
Agriculture	<ul style="list-style-type: none"> <li>• Farming with rural residential</li> </ul>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Residential with accessory units</li> </ul>	<ul style="list-style-type: none"> <li>• Variable</li> </ul>

Figure 8.1: Land Use Designations (continued)



OCP Designation	Characteristics	Land Uses	Density
Supporting Lands			
Institutional	<ul style="list-style-type: none"> <li>Institutional buildings and sites</li> </ul>	<ul style="list-style-type: none"> <li>Civic, education, religious, health care, and assembly uses</li> <li>One accessory dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>Variable</li> </ul>
Parks and Open Space	<ul style="list-style-type: none"> <li>Parks and open space supporting indoor and outdoor recreation amenities, trails and natural parkland</li> <li>see Section 6.3</li> </ul>	<ul style="list-style-type: none"> <li>Recreation</li> <li>Protected areas</li> <li>One accessory dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Municipal Forest	<ul style="list-style-type: none"> <li>Forested land managed for resource and recreation purposes</li> </ul>	<ul style="list-style-type: none"> <li>Recreation</li> <li>Protected areas</li> <li>Forestry</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Environmentally Sensitive Area	<ul style="list-style-type: none"> <li>Preserved natural areas including steep slopes, sensitive habitat, riparian corridors</li> <li>Refer to DPA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Low-impact recreation</li> <li>Research and education</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Special Study Area	<ul style="list-style-type: none"> <li>Underutilized land in the ALR</li> <li>Adjacent lands not within the ALR</li> </ul>	<ul style="list-style-type: none"> <li>To be determined</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Historic Site Comprehensive Development Area	<ul style="list-style-type: none"> <li>Sto:lo Heritage Trust Lands</li> </ul>	<ul style="list-style-type: none"> <li>To be determined</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Figure 8.1: Land Use Designations (continued)

## OBJECTIVES

1. Implement new land uses to achieve the policies of this plan in an orderly fashion.

## POLICIES

The following policies apply to all land use designations:

- 8.1.1 Adopt the land use designations and associated characteristics, land uses and densities in *Figure 5.1* as OCP policies.
- 8.1.2 Increases in height and density may be considered where they further the goals and objectives of this plan, and/or based on the provision of community amenities.
- 8.1.3 Allow parks, public utilities, community services, paths/trails, open space, and urban agriculture in all land use designations.
- 8.1.4 Convey to development proponents that Mission has the authority to manage subdivision design to occur with the public interest in mind, as defined in the Development and Zoning Bylaws.
- 8.1.5 Consider variations to built form and density, without requiring an OCP amendment, in circumstances including, but not limited to, the following:
  - to achieve heritage conservation objectives
  - where significant community amenity contributions are being provided
- 8.1.6 Encourage the provision of child care facilities in mixed-use centres and residential neighbourhoods.
- 8.1.7 Allow limited small-scale commercial development to serve local neighborhood residents on appropriately designated properties within the Urban Growth Boundary, e.g., daycare, corner store, coffee shop, doctors' offices and health care clinics.
- 8.1.8 Encourage community gardens in any residential developments within the Urban Growth Boundary, on common property in stratas, municipally-owned fee simple property, or on easements or rights-of-way that are not required for other purposes.
- 8.1.9 Encourage and support home-based businesses within all residences provided that these are identified, that sufficient services and parking exist, and that there will not be impacts to neighbours caused by noise, odour, traffic, parking, change in neighbourhood character, or any other conditions.



- 8.1.10** Encourage at least 10% of the total number of any new residential development units or subdivision lots to be affordable as defined by the District of Mission.
- 8.1.11** Encourage cluster housing development within Urban Residential, Suburban Residential and Rural Residential designations areas where clustering preserves mature vegetation, environmentally sensitive areas and open space areas.
- 8.1.12** Development proposals that are outside the Urban Growth Boundary and/or otherwise not in conformance with this OCP may be considered by Council when the following criteria have been addressed at no cost to Mission:
- preparation of a Neighbourhood or local Area Plan
  - demonstration that the proposed development will not pose any additional cost to Mission or additional taxation to the community
  - all on- and off-site servicing costs to be borne by the developer, including improvements to the road system between the development and major arterials, and upgrading of roads and intersections to handle the projected traffic
  - a market feasibility study has been prepared to the satisfaction of the Director of Development Services
  - there is a demonstrated need in the community for the proposed development
  - development meets environmental policies of this plan
  - a 3D visualization of the development is prepared and presented to the public, with direct notification of all surrounding property owners, all at the developer's cost, for informed community input
- 8.1.13** Do not consider access to adjacent servicing as sufficient grounds to support a development proposal.

### Mixed-Use Centres

These include Mission City Downtown and areas east and west of downtown, the Waterfront, Commuter Rail area, and Neighbourhood Centres (Cedar Valley) and the core of the Silverdale Comprehensive Planning Area. They are comprised of a mix of land uses and higher residential densities, and include the concentrations of commercial retail and offices in Mission.

## POLICIES

**8.1.14** Encourage ground floor commercial uses with residential above the main floor in all mixed-use centres.

**8.1.15** All development proposals in mixed-use centres are subject to a development permit process review of design, massing, public view corridors, public and semi-public spaces, transportation planning, active transportation, and other considerations (Section 9.0)

### Mission City Downtown

The Mission City Downtown Action Plan was completed in 2013 and sets out the following vision for the revitalization of Mission’s Downtown:

*“Downtown Mission will be animated, safe and attractive with a unique sense of identity, heritage, and character. The Downtown will provide a range of mixed-use, residential, commercial, civic, educational, and community spaces to support a thriving local economy. A compact and attractive urban form will support walking and transit use while vehicle access and flows will be efficient and safe...”*

To achieve this vision, the Action Plan identifies Five Fundamentals:

1. A multi-modal transportation system
2. A mix of high density land uses and activity nodes
3. A high quality public realm, parks and open spaces
4. Addressing social needs and community issues
5. Creating economic conditions for successful development

The OCP will address many of these goals through its land use, social, economic, and parks and recreation policies.

The Mission City Downtown Design Guidelines build on the work completed in the Downtown Action Plan, translating the Action Plan into specific design strategies and approaches aimed at improving building form and character and the public realm in Mission’s Downtown.



## POLICIES

- 8.1.16** Use the Mission City Downtown Action Plan as a guide to development.
- 8.1.17** Follow the Mission City Downtown Design Guidelines (Appendix B of this OCP) for development downtown within the area defined in OCP Map 18 Mission City Downtown Development Permit Area.
- 8.1.18** Establish a transit-oriented, high-density neighbourhood in Mission City Downtown that capitalizes on the location of the West Coast Express Station.
- 8.1.19** Encourage and support a mix of medium- and high-density residential, institutional, and commercial uses.
- 8.1.20** Establish open space along the street, including a central downtown gathering space, achieving as much of this as possible through negotiations with developers.

### East and West of Downtown

The areas east and west of downtown are changing and have a mix of land uses. These areas have the opportunity to support downtown with vibrant higher-density neighbourhoods that form a transition from downtown to the surrounding residential neighbourhoods.

## POLICIES

- 8.1.21** Encourage medium- and high-density, affordable residential development, integrated with neighbourhood commercial uses west and east of downtown in the mixed-use commercial/residential designation. Encourage the development of pedestrian-friendly infrastructure as new development takes place, reflecting some design features found downtown.



*Above: Neighbourhoods near downtown Mission*

## Waterfront

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. 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.

While the existing studies and analyses have addressed market feasibility and anticipated development constraints, more detailed technical studies are required to bring 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.

The commuter rail area, which is 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 waterfront, this location has the 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.

*Below: a Pub on Harbour Avenue; the marina*





## POLICIES

- 8.1.23** Use the Mission Landing Waterfront Report and subsequent studies as a preliminary guide to development on the waterfront.
- 8.1.24** Conduct or require the technical investigations needed to address constraints to development, including but not limited to the following:
- geotechnical
  - flood management
  - soil contamination
  - terrestrial and aquatic resources
  - infrastructure modeling
  - noise attenuation
- 8.1.25** Raise dikes or fill the entire area as needed 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.
- 8.1.26** Revitalize the waterfront, restore and enhance riparian areas, and provide public access to the river as part of Experience the Fraser.
- 8.1.27** Encourage high-density, affordable residential development, integrated with service commercial uses.
- 8.1.28** Encourage the development of pedestrian-friendly infrastructure as new development takes place.

## Neighbourhood Centre

Cedar Valley is Mission's newest planned neighbourhood. Approximately 70% of the land base in Area 1 has been developed; this neighbourhood has the opportunity to expand and to support more density. The previous OCP envisioned the core commercial part of the neighbourhood as commercial only. This OCP proposes a mixed-use model to bring more life and efficiency of land use into the neighbourhood.

Additional future neighbourhood centres are envisioned at Silverdale Gateway and the core area of the Silverdale Comprehensive Planning Area. Progressive mixed-use planning approaches are proposed, integrating environmental features and multi-modal transportation.

## POLICIES

- 8.1.29** Limit the size of Neighbourhood Centres to protect the viability and ongoing revitalization of Mission City Downtown, the Junction and the Waterfront as the main commercial districts in the community.
- 8.1.30** Encourage mixed-use commercial/residential and low-rise multi-unit residential development within neighbourhood commercial centres.
- 8.1.31** Encourage Neighbourhood Centres at major road crossings at least 1 km apart from each other.

## Residential Neighbourhoods

Residential neighbourhoods include a mix of mid-rise and attached multi-family buildings, single detached dwellings on a range of lot sizes, and accessory units such as secondary suites and detached secondary dwelling units.

### Mid-Rise Multi-unit Residential

There is very little mid-rise multi-unit residential development on the OCP land use map because in most of Mission, commercial uses are proposed to be integrated with mid-rise multi-unit residential development, and these areas are therefore designated as mixed-use commercial/residential. Mid-rise multi-unit residential developments may become more appropriate in Mission's urban compact and attached multi-unit residential areas on suitable sites as the community as a whole becomes more dense. Mid-rise multi-unit residential developments may also occur on sites designated as mixed-use commercial/residential where there is little pedestrian traffic and low opportunity for commercial uses at street level.

## POLICIES

- 8.1.32** Consider mid-rise multi-unit residential development on sites designated as mixed-use commercial/residential where there is little pedestrian traffic and low opportunity for commercial uses at street level.
- 8.1.33** Consider mid-rise multi-unit residential development on sites designated as urban residential, urban compact and attached multi-unit residential areas where the site is large enough, properties are on major roads, and buildings will not interfere with views from surrounding neighbourhoods.



## Attached Multi-Unit Residential

There are significant areas designated as attached multi-unit residential in Cedar Valley and along transportation corridors such as Cedar Street. This designation could also be located in urban compact areas on suitable sites as the community as a whole becomes more dense.

### POLICIES

- 8.1.34** Provide the majority of the attached multi-unit residential development near neighbourhood centres, schools and parks.
- 8.1.35** On larger parcels, complementary single family lots may be considered in conjunction with the attached multi-unit residential buildings when the site is comprehensively planned.

## Urban Compact

Urban compact development proposals are subject to a development permit process review of design, massing, public view corridors, public and semi-public spaces, transportation planning, active transportation, and other considerations.

Consider attached multi-unit residential development on sites designated as urban compact where the site is large enough and buildings will not interfere with views from surrounding neighbourhoods.

## Employment Lands

### Future Employment Lands - Cedar Valley

There is one location designated for future employment lands in Cedar Valley, intended to create employment opportunities for residents of Mission. The Cedar Valley Comprehensive Development Plan envisions this area as having one and two storey multi-tenant buildings featuring flex space that could accommodate a wide range of enterprises on the ground floor, with residential uses including live-work studios on the upper floor where appropriate. Since the Cedar Valley plan is going to be reviewed, the designations in this area could change.

## POLICIES

**8.1.36** Consider industrial and commercial uses on all future employment lands subject to the following considerations:

- the development of high paying and labour intensive industries
- environmentally friendly industries
- contributions to the agriculture sector and food security
- the inclusion of food production within industrial sites, potentially on the site and/or on rooftops where appropriate

### Commercial

Most of the commercial development is located along the Lougheed Highway in the form of highway oriented businesses and shopping centres. Other commercial sites include gas stations and small commercial businesses within neighbourhoods. There are no new commercial areas proposed, as all of the new commercial use is envisioned as part of mixed-use commercial/residential developments. Some of the commercial uses along Lougheed Highway may wish to incorporate residential development over time, as this is a common trend for older shopping centres.

## POLICIES

**8.1.37** Consider the incorporation of residential development into the commercial uses along Lougheed Highway as this area is upgraded in the future.

### Industrial

Most of Mission's industrial development is located along the Fraser River and/or the Lougheed Highway. These areas include light and heavy industrial uses. Silver Creek Industrial Park on the west side of Mission has been undergoing development in recent years. This is partly due to the work of Mission's economic development staff, who have been working on strategies for attracting more clean, high technology industry into to the community.



## POLICIES

- 8.1.38** Require proposed industrial sites to have adequate services and water supply to support regular operations and firefighting needs.
- 8.1.39** Encourage public access to and along the Fraser River shoreline to the degree possible, consistent with the vision of Experience the Fraser.
- 8.1.40** Encourage restoration and enhancement of the Fraser River shoreline habitat where possible.
- 8.1.41** Support an accessory residential unit for an industrial lot or strata lot, provided that industrial is the primary site use, with the criteria for accessory residential units to be defined in the Zoning Bylaw.

## Resource Industrial

The resource industrial lands in Mission consist of gravel pits in the north portion of Mission (Map 13 Gravel Pits and Resources). Several gravel pits are active, including three owned by Mission (Shaw Pit, Red Mountain and the municipal landfill). Sand and gravel are non-renewable resources that are expected to stay in high demand for the foreseeable future. At the same time, aggregate extraction can pose a significant threat to the environment if not managed properly. There have been significant advancements in sediment control, truck emissions and control of nuisance factors in recent years. Mission participated in a pilot project several years ago to raise the standards for the aggregate industry while providing more certainty for extraction and processing in some areas.

## POLICIES

- 8.1.42** Require heavy industrial use areas, such as gravel pits, to be appropriately reclaimed by the operator after works are complete in accordance with provincial requirements, considering higher and better uses of these sites.

## Agriculture

A description of agriculture in Mission and related policies are in Section 4.3.

## Supporting Lands

These lands include institutional uses, parks and open space, and environmentally sensitive areas.

### Institutional

Institutional uses in Mission, including schools, churches, health care facilities, community services (such as shelters, youth homes and other forms of social housing), libraries and provincial and federal offices are distributed across the urban area to serve the needs of the population. There are some particularly large institutional sites in Mission, including the prominent landmark Westminster Abbey, the Sikh Temple, and several correctional institutions.

## POLICIES

**8.1.43** Encourage institutional uses, including schools, churches, health care facilities, libraries and provincial and federal offices along major transportation routes within the Urban Growth Boundary.

- Official Community Plan Amendment applications are not required to locate Institutional uses within the Urban Growth Boundary.
- Public input regarding locations may be received through the Public Hearing process associated with rezoning applications for new institutional uses.

**8.1.44** Encourage major institutional uses that serve the entire community, such as health care facilities, government buildings, and cultural facilities, to locate within downtown.

*Below: Agricultural land in Mission*





## Temporary Use Permit (Commercial and Industrial)

Council may choose to issue temporary commercial or industrial use permits as per the *Local Government Act* in order to:

- a. allow a commercial use in an industrial designation or an industrial use in a commercial designation, on a temporary basis
- b. allow seasonal uses in commercial areas
- c. allow temporary non-agricultural uses on agricultural land as a means of augmenting or supplementing farm income with appropriate provincial approvals

## POLICIES

- 8.1.45** Establish a framework that identifies when and where consideration of temporary commercial or industrial use permits may be appropriate.
- 8.1.46** In consideration of the issuance of a temporary use permit, Council shall be satisfied that the temporary use does not adversely affect adjacent or surrounding properties in terms of pollution, odour, noise, light, traffic, views, parking or loading.
- 8.1.47** Temporary Use Permits may be issued for a period of up to three years and may be extended upon application. Upon expiry, the temporary use of land, buildings and structures shall cease to exist.
- 8.1.48** Consider Temporary Use Permits to support predevelopment activities in the waterfront, e.g., floodplain management, seismic work.

## Special Study Area

The use of ALR land is subject to the ALCA and Regulation and any Orders of the Commission. The Agricultural Land Commission (ALC) has not endorsed the inclusion of ALR lands within the Special Study Area nor does the establishment of the Special Study Area denote ALC support for commercial or industrial use of these lands either at present or in future. The identification of ALR land for non-agricultural purposes without endorsement of the ALC is inconsistent with the ALCA and Regulation and would be, to the extent of the inconsistency, of no force or effect as per Section 46(4) of the ALCA.

Mission is experiencing a high rate of growth, an extremely large number of residents employed outside Mission (64%), and a heightened expectation of residents on the creation of more local jobs. In 2014-2015, Mission was the second fastest growing community in BC, and its work force is forecast to grow along with the population. Currently, many Mission residents are required to commute to work, sometimes over long distances. Low levels of commercial and industrial tax assessment have placed most of the tax burden on homeowners, and residential properties pay 75% of total property taxes in Mission.

Mission's current ability to establish new employment lands is limited. There is a shortage of zoned, flat, serviced, affordable, accessible industrial/service commercial land that is above the flood construction level. Most of Mission's available industrial/service commercial land is several kilometres north of the river, far from the railway and highway, and accessible only by narrow two-lane roads. This land supply is also fragmented and located within rural residential areas.

In all of Metro Vancouver, loss of available land has caused industrial investors to look east into the Fraser Valley. Manufacturing, construction staging wood processing, food and beverage processing, recreational equipment manufacturing, tech sector development and multi-modal transloading (e.g., river to rail) have all been identified as possible industries for Mission.

Industrial developers have made occasional inquiries about prospects in Mission during 2015 and 2016, but they have typically been seeking larger parcels of 2 to 8 hectares (5 to 20 acres) or more, close to highways and rail. There is no available land that fits this description. With its highway and rail links, and its growing population, Mission should be able to provide an affordable, attractive alternative for industrial businesses wishing to locate or relocate in the Lower Mainland. This would also provide employment for the rapidly growing population, as well as lessen the taxation burden on residential property owners.

A Special Study Area of 243 hectares (600 acres) of land (largely within the ALR) has been established in this OCP. This area lies west of the Mission urban area along the Lougheed Highway. Currently, some of this land is used as pasture and some is not used for farming. Since the District is currently engaged in a review of the OCP, it is appropriate timing to identify these lands for further planning and analysis related to potential industrial/commercial/agricultural uses. The District's Economic Development Select Committee supports moving forward with a study of this area along with other opportunities for industrial/commercial uses within the District.



A proposed expansion of the Lougheed Highway adjacent to these lands is part of a \$70M strategy for the Pitt Meadows, Maple Ridge and Mission corridor to accommodate increasing resident and commercial traffic as regional growth occurs. This corridor would be a major asset and catalyst for service commercial/industrial developers.

Mission's economic development objectives are listed below. Increased industrial land along the Lougheed Highway would go a long way towards achieving these objectives. Increased industrial assessment and employment would broaden the municipal tax base, support the improvement of local services, and reduce the share of the tax burden borne by residential property owners.

### Economic Development Objectives

- Increased access to good-paying local jobs - Close to two-thirds of the Mission work force commutes to other cities every day. Industrial expansion would bring technical, trades and management jobs to Mission. Local employment provides a better quality of life for working people, is better for the environment, and it increases the customer base for local services.
- Value-added processing of the region's natural resources - More industrial land would enable Mission to add value to forestry, aggregate and agricultural products on large tracts of land that are close to rail and water. This could then spur the development of light industrial business such as machine shops and fabricators.
- The emergence of Mission as a multi-modal transloading point – Industrial development in the proposed multi-modal location could support new local investment in trucking and transportation.
- Growth as an outdoor recreation industry hub - Mission is located at a transition point between the city and the outdoors, and could capitalize on its natural assets to attract outdoor recreation manufacturers.
- Increased education and training activity – There could be opportunities for companies in these areas who are aligned with the creation of technical, trades and management jobs in Mission.

### POLICIES

- 8.1.49 Conduct an Agricultural Suitability Assessment of the Special Study area, including a site description, soils and agricultural capability, agricultural capability classification, management inputs, and agricultural suitability.

- 8.1.50** Conduct further planning and analysis to determine potential support for industrial/employment uses in the Special Study Area, including a city-wide industrial inventory and capacity analysis, local/regional industrial market analysis, servicing/infrastructure capacity assessment, and a traffic impact analysis.
- 8.1.51** Conduct an Industrial Lands Assessment of all land within the District to determine the potential for future industrial operations.
- 8.1.52** The Special Planning Area denotation does not preclude development applications (for lands not within the ALR) from proceeding in absence of the full review process.
- 8.1.53** Continue communicating with the ALC and the Ministry of Agriculture regarding the study of these lands.

## 8.2 NEIGHBOURHOOD PLANNING FRAMEWORK

Like many communities, Mission is comprised of distinct neighbourhoods, each with its own unique character and needs. Within Mission, these can generally be defined as the following (Map 4 Communities):

- Mission City Downtown
- Cedar Valley
- Central Mission
- Waterfront (including Commuter Rail Area)
- Hatzic/North Hatzic
- Ferndale
- Silverdale (including Silverdale Gateway)
- Stave Falls
- Steelhead
- Other areas – Keystone, Silverhill, Israel Bench

Neighbourhood plans are required for areas anticipating growth in density or experiencing development pressures. There will be variations in the neighbourhood planning process depending on the current and anticipated status of the neighbourhood. In every case, the plan should follow the Neighbourhood Planning Guidelines outlined below.

### Collaborative Planning Process

Prepare a Communications and Engagement Strategy that outlines the level of engagement and tools to be used with Mission departments, neighbouring jurisdictions, landowners, the general public, and other stakeholder groups identified in the strategy.



For all neighbourhood plans, communication and engagement opportunities with the general public are required.

### Technical Due Diligence and Full Cost Accounting

Conduct technical and costing studies that identify the costs of infrastructure and servicing and sources of funding, including capital works and maintenance, repair, and replacement over time.

### Neighbourhood Plan Structure

Include the following elements in the Neighbourhood Plan:

#### *OCP Alignment*

Demonstrate how the neighbourhood plan conforms to this OCP, including the vision, goals, objectives, policies, and the urban structure and growth strategy.

#### *Vision*

Include statements providing a vision and strategic direction for the neighbourhood.

#### *Land Use*

Identify existing conditions, such as housing inventory, population, demographics, and land uses. Provide plans and policies regarding proposed land uses and densities.

#### *Parks, Trails and Recreation*

Identify existing and proposed parks and trails, including indoor and outdoor community and recreation amenities. For commercial and higher density residential areas, describe existing and proposed plazas and squares and other public realm opportunities.

#### *Environment*

Identify existing environmentally sensitive and significant areas, including streams, ponds, wetlands, riparian areas, steep slopes, old growth forest areas, critical habitat,

Species at Risk habitat areas, and wildlife corridors. Identify the extent to which these lands will be protected and managed, including but not limited to buffer zones, land tenure, and access.

### *Transportation*

Identify multi-modal transportation infrastructure integrated with existing networks, and provide a forecast of the modal split. This includes the existing and proposed street network and classifications, on-road and off-road bike lanes, sidewalks and paths/trails; and transit routes and stops. Identify street cross-sections, including unique street designs for specific circumstances where a typical street standard is not appropriate for achieving the OCP vision.

### *Infrastructure*

Based on the proposed land uses and densities, identify servicing for water, sanitary, rainwater, and private utilities, such as gas, electricity, and fibre optics. Provide a strategy that outlines the phasing and implementation of servicing.

### *Design Guidelines*

Provide any specific design guidelines for the neighbourhood that may supplement the Development Permit Guidelines.

*Below: School bus in Mission; Griner Park in Cedar Valley*





### *Schools*

Identify the impacts of the neighbourhood plan in relation to school catchments, including any school site acquisition or expansion required, in conjunction with School District 75.

### *Implementation*

Provide an integrated plan showing the tools proposed to implement the neighbourhood plan, such as density bonus, community amenity contributions, development cost charges, and latecomer agreements, and the phasing or triggers to achieving them.

## 8.3 NEIGHBOURHOOD OVERVIEW AND POLICIES

This section provides an overview of Mission's neighbourhoods, the concerns of residents, and identification of the areas needing Neighbourhood Plans and policies specific to these neighbourhoods.

### Mission City Downtown

The Mission City Downtown Action Plan of 2013 captures the vision of the community and recommendations for the downtown area. It can serve as the framework for a Neighbourhood Plan for this area; additional work is required on infrastructure and other topics.

### POLICIES

- 8.3.1** Locate destination spaces and services downtown where possible, in order to add vitality and to attract people, e.g., town square gathering place, Mission services.

### Cedar Valley

Cedar Valley has been a popular new development that caters mostly to families, offering good access to nature, the Westcoast Express and the Mission Leisure Centre. The concerns of residents that are addressed in OCP policies include the following:

- Traffic and transportation – bottlenecks on arterial roads, needs for additional sidewalks and trails/bike paths, truck traffic, emergency transportation routes

## POLICIES

- 8.3.2** Conduct a review of the existing Cedar Valley Comprehensive Plan (CVCP) to address the following opportunities and any others that arise during the CVCP review:
- More density to accommodate seniors housing and more affordable housing options
  - More commercial space in mixed-use commercial/residential nodes

## Central Mission

Central Mission has been evolving from an older single detached residential neighbourhood to one with more density. Residents appreciate the sense of neighbourhood, heritage, walkability of short blocks, and good access to downtown, Centennial Park and the Mission Leisure Centre.

The concerns of residents that are addressed in OCP policies include the following:

- Traffic and transportation – more safety for pedestrians and cyclists
- More neighbourhood commercial uses in the north part of Central Mission
- Need for creek restoration and enhancement
- More live/work opportunities
- The need for a neighbourhood park close to the downtown area
- Useable front porches to encourage neighbourhood friendliness and visiting
- Respect for the heritage character

## POLICIES

- 8.3.3** In the Parks, Recreation, Arts and Culture Master Plan, consider the need for more park space in the Central Mission area.

## 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.

## Ferndale

The area referred to as Ferndale is a rural residential area north of the east side of central Mission. It is outside of the urban growth boundary; however, a water line was constructed through the area to service a development previously approved by Council.

There is significant pressure for development in this area due, in part, to the new water line. This area is being looked at by some people as a future transition space between urban and rural designations. If the area is developed, it will need a neighbourhood plan to ensure that growth is considering broad factors such as transportation, servicing by utilities, environmental resources, social factors, operational capital and ongoing operating and maintenance costs.

Mission recognizes that this may be a future growth area, but smaller lots in Ferndale are not considered appropriate at this time. This is because there is sufficient land already identified within the urban growth boundary to accommodate residential development for many years. No servicing plans have been undertaken for Ferndale, and development in this area has not been analyzed within the context of the financial plan and any implications for future work by Mission. Allowing small lot developments in Ferndale would reduce demands for development within the urban growth boundary, as there are limits on the overall demand for new development in Mission.

*Below: Ferndale is a rural residential area; a home in Ferndale*



## Hatzic

Hatzic is an older residential community, and North Hatzic has recently been developed with suburban residential areas. Residents have a strong sense of community and community pride and love the large lots, views, and proximity to nature and Heritage Park. A Neighbourhood Plan is not needed for this area because it is fully planned for build-out within the urban growth boundary.

The concerns of residents that are addressed in OCP policies include the following:

- Traffic and transportation – more safety for pedestrians and cyclists
- Consider infill development to include more housing options

## North Hatzic

The area referred to as North Hatzic is suburban residential and is planned to remain as such.

## POLICIES

- 8.3.4** Work with BC Transit on a potential transit hub in Hatzic where buses can turn around.
- 8.3.5** In the Parks, Recreation, Arts and Culture Master Plan, consider the need for more park space in the Hatzic area.

## Silverdale - Comprehensive Planning Area

In 2008, much of the Silverdale area was designated as Urban Residential under the OCP. To guide future neighbourhood planning in the area, Council adopted the Silverdale Urban Residential Neighbourhood Plans Terms of Reference (LAN.48). The subsequent Silverdale Neighbourhood One Plan was prepared based on these Terms of Reference and was directly incorporated into the OCP adopted in 2008; the area was also rezoned based on the Neighbourhood One Plan.

The Neighbourhood One Plan was based on a comprehensive inventory and analysis of the land, and it includes a vision and goals, land use plans, economic studies, transportation networks, and more. Surrounding the Neighbourhood One Plan area, a majority of the remaining lands in Silverdale were designated “urban”. Despite these planning directions, no implementation has occurred to date.



This OCP process has determined that the urban designation and LAN.48 should be revisited in light of recent information on servicing, land use trends and the overall vision and direction established in this OCP.

The area referred to as Silverdale Gateway is located along the Lougheed Highway at the vehicular entry points to Silverdale. There are several gas stations in this area, which has been envisioned for additional commercial uses, potentially including a hotel.

Current residents of Silverdale appreciate the community hall, neighbourhood school, small-town character, trails, and proximity to nature and water, including the Silvermere Island refuge. They also recognize the challenges of a small, relatively isolated community where it is necessary to travel for shopping, urban services are lacking, and there are no provisions for aging in place.

During the preparation of this OCP, many residents of Silverdale expressed interest in having their properties designated for single family lots at urban densities. The OCP recognizes the desire for urban densities that are comprehensively planned and consistent with the vision, guiding principles, and the broad and specific policies of this OCP. Therefore, the entire area of Silverdale is designated as a Comprehensive Planning Area. It is anticipated that through the neighbourhood planning processes a range of residential densities and supporting land uses will be identified.

*Below: A house in the Silverdale neighbourhood; Silverdale Elementary School*



## POLICIES

- 8.3.6** Prior to any neighbourhood planning, require developer(s) to work with Mission to review and update overall, high-level plans in Silverdale for transportation, environmentally sensitive areas to be protected, water and sewer services, geotechnically sensitive areas to be protected, and the identification of lands suitable for development.
- 8.3.7** Require developers to work with Mission to delineate appropriate land areas for neighbourhood plans based on geographic characteristics, transportation and servicing areas.
- 8.3.8** Prepare neighbourhood plans in accordance with the neighbourhood plan structure in Section 8.2 and the parameters below, considering previous plans but based primarily on current conditions and opportunities.

## Silverdale Planning Process

### *Overall Intent*

- To plan for and develop the Silverdale area as an “advanced, innovative and livable planned community”
- To prepare neighbourhood plans that are consistent with the vision, guiding principles, and the broad and specific policies of the OCP, including Development Permit Areas
- To prepare realistic plans that are likely to be implemented

### *Process and Information*

- Opportunities for community input into the plan by all residents of Mission
- Provision of background information required to support planning
- Provision of 3D realistic visualizations of proposed development
- Provision of a financial strategy for appropriate levels of servicing



### *Plan Content*

- An efficient transportation network that minimizes environmental impacts, with opportunities for active transportation, including a trail network, bike lanes and public transit to Mission and Vancouver
- Feasible plans for water and sewer services that consider initial capital costs and ongoing maintenance and lifecycle costs
- Provision of housing suitable for seniors and affordable housing options
- Neighbourhood commercial space in mixed-use commercial/residential nodes at Silverdale Gateway and in the core of Silverdale, within walkable precincts that include education and social services as required by the population
- Encouragement of urban agriculture
- Parks for all ages of people located within a 5-minute walking distance of all higher density residential areas
- Site for a future community park suitable for sports fields
- Protection of archaeological sites
- Protection of environmentally sensitive areas and connected corridors of natural ecosystems
- Respect for heritage buildings and keeping of pioneer names

*Below: A house in the Hatzic neighbourhood; and housing in the Cedar Valley neighbourhood*



## Stave Falls

Stave Falls is a rural community closely linked geographically with Maple Ridge. The highlight of the area is the Stave West Forest & Recreation Area, the development of which is guided by the Stave Lake Master Plan. The neighbourhood school and community hall were the heart of Stave Falls until they were closed, and residents are hoping that the school will be reopened. Residents are also concerned about the traffic impacts of Stave West.

## POLICIES

- 8.3.9 Consider the need for traffic management in the area.
- 8.3.10 Review opportunities for the future of the school site in cooperation with other interested parties.
- 8.3.11 Encourage the Province to review the management of Rolley Lake Park to determine if it can be open year-round.

## Rural Neighbourhoods, Keystone, Silverhill, Steelhead

These neighbourhoods are rural with pockets of residences, and they are planned to remain as such within the 10-year time frame of the OCP.



## 9.0 DEVELOPMENT PERMIT AREAS

### 9.1 DEVELOPMENT PERMIT AREA GUIDELINES OVERVIEW

The *Local Government Act* Section 488 (1) states that an Official Community Plan may designate development permit areas for one or more of the following purposes:

- (a) protection of the natural environment, its ecosystems and biological diversity
- (b) protection of development from hazardous conditions
- (c) protection of farming
- (d) revitalization of an area in which a commercial use is permitted
- (e) establishment of objectives for the form and character of intensive residential development
- (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development
- (h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively

Section 488 (2) states that with respect to areas designated under subsection (1), the Official Community Plan must:

- (a) describe the special conditions or objectives that justify the designation, and
- (b) specify guidelines respecting the manner by which the special conditions or objectives will be addressed

### Development Permit Areas

DPA A: Intensive Residential	Section 9.3
DPA B: Multi-Unit Residential	Section 9.4
DPA C: Mixed-Use and Commercial	Section 9.5
DPA D: Industrial	Section 9.6
DPA E: Natural Environment	Section 9.7 and MAP 14
DPA F: Fraser River	Section 9.8 and MAP 15
DPA G: Geotechnical Hazards	Section 9.9 and MAP 16
DPA H: Fire Interface	Section 9.10 and MAP 17
DPA I: Mission City Downtown	Appendix B and MAP 18

## 9.2 DEVELOPMENT PERMIT AREA GUIDE

Form and Character Development Permit Areas include Areas A, B, C, D and I.

Development Permit Area I is for the Mission City Downtown Development Permit Area which was prepared prior to this OCP as a stand-alone document. It is therefore included in the OCP after all of the other Development Permit Areas.

Development Permit Areas E, F G and H pertain to protection of the natural environment and protection of development from hazardous conditions.

## 9.3 DP AREA A: INTENSIVE RESIDENTIAL DEVELOPMENT PERMIT AREA GUIDELINES

### Category

488 (1) of the *Local Government Act*

- (e) establishment of objectives for the form and character of intensive residential development
- (h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively

### Area of Applicability

The Intensive Residential Development Permit Area is applicable to all properties being developed to intensive residential densities within the urban growth boundary (Map 3: Urban Growth Boundary).

### Exemptions

The following types of development are exempt from submitting this Development Permit:

- Excluding a coach house or a garden cottage, a development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5 m<sup>2</sup> will be evaluated by staff 'in-house' to ensure consistency with the intent of Development Permit Area Guidelines
- Internal renovations not resulting in any change to the external appearance of the building



- Site improvements such as landscaping and paving
- Subdivision for the purposes of lot consolidation, lot line adjustment, or road widening to District of Mission standards
- Exterior building envelope repairs including repainting and recladding covered under the Homeowner Protection Act, SBC 1998 not resulting in any significant change to the external appearance of the building
- Any servicing work undertaken by or on behalf of the District of Mission

## Designation

The Intensive Residential Development Permit Area is designed to establish guidelines for the form and character of intensive residential development to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant residential neighbourhood.

An Intensive Residential Development Permit is required for the following forms of residential development:

- Intensive residential development on lands designated Urban Compact
- Infill residential development including laneway houses, garden suites, duplexes or triplexes, with up to four units on a lot including the primary residence; on lands designated Urban Compact, Urban Residential, or Suburban Residential within the Urban Growth Boundary

## Justification

Well-designed intensive residential developments will help Mission meet many of this OCP's objectives related to sustainability. The massing of buildings, exterior design and appearance, orientation to the street, landscaping, inclusion of open space, treatment of vehicular and pedestrian access and parking, maintenance of views, and attention to the physical attributes of the adjacent area are essential features to address.

## Intent

The guidelines are intended to reinforce community identity of higher density single-family residential neighbourhoods.

- Intensive residential development is expected to maintain a single-family neighbourhood character in which individual dwelling units are distinguishable from one another.
- Intensive residential development achieves a higher density of single-family as seen in the neighbourhoods north of the downtown core.
- Increased residential density is accomplished through the development of smaller lots or through infill development. Infill development offers a range of housing types while respecting the relationship of homes to the street.
- During the review of development permit applications, alternative solutions and designs that meet the general intent of the guidelines can be considered and applied to intensive residential development.

## Objectives

1. To facilitate a high standard of building design, site compatibility and site aesthetics
2. To integrate higher density single-detached residential development into neighbourhoods in the urban area through the establishment of general provisions for building form and character
3. To minimize the impact of new single- detached infill residential development on existing neighbourhoods
4. To provide a mix of housing forms, choices and affordable opportunities for residents in the urban area while providing for more interesting and varied urban neighbourhoods
5. To advance sustainable development in Mission through the economic efficiencies gained by capitalizing on existing infrastructure and services in the urban area by increasing single-family residential densities
6. To provide a neighbourhood environment that focuses on pedestrians rather than an automobile-dominated streetscape
7. To encourage sustainable site design that promotes energy conservation, water conservation, and habitat protection



## Sustainability Initiatives

All form and character development permit submissions must contain a sustainability statement that provides an overview of sustainability initiatives to be incorporated within the development. Items to be addressed within the statement should relate specifically to the following:

1. Rainwater Management, e.g., impervious surface reduction, green roofs, deeper growing medium, rain barrels, cisterns, rain gardens, disconnected roof leaders
2. Recycling and Composting Facilities
3. Water Use Reduction, e.g., low consumption fixtures, greywater systems, rainwater recycling, water efficient landscaping
4. Energy Efficiency, e.g., high performance envelopes, low energy consumption appliances, passive solar gain, renewable energy systems, pre-plumbing for solar panels
5. Materials and Resources, e.g., locally obtained building materials, recycled content, construction waste management
6. Social Sustainability, e.g., end of trip facilities, bike storage, landscaped gathering places, light pollution reduction

## Guidelines

1. Site Planning
  - (a) Design the site layout and building locations to:
    - retain and protect important trees, archeological or culture sites, rock outcrops, ridgelines, and other unique site features
    - minimize the impact of building shadows on nearby residential sites and buildings
    - reduce overlooking and shadowing of outdoor use areas and adjacent buildings
    - encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles

- preserve and maximize views for residents and the public
  - work with the existing topography, minimizing the need for cut and fill or tall retaining walls, and providing a complement to the natural landscape
  - where larger retaining walls are required, terrace them if possible, including planting between the walls
  - respect the form and character of surrounding developments, especially where they are single detached residential
  - provide for physical separation, security, and visual and acoustic privacy when the adjacent land uses are not residential
  - include open space within new development sites, with more green usable open space for larger developments, linking new and existing open space on adjacent sites for public access
- (b) Locate amenity spaces within the site, such as courtyards, gathering spaces, play areas, community gardens, and dog off-leash areas, in areas with high visibility and optimal access to all residents. This means the amenity space should be located:
- adjacent to the primary entrance, or in a central location, of the development site when a development consists of townhouses, rowhouses, or other ground oriented development
  - in close proximity to the primary entrance of a multi-storey residential only development
  - in close proximity to the primary entrance, or on the second storey, of a multi-storey mixed-use (commercial/residential) development
- (c) Orient building frontages and main entrances to the dominant street frontage, with well-defined entries and with walkways and bicycle access to the street, including the following:
- townhouse residential units have their “front door” (i.e. principal public entry) facing the public street where possible, or otherwise to the internal road
  - apartments face their main lobby and entrance to the public street where possible, or otherwise to the internal road



- where multi-unit developments do not directly face the street, consider interesting façades facing the street, clear pedestrian access to the street, and individual unit gates and entrances on the street
2. Crime Prevention Through Environmental Design (CPTED)
    - (a) Consider appropriate safety and natural surveillance measures (such as substantial lighting, visual access, sight lines) per CPTED principles.
    - (b) Design residential units facing streets so that primary living areas have a clear view of the street.
  3. Landscaping
    - (a) In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
    - (b) Provide landscaping that creates visual interest and identity.
    - (c) Use low-impact development practices such as the following:
      - maximize the extent of landscaped areas on site with absorbent soils and minimize the amount of impervious surfaces to increase the natural infiltration (absorption) of rainwater and to provide a more natural or landscaped character
      - reduce the amount of impervious paving and use permeable materials where possible, e.g., permeable pavers, permeable asphalt or concrete, decks, reinforced grass
      - consider the use of bioswales, rain gardens, and other design techniques that allow greater infiltration of water, including within and around parking areas
      - promote the use of rainwater collection/re-use systems that collect rainwater for irrigation
    - (d) Encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
    - (e) Design the landscape to retain, and if possible to increase, the tree canopy on the site, considering connectivity of green space with adjacent lots.

- (f) Consider energy efficiency and conservation in landscape design, e.g., provide shade in summer, moderate wind, allow sunlight and daylight into buildings.
  - (g) Select outdoor light fixtures based on dark sky principles, e.g., shielded to direct light downward only.
4. Garbage, Composting and Recycling
- (a) Locate Garbage, Composting and Recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.
5. Building Massing
- (a) Buildings should use massing based on simple, regular shapes with variations in the character of rooflines, including steep sloping rooflines, gables, hips and dormers.
  - (b) The massing of individual houses should express a clear hierarchy of forms. Upper floors that are proportionally smaller than the lower floors reduce the appearance of boxlike housing forms while allowing for varied roof forms. Setbacks in the second storey break up the appearance of large walls and allow for larger skirt roofs along the sides of a building.
  - (c) Garages with access from rear lanes should be detached. Garages located at the front should be recessed behind the front exterior wall of the principle dwelling.
  - (d) Dwellings should be ground entry where possible. This includes no-barrier access to and throughout the ground floor (i.e., no stairs).
  - (e) Varying setback distances should be incorporated into the dwelling siting, observing the minimum setback as specified in the zone.
  - (f) A higher level of architectural detail and, where appropriate, landscape treatment should be used to emphasize primary entrances. High quality materials and finishes, such as wood and masonry, are encouraged.
  - (g) A clear delineation between public and private space should be accomplished through landscaping and/or fencing.
  - (h) Secondary dwellings such as laneway houses and garden cottages should



be architecturally compatible with the main structure, and smaller and lower in height than the main structure.

- (i) Infill housing should be designed to fit into the immediate surroundings and not appear out of scale or character with the adjacent homes. Building massing, scale and height should complement and not disrupt the rhythm of buildings and the overall neighbourhood pattern.

#### 6. Building Height

- (a) The height of principal single-family dwellings should not exceed two storeys as viewed from the front, unless the third storey is incorporated entirely into the roof form.
- (b) The height of infill houses should not exceed the average height of the houses immediately adjacent to ensure complementary form and character.

#### 7. Parking and Garages

- (a) Where there is a lane, provide access to garages and off-street parking from the lane.
- (b) Design garages to be visually secondary to the house, and to have design and detailing consistent with the architectural style of the house, especially where doors are visible from the street.
- (c) Where lanes are not existing or possible, combine two driveways of adjacent urban compact lots where possible to minimize paving and curb cuts, and to enhance the streetscape of the neighbourhood.
- (d) Garages facing the street should be set back a minimum of 0.75m (2.5ft) from the front façade of a building. Design double garages to have two single doors or to have the appearance of two single doors, with architectural detail to break up the expanse of the garage doors.
- (e) Design driveways, garages and parking pads to have a minimum intrusion on pedestrian use of the street, with landscaping around parking areas.

#### 8. Building Orientation

- (a) Design houses on corner lots or double fronting lots with articulated façades facing both streets, using features such as variations of wall planes, varying rooflines, secondary entrances, windows and detailing.

- (b) Orient duplexes to allow access to identifiable rear yard space for each unit.
  - (c) For infill housing, front yard setbacks should be, on average, similar to those of the dwellings immediately adjacent.
  - (d) Orient patios, porches, balconies and decks away from neighbouring yards, or if not possible, inset or screen them to improve privacy for neighbours, recognizing that some overlook of yards and decks between houses on adjoining lots is not unusual and may be unavoidable.
9. Entries, Porches, and Front Yards
- (a) Houses should have covered front porches/verandas as entrances facing the street to promote neighbourhood interaction and provide semi-private outdoor space. They should have a functional depth, minimum 1.5m, with some flexibility to project into the front-yard setback. Porches and/or verandas that extend across the entire front of the dwelling are preferred.
  - (b) Fencing and hedging in the front yard can be used to delineate public from semi-private space. Hedging or fences in the front yard should be a maximum of 1.2m (4 feet) high, with fences designed in keeping with the architectural character of the dwelling.
  - (c) Wood, metal and/or stone fencing is acceptable for front yards, and chain link fencing is not. Picket, lattice or other visually permeable wood fencing is acceptable, and solid fence panels are not.
  - (d) Gates and/or arbours should be consistent with the style of the fence.
10. Built Form Diversity
- (a) Diversity of building forms is encouraged within the same area on the same street.
  - (b) No street block should have more than two houses with the same architectural design. Variation can be accomplished through the location of porches, roof form, façade articulation, and/or window size and placement.
11. Roof Forms
- (a) Buildings should have strong primary roof forms. Secondary roofs, gables, shed or integrated skirt roofs should be incorporated into the building form to express a clear formal hierarchy and to visually support the primary roof form.



- (b) Incorporation of living spaces within the roof form is encouraged for primary buildings and for detached infill buildings.
  - (c) Roof slopes of a minimum of 7 in 12 (7/12) pitch are encouraged, with steeper roofs preferred on dominant roofs of the primary building.
  - (d) Garage roofs are to complement the roof form of the primary dwelling.
12. **Building Finishes**
- (a) Recommended exterior finishes include wood, shingle siding, brick and stone. Vinyl siding is acceptable provided the window trim and exterior outside/inside corners are finished with wood fascia board.
  - (b) No more than three material finishes should be used on any elevation, with a fourth material possible above the upper storey on gable ends or dormers.
  - (c) Treatments of front elevations should continue a minimum of 0.6m (2 feet) around corners.
  - (d) Flashings, gutters and downspouts should be integrated into the design of the house through colour or other methods.
13. **Windows**
- (a) Windows should be visually prominent and articulated with color and/or trim. The largest windows or those belonging to the primary living spaces within the building should be of a scale that is compatible with the massing and roof forms of the building.
  - (b) Windows are to be of a simple configuration, carefully composed to support the massing of the buildings.
  - (c) Windows should be arranged and offset from those of neighbouring houses to maximize privacy.
14. **Additional Guidelines for the Intensive Residential Areas in Silverdale Neighbourhood One**
- (a) Establish a development form and character that respect the hillside topography and views of the site while ensuring that buildings and landscapes are visually attractive and contribute to a highly liveable community.
  - (b) Consider the view of the site from Lougheed Highway and plan the

Neighbourhood to present an attractive face from all directions. The appearance of solid “walls” of buildings on the hillside are to be avoided outside the Village Centre.

- (c) Development should take the form of distinct pockets of buildings that fit into the landscape.
- (d) Provide distinctive elements and signage at the entry point of the neighbourhood and each precinct to signal a sense of arrival or gateway.
- (e) Buildings and landscapes should contribute to an overall “family” of development styles by using similar architectural elements, styles and materials. This is not intended to result in “uniformity” but rather in “complementary” development.
- (f) Building forms should respect the topography of the landscape, e.g., roof forms should step down the hillside.
- (g) All new developments are encouraged to incorporate natural rock and stone (especially locally sourced rock) as a façade treatment and as an element in freestanding signage.
- (h) No fencing should be located in the front yards of Intensive Residential units.
- (i) Restore disturbed areas of the site intended to become natural open space as soon as possible after disturbance using plants that are native to the region and drought resistant.

## 9.4 DP AREA B: MULTI-UNIT RESIDENTIAL DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

(f) establishment of objectives for the form and character of multi-family residential development

(h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively



## Area of Applicability

The Multi-Unit Residential Development Permit Area is applicable to all properties being developed to multi-unit residential densities within the urban growth boundary (Map 3 Urban Growth Boundary).

## Exemptions

The following types of development are exempt from submitting this Development Permit:

- Excluding a coach house or a garden cottage, a development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5 m<sup>2</sup> will be evaluated by staff 'in-house' to ensure consistency with the intent of Development Permit Area Guidelines
- Internal renovations not resulting in any change to the external appearance of the building
- Site improvements such as landscaping and paving
- Subdivision for the purposes of lot consolidation, lot line adjustment, or road widening to District of Mission standards
- Exterior building envelope repairs including repainting and recladding covered under the Homeowner Protection Act, SBC 1998 not resulting in any significant change to the external appearance of the building
- Any servicing work undertaken by or on behalf of the District of Mission

## Designation

The Multi-Unit Residential Development Permit Area is designated to establish guidelines for the form and character of multi-unit residential development to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant residential neighbourhood.

## Justification

Well-designed multi-unit developments will help Mission meet many of this OCP's objectives related to sustainability. The massing of buildings, exterior design and appearance, orientation to the street, landscaping, inclusion of open space, treatment

of vehicular and pedestrian access and parking, maintenance of views, and attention to the physical attributes of the adjacent area are essential features to address.

### Intent

The guidelines are intended to encourage the sensitivity and creativity needed to integrate multi-unit developments into a community traditionally dominated by single-family neighbourhoods. In the existing urban area, this means respecting via buffering and screening adjacent land uses that may be different.

In newly developing areas, such as Cedar Valley, the intent is to establish dynamic higher-density developments that provide more residents with access to parks, trails, and the other amenities typically associated with lower density neighbourhoods.

### Objectives

1. To facilitate a high standard of building design, site compatibility and site aesthetics
2. To integrate higher density multi-unit residential development into neighbourhoods in the urban area through the establishment of general provisions for building form and character
3. To provide a mix of housing forms, choices and affordable opportunities for residents in the urban area while providing for more interesting and varied urban neighbourhoods
4. To advance sustainable development in Mission through the economic efficiencies gained by capitalizing on existing infrastructure and services in the urban area by increasing residential densities
5. To support safe pedestrians access to, around and within developments
6. To encourage sustainable site design that promotes energy conservation, water conservation, and habitat protection
7. To incorporate Crime Prevention through Environmental Design (CPTED) principles to provide a safe residential environment

### Sustainability Initiatives

All form and character development permit submissions must contain a sustainability statement that provides an overview of sustainability initiatives to be incorporated



within the development. Items to be addressed within the statement should relate specifically to the following:

1. Rainwater Management, e.g., impervious surface reduction, green roofs, deeper growing medium, rain barrels, cisterns, rain gardens, disconnected roof leaders
2. Recycling and Composting Facilities
3. Water Use Reduction, e.g., low consumption fixtures, greywater systems, rainwater recycling, water efficient landscaping
4. Energy Efficiency, e.g., high performance envelopes, low energy consumption appliances, passive solar gain, renewable energy systems, pre-plumbing for solar panels
5. Materials and Resources, e.g., locally obtained building materials, recycled content, construction waste management
6. Social Sustainability, e.g., end of trip facilities, bike storage, landscaped gathering places, light pollution reduction

## Guidelines

1. Site Planning
  - (a) Design the site layout and building locations to:
    - retain and protect important trees, archeological or culture sites, rock outcrops, ridgelines, and other unique site features
    - minimize the impact of building shadows on nearby residential sites and buildings
    - reduce overlooking and shadowing of outdoor use areas and adjacent buildings
    - encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles
    - preserve and maximize views for residents and the public
    - work with the existing topography, minimizing the need for cut and fill or tall retaining walls, and providing a complement to the natural landscape

- where larger retaining walls are required, terrace them if possible, including planting between the walls
  - respect the form and character of surrounding developments, especially where they are single detached residential
  - provide for physical separation, security, and visual and acoustic privacy when the adjacent land uses are not residential
  - include open space within new development sites, with more green usable open space for larger developments, linking new and existing open space on adjacent sites for public access
- (b) Locate amenity spaces within the site, such as courtyards, gathering spaces, play areas, community gardens, and dog off-leash areas, in areas with high visibility and optimal access to all residents. This means the amenity space should be located:
- adjacent to the primary entrance, or in a central location, of the development site when a development consists of townhouses, rowhouses, or other ground oriented development
  - in close proximity to the primary entrance of a multi-storey residential only development
  - in close proximity to the primary entrance, or on the second storey, of a multi-storey mixed-use (commercial/residential) development
- (c) Orient building frontages and main entrances to the dominant street frontage, with well-defined entries and with walkways and bicycle access to the street, including the following:
- townhouse residential units have their “front door” (i.e. principal public entry) facing the public street where possible, or otherwise to the internal road
  - apartments face their main lobby and entrance to the public street where possible, or otherwise to the internal road
  - where multi-unit developments do not directly face the street, consider interesting façades facing the street, clear pedestrian access to the street, and individual unit gates and entrances on the street



2. Crime Prevention Through Environmental Design (CPTED)
  - (a) Consider appropriate safety and natural surveillance measures (such as substantial lighting, visual access, sight lines) per CPTED principles.
  - (b) Design residential units facing streets so that primary living areas have a clear view of the street.
3. Landscaping
  - (a) In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
  - (b) Provide landscaping that creates visual interest and identity.
  - (c) Use low-impact development practices such as the following:
    - maximize the extent of landscaped areas on site with absorbent soils and minimize the amount of impervious surfaces to increase the natural infiltration (absorption) of rainwater and to provide a more natural or landscaped character
    - reduce the amount of impervious paving and use permeable materials where possible, e.g., permeable pavers, permeable asphalt or concrete, decks, reinforced grass
    - consider the use of bioswales, rain gardens, and other design techniques that allow greater infiltration of water, including within and around parking areas
    - promote the use of rainwater collection/re-use systems that collect rainwater for irrigation
  - (d) Encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
  - (e) Design the landscape to retain, and if possible to increase, the tree canopy on the site, considering connectivity of green space with adjacent lots.

- (f) Consider energy efficiency and conservation in landscape design, e.g., provide shade in summer, moderate wind, allow sunlight and daylight into buildings.
  - (g) Select outdoor light fixtures based on dark sky principles, e.g., shielded to direct light downward only.
4. **Garbage, Composting and Recycling**
- (a) Locate Garbage, Composting and Recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.
5. **Signage and Lighting**
- (a) Provide a comprehensive signage plan that is compatible with the development.
  - (b) Signage is to be architecturally coordinated with the overall design of the buildings and should be integrated with building façades through colour and graphic style.
  - (c) External lighting should be used to enhance safety on the site after dark.
  - (d) Pedestrian lighting is encouraged along all pedestrian pathways.
  - (e) Design on-site lighting to minimize glare and overspill into adjacent residential properties, and into the sky.
  - (f) In multiple tenant buildings, signs should be designed to present a unified and consistent appearance.
6. **Building Massing**
- (a) Design buildings with architectural interest, using design features such as varying rooflines, extensive glazing, well defined entrances, business-specific signage, and high quality exterior elements.
  - (b) Design with parking garages or carports facing away from the street as much as possible.
  - (c) Design larger buildings in smaller blocks and clusters where possible, and relate buildings to natural and public spaces such as paths, greenways, landscape features, site amenities, parks and roads. Minimize the length and massing of façades to take advantage of views



and natural site features, and to improve the visual interest of building elevations. Variation of façades with setbacks or projections of 0.75m (2.5ft) or more should be provided if building blocks have façades extending beyond four units. Individual residential unit identity through smaller design components is encouraged.

- (d) Multi-unit buildings are encouraged to provide a transition to the character and height of adjacent buildings.

#### 7. Building Form and Character

- (a) Design buildings with varied façades and articulated rooflines, or design in a contemporary style that offers visual interest, to discourage large bland buildings that do not reflect the character or scale of Mission.
- (b) Screen rooftop mechanical equipment from views in a manner that is consistent with the architectural design of the building.
- (c) Design façades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.
- (d) Use durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low emissivity (low-E) glass.
- (e) Consider weather protection over entry points, balconies and porches, e.g., roof overhead, or area inset below the floor above.
- (f) Locate landscaped open space next to windows, especially from living spaces, and stagger windows between facing buildings.
- (g) Balconies and patios should be designed with attention first to the usability of the space by the resident and secondly to the overall design of the building to ensure a cohesive, attractive image by:
  - using recessed or semi-recessed balconies rather than projecting balconies
  - providing adequate storage space within each unit so as not to promote 'clutter' on the balcony
  - finishing the balconies in materials compatible with those used for the overall building
  - developing a balance between the balcony and building frontage

8. Landscaping
  - (a) The frontage area of new developments should be entirely landscaped, including plantings and pedestrian access points.
  - (b) Landscape pockets with vegetation such as flowering shrubs within maintained grass areas are encouraged.
  - (c) Developments should maximize useable open space with large contiguous open spaces rather than a series of isolated spaces. Plantings should also be considered as a buffer between adjacent buildings.
  - (d) Avoid using fences along street frontages to screen the development. Where a fence is unavoidable, use a transparent fence along the street, e.g., lattice, metal, and add landscaping that allows views into the development.
  - (e) Fencing for screening purposes should complement the site and building design by being in short lengths and constructed of materials similar to the building design. Long, monotonous fencing and chain-link fencing are discouraged.
  - (f) The size, height, location and design of identification signs should be architecturally integrated into the overall design of the buildings or landscaping.
9. Access, Circulation, and Parking
  - (a) Blend parking areas into the landscape, rather than having them dominate it, by distributing parking areas and separating them with landscaping, especially between parking areas of adjacent dwelling units.
  - (b) Underground parking for apartment buildings is encouraged, especially near the downtown area.
  - (c) Townhouse developments are to provide an enclosed parking space for each dwelling unit, with access to additional shared spaces.
  - (d) Parking areas should be visually separated from streetscape views with landscape areas.
  - (e) Views into the development to maintain site safety should be integrated into the landscape plan.



- (f) Encourage reducing the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g., permeable pavers, reinforced grass.
  - (g) Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
  - (h) A clear, direct and attractive pathway system, preferably with landscape treatment, is encouraged to connect the buildings with parking lots and sidewalks along fronting streets.
10. Additional Guidelines for Cedar Valley and other Multi-Unit Developments in Newly Developing Areas
- (a) Cluster buildings, roads and parking areas onto the most suitable portions of the site, protecting creeks, steep slopes, forested areas, and any important natural features free from development.
  - (b) Site two storey buildings or portions of building closer to the street, with taller buildings or portions of buildings set further back.

## 9.5 DP AREA C: MIXED USE AND COMMERCIAL DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

- (f) establishment of objectives for the form and character of commercial and multi-family residential development
- (h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively

### Area of Applicability

The Mixed-Use and Commercial Development Permit Area is applicable to all properties being developed for mixed use or commercial use within the urban growth boundary (Map 3 Urban Growth Boundary).

## Exemptions

The following types of development are exempt from submitting this Development Permit:

- Excluding a coach house or a garden cottage, a development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5m<sup>2</sup> will be evaluated by staff 'in-house' to ensure consistency with the intent of Development Permit Area Guidelines
- Internal renovations not resulting in any change to the external appearance of the building
- Site improvements such as landscaping and paving
- Subdivision for the purposes of lot consolidation, lot line adjustment, or road widening to District of Mission standards
- Exterior building envelope repairs including repainting and recladding covered under the Homeowner Protection Act, SBC 1998 not resulting in any significant change to the external appearance of the building
- Any servicing work undertaken by or on behalf of the District of Mission

## Designation

The Mixed Use and Commercial Development Permit Area is designated to establish guidelines for the form and character of developments that include commercial and multi-unit residential uses to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant downtown, community nodes and commercial areas including the Lougheed Highway corridor.

## Justification

The massing of buildings, exterior design and appearance, orientation to the street, landscaping, inclusion of open space, treatment of vehicular and pedestrian access and parking, maintenance of views, and attention to the physical attributes of the adjacent area are essential features to address. Well-designed mixed use and commercial developments will help Mission to create a strong downtown, vibrant neighbourhood centres and successful commercial areas, fulfilling its OCP sustainability objectives.



## Intent

The guidelines are intended to encourage the sensitivity and creativity needed to integrate mixed-use developments into Mission, as follows:

- In the downtown, create a vibrant focus for the municipality's social, cultural and commercial life by designing integrated commercial, residential, institutional and open space areas in a higher-density, transit oriented setting. Successful downtowns exist in large measure due to well-designed buildings and open spaces within pedestrian-oriented settings. The economic and social success of Mission's downtown can be enhanced by designing new and redeveloped buildings, the public realm, and privately owned spaces with a safe and enjoyable pedestrian system that is supported by significant landscaping, amenities, public art and lighting.
- In mixed-use centres located throughout the urban area of Mission, design medium-density, transit-oriented developments that incorporate pedestrian and amenity features. Through the sensitive integration of commercial, residential, institutional and open spaces, mixed-use centres can provide Mission's communities with hubs for social interaction and enterprise.
- In the existing urban area, this includes respecting the traditional architecture and providing a transition between downtown and residential land uses.
- In areas east and west of the downtown, the historic value of these areas requires protection and enhancement to ensure their revitalization.
- In revitalization areas such as the Waterfront and Commuter Rail neighbourhoods, the intent will be to establish new dynamic neighbourhoods.
- In newly developing areas, such as Cedar Valley, the intent is to establish neighbourhood centres that provide residents with access to stores, commercial services, parks, trails, and the other amenities typically associated with lower density neighbourhoods.
- Within the Lougheed Highway corridor, designing for the integration of commercial and residential uses will provide opportunities for commercial enterprise, shopping activities and residential living at a lower to medium density than the downtown and mixed-use centres.

## Objectives

1. To facilitate a high standard of building design, site compatibility, site aesthetics and attention to the site's context within the surrounding area
2. To integrate higher density mixed-use development within the Mission Downtown, and medium density mixed-use development within mixed-use centres and other urban areas through the establishment of general provisions for building form and character
3. To provide a mix of building forms, choices and affordable opportunities for residents in the downtown, mixed-use centres, and within the urban area while providing for more interesting and varied urban neighbourhoods
4. To provide opportunities for integrating residential, cultural and recreational land uses with commercial businesses in a safe, pedestrian-oriented setting within the Lougheed Highway corridor
5. To advance sustainable development in Mission through the economic efficiencies gained by capitalizing on existing infrastructure and services and by introducing 'green infrastructure' in the urban area by increasing residential densities and by integrating land uses in strategic, transit-served locations
6. To support safe pedestrian and cycling access to, around and within developments
7. To encourage sustainable site design that promotes energy conservation, water conservation, and habitat protection
8. To incorporate Crime Prevention through Environmental Design (CPTED) principles in the design of new developments, to reduce the potential for crime against people and property while creating attractive and safer environments for living and business

## Sustainability Initiatives

All form and character development permit submissions must contain a sustainability statement that provides an overview of sustainability initiatives to be incorporated within the development. Items to be addressed within the statement should relate specifically to the following:



1. Rainwater Management, e.g., impervious surface reduction, green roofs, deeper growing medium, rain barrels, cisterns, rain gardens, disconnected roof leaders
2. Recycling and Composting Facilities
3. Water Use Reduction, e.g., low consumption fixtures, greywater systems, rainwater recycling, water efficient landscaping
4. Energy Efficiency, e.g., high performance envelopes, low energy consumption appliances, passive solar gain, renewable energy systems, pre-plumbing for solar panels
5. Materials and Resources, e.g., locally obtained building materials, recycled content, construction waste management
6. Social Sustainability, e.g., end of trip facilities, bike storage, landscaped gathering places, light pollution reduction

## Guidelines

1. Site Planning
  - (a) Design the site layout and building locations to:
    - retain and protect important trees, archeological or culture sites, rock outcrops, ridgelines, and other unique site features
    - minimize the impact of building shadows on nearby residential sites and buildings
    - reduce overlooking and shadowing of outdoor use areas and adjacent buildings
    - encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles
    - preserve and maximize views for residents and the public
    - work with the existing topography, minimizing the need for cut and fill or tall retaining walls, and providing a complement to the natural landscape
    - where larger retaining walls are required, terrace them if possible, including planting between the walls

- respect the form and character of surrounding developments, especially where they are single detached residential
  - provide for physical separation, security, and visual and acoustic privacy when the adjacent land uses are not residential
  - include open space within new development sites, with more green usable open space for larger developments, linking new and existing open space on adjacent sites for public access
- (b) Locate amenity spaces within the site, such as courtyards, gathering spaces, play areas, community gardens, and dog off-leash areas, in areas with high visibility and optimal access to all residents. This means the amenity space should be located:
- adjacent to the primary entrance, or in a central location, of the development site when a development consists of townhouses, rowhouses, or other ground oriented development
  - in close proximity to the primary entrance of a multi-storey residential only development
  - in close proximity to the primary entrance, or on the second storey, of a multi-storey mixed-use (commercial/residential) development
- (c) Orient building frontages and main entrances to the dominant street frontage, with well-defined entries and with walkways and bicycle access to the street, including the following:
- townhouse residential units have their “front door” (i.e. principal public entry) facing the public street where possible, or otherwise to the internal road
  - apartments face their main lobby and entrance to the public street where possible, or otherwise to the internal road
  - where multi-unit developments do not directly face the street, consider interesting façades facing the street, clear pedestrian access to the street, and individual unit gates and entrances on the street
2. Crime Prevention Through Environmental Design (CPTED)
- (a) Consider appropriate safety and natural surveillance measures (such as substantial lighting, visual access, sight lines) per CPTED principles.



- (b) Design residential units facing streets so that primary living areas have a clear view of the street.

### 3. Landscaping

- (a) In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- (b) Provide landscaping that creates visual interest and identity.
- (c) Use low-impact development practices such as the following:
  - maximize the extent of landscaped areas on site with absorbent soils and minimize the amount of impervious surfaces to increase the natural infiltration (absorption) of rainwater and to provide a more natural or landscaped character
  - reduce the amount of impervious paving and use permeable materials where possible, e.g., permeable pavers, permeable asphalt or concrete, decks, reinforced grass
  - consider the use of bioswales, rain gardens, and other design techniques that allow greater infiltration of water, including within and around parking areas
  - promote the use of rainwater collection/re-use systems that collect rainwater for irrigation
- (d) Encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
- (e) Design the landscape to retain, and if possible to increase, the tree canopy on the site, considering connectivity of green space with adjacent lots.
- (f) Consider energy efficiency and conservation in landscape design, e.g., provide shade in summer, moderate wind, allow sunlight and daylight into buildings.
- (g) Select outdoor light fixtures based on dark sky principles, e.g., shielded to direct light downward only.

4. Garbage, Composting and Recycling
  - (a) Locate Garbage, Composting and Recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.
5. Signage and Lighting
  - (a) Provide a comprehensive signage plan that is compatible with the development.
  - (b) Signage is to be architecturally coordinated with the overall design of the buildings and should be integrated with building façades through colour and graphic style.
  - (c) External lighting should be used to enhance safety on the site after dark.
  - (d) Pedestrian lighting is encouraged along all pedestrian pathways.
  - (e) Design on-site lighting to minimize glare and overspill into adjacent residential properties, and into the sky.
  - (f) In multiple tenant buildings, signs should be designed to present a unified and consistent appearance
6. Building Massing
  - (a) Site buildings so that they front and frame a street or highway with architectural interest, using design features such as varying rooflines, extensive glazing, well defined entrances, variety of façade materials and colours, pedestrian-scale business-specific signage, and high quality exterior elements.
  - (b) For corner locations, design and site buildings to front both streets. Mass the building at the corner to provide for visually prominent architectural features that include corner entries. Street parking should not block corner entries.
  - (c) Minimize the length and massing of façades to take advantage of views and natural site features, and to improve the visual interest of building elevations. Variation of façades with setbacks or projections of 0.75m (2.5ft) or more should be provided if building blocks have façades extending beyond four units. Individual residential unit identity through smaller design components is encouraged.



- (d) Provide transitions to the character and height of adjacent buildings. Step back portions of the upper storeys for buildings higher than three storeys, and visually reduce the length of podiums to 50m (164ft) by stepping down the roof forms and indenting the façade.
- (e) For buildings higher than six storeys, scale down floors as the height increases. Allow views through from surrounding sites and within sites with multiple buildings.
- (f) Incorporate features that reduce wind impacts, e.g., balconies and articulation on tower forms which capture and slow the wind at upper levels. Form building tops into an expression of the roof function, e.g. roof top gardens.
- (g) Step buildings along the length of sloping streets. Avoid the use of retaining walls. However, when required, limit retaining walls to a height of 1.2m (4ft), and incorporate terracing and landscaping.
- (h) Locate amenity spaces within the site, such as courtyards, gathering spaces, play areas, community gardens, and dog off-leash areas, in areas with high visibility and optimal access to all residents. This means the amenity space should be located:
  - adjacent to the primary entrance, or in a central location, of the development site when a development consists of townhouses, rowhouses, or other ground oriented development
  - in close proximity to the primary entrance of a multi-storey residential only development
  - in close proximity to the primary entrance, or on the second storey, of a multi-storey mixed-use (commercial/residential) development
- (i) Orient building frontages and main entrances to the dominant street frontage, with well-defined entries and with walkways and bicycle access to the street, including the following:
- (j) Where there is a continuous commercial façade along a street, provide weather protection for sidewalks.
- (k) Where a development directly abuts a bus or transit stop, provide additional building setbacks with public realm amenities including street furniture, lighting and visual art to facilitate greater pedestrian volumes.

7. Building Form and Character
- (a) Design buildings with varied façades and articulated rooflines, or design in a contemporary style that offers visual interest, to discourage large bland buildings that do not reflect the character or scale of Mission.
  - (b) Screen on-site and rooftop mechanical equipment from views in a manner that is consistent with the architectural design of the building to limit noise and vibration impacts
  - (c) Design façades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.
  - (d) Use durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low emissivity (low-E) glass for functional and aesthetic quality, durability, longevity and ease of maintenance.
  - (e) Provide weather protection over entry points and balconies, e.g., roof overhead, or area inset below the floor above.
  - (f) Balconies should be designed with attention first to the usability of the space by the resident and secondly to the overall design of the building to ensure a cohesive, attractive image by:
    - i) using recessed or semi-recessed balconies rather than projecting balconies
    - ii) providing adequate storage space within each unit so as not to promote 'clutter' on the balcony
    - iii) finishing the balconies in materials compatible with those used for the overall building
    - iv) developing a balance between the balcony and building frontage
  - (g) Require commercial uses on the ground floor, with generous amounts of clear glass to provide interest along the street and connections between indoor and outdoor activities.
  - (h) Require public art as a means of providing interest, civic identity and community pride.
  - (i) Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photo-voltaic, heat pumps and fuel cells.



- (j) The size, height, location and design of identification signs should be architecturally integrated into the overall design of the buildings or landscaping. The commercial building name and date is encouraged to be integrated within the architecture of the building as a means of identity and heritage.
- (k) Locate outdoor amenity spaces near indoor amenity rooms, building entrances or staff areas, e.g., lunch rooms, to encourage observation and engagement of outdoor amenity spaces.
- (l) Encourage opportunities for urban agriculture with outdoor amenity areas that include raised planter boxes, water source, tool storage, and composting facilities.

8. Landscaping and Lighting

- (a) The frontage area of new developments should be landscaped, including street trees with other plantings interspersed throughout the development site.
- (b) Fencing for screening purposes alongside or back property lines should complement the site and building design, with planting in front where possible.
- (c) Provide plaza spaces, intersections and other focal points with benches, street furniture, fountains, landscaping, lighting and public art along pedestrian corridors.
- (d) Landscaping including trees, shrubs, seating, pedestrian features and other hardscape items shall be designed in accordance with Crime Prevention through Environmental Design (CPTED) principles and guidelines for pedestrian protection and visibility.
- (e) Within landscaped areas, the planting of deciduous trees is encouraged at an approximate ratio of one tree to every three parking spaces.
- (f) Include low shrubs, floral displays, lawns with park benches, attractive visually permeable fences, and pedestrian-oriented lights.
- (g) Consider hard surface paving other than asphalt to create more interest and reduce the visual (and heat) impacts of asphalt.
- (h) Select trees and other plants that will be readily established and provide significant visual impact upon planting.
- (i) In the landscape plan, consider finished site grades, location and heights

of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, the need for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.

- (j) Consider energy efficiency and conservation in landscape design, e.g., moderate wind, provide shade in summer, and allow sunlight and daylight into buildings.
- (k) encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
- (l) In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5m (5ft) wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to increase human comfort, provide visual relief, and increase infiltration of rainwater.
- (m) Design on-site lighting to minimize glare and overspill into adjacent residential properties and ensure site lighting enhances public safety for ease of pedestrian movement.
- (n) Direct lighting downwards and use full cut-off fixtures with horizontally aligned flush mounted (non-protruding) lenses.
- (o) Lighting fixtures on poles should be no higher than 6.0m (20ft) from the ground.
- (p) Coordinate the design and location of lighting with other landscape elements and street furniture.
- (q) Incorporate energy efficiency into the overall lighting plan, and ensure that the design and installation of lights protects against vandalism.
- (r) Provide lighting that follows the International Dark Sky Model (as amended) in order to limit light pollution and to reduce light overspill into adjacent residential areas.

#### 9. Access, Circulation, and Parking

- (a) Design the internal circulation and parking system for efficient use by pedestrians and all types of vehicles, including service vehicles, with a layout that discourages speeding, and provides safe pedestrian routes throughout development sites and associated parking areas.



- (b) Design a clear, direct and attractive pedestrian/cycling pathway system, with landscape treatment, to connect buildings with parking lots and sidewalks along fronting streets.
- (c) Blend parking areas into the landscape, rather than having them dominate it, by distributing parking areas and separating them with landscaping, especially between parking areas of adjacent dwelling units.
- (d) Locate driveways off minor streets or lanes rather than off major streets to enhance safe and walkable streetscapes. Limit the length of parking lots to 25m (82ft) along public streets, including the vehicle access point.
- (e) Provide underground parking for medium-density, high-density and mixed-use sites.
- (f) Parking for multi-family residential uses should be either in the rear of the site or underground, and shall be screened out of public view as much as feasible.
- (g) Above-ground parkades should be wrapped with active land uses along the public and street frontages at grade level and, where possible upper floors, and be designed to integrate with the main building using durable, high quality materials.
- (h) Off-street parking areas should be visually separated from the street with landscape areas.
- (i) Underground parking areas should be provided with overhead gates to secure residential parking from non-residential/visitor parking. Provide direct access to the street for retail parking and access to an elevator in underground parking areas for visitors and residents. Locate exit stairs from underground parking within the building envelope and make flush with the building face without alcoves. Pedestrian entrances should be prominent, glazed and highly visible from sidewalks and incorporate wayfinding signage.
- (j) Parking interiors should be visibly open with few walls, hidden corners and alcoves. These spaces should be painted with light colours to improve visibility and be illuminated in accordance with CPTED guidelines.
- (k) Encourage the provision of secure bicycle parking facilities accessible from parking structures/parkades. Storage lockers, change rooms and

showers should be developed for building residents and commercial space users.

- (l) Encourage reducing the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g., permeable pavers, reinforced grass.
  - (m) Encourage shared parking lot accesses to adjacent developments.
  - (n) For mixed-use centres, locate surface residential parking spaces close to the residential entrances for convenience and security.
  - (o) Locate wheelchair-accessible parking spaces close to main building entrances, and in parkades, close to and directly accessible to elevator foyers.
  - (p) Avoid the use of drive thru facilities within the downtown and in mixed-use centres. When they are incorporated within a development, locate drive-thru facilities internally, and not between building faces and public streets. Limit these to a single lane width.
  - (q) Provide bike racks near building entrances, in a highly visible, illuminated location for short-term bike parking.
  - (r) Require bioswales, permeable paving, and other stormwater management design features that allow greater infiltration of water in and around parking areas.
  - (s) Locate storage, garbage, composting and recycling areas behind buildings, and not abutting streets, in screened, illuminated areas with high quality materials that compliment associated buildings.
  - (t) Locate loading areas and facilities for service vehicles away from public views, either at the rear of buildings, or other locations that are not visible from public streets. Design loading areas so that they do not interfere with pedestrian circulation and are screened with landscaping and fencing.
10. Additional Guidelines for the Mixed-Use Areas East and West of Downtown
- (a) For any older structures on the site, conduct an assessment of historic value. If there is historic value, design new development to respond positively to the existing and historical architectural context. Respect, restore, and/or replicate significant architectural detail where such detail contributes to and reinforces the area's historic and



current desirable qualities and character. Incorporate 1920s to 1930s architectural features such as bay windows, pitched roofs, historic façades, canopies, awnings, attention to window and storefront design, and patio areas in front of buildings.

11. Additional Guidelines for the Mixed-Use Areas in Cedar Valley and Silverdale
  - (a) Include only neighbourhood-scale commercial uses such as variety stores, coffee shops, dry cleaners, bakeries, yoga studios, and vet clinics.
  - (b) Design sites to include seating and gathering spaces along pedestrian walkways.
  - (c) Site buildings as close as possible to roads to create a community landmark and gateway feature, orienting corner buildings to both fronting roads.
  - (d) Reserve ground floor space for only commercial uses.
  - (e) Include office and/or multi-unit residential units on upper floors.
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.
13. Additional Guidelines for the Lougheed Highway Corridor
  - (a) Provide a high quality and attractive form of commercial and mixed-use development, with attention to streetscape views from the Lougheed Highway, Logan Avenue, Fraser Crescent and adjacent streets.

- (b) Design for the redevelopment of large format commercial sites as medium density mixed-use areas that integrate commercial and residential development within aesthetically attractive settings that accommodate safe pedestrian, cycling and motor vehicle movement.
- (c) Coordinate efficiency of land use in the siting, form and character of commercial developments and their associated service areas, parking and landscaping.
- (d) Promote environmentally sensitive building and landscape approaches to facilitate transformation of this highway-oriented setting into one that accommodates vehicular, pedestrian and cycling access safely and conveniently.
- (e) Encourage locating small retail units at grade level, emphasizing visual variety, high quality design, effective storefront signage and window displays, and overall attention to building scale in relation to pedestrian walking speed.
- (f) Substantial landscaping is encouraged for each commercial and mixed-use site:
  - to reduce views of parking and paved areas from the Lougheed Highway and adjacent streets
  - to increase the amount of natural vegetation and shaded areas
  - to finish properties in a manner that is attractive and reflective of the natural “green” character of Mission
  - to increase the natural infiltration of rainwater
  - to define the edges of the site with landscaped boulevards having a minimum width of 3m (9’ 10”) augmented with on-site landscaping buffer areas to create pleasant and safe street fronting pedestrian environments.
- (g) Plant a uniform alignment of street trees along the Lougheed Highway and public streets at the spacing recommended by Mission. Appropriate spacings are 10m (32’ 9”) along the highway and arterials, 8m (26’ 3”) along local and collector roads, with a lower spacing for smaller trees.



## 9.6 DP AREA D: INDUSTRIAL DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

(f) establishment of objectives for the form and character of commercial development

(h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively

### Area of Applicability

The Industrial Development Permit Area is applicable to all properties being developed for industrial uses within the urban growth boundary (Map 3 Urban Growth Boundary).

### Exemptions

The following types of development are exempt from submitting this Development Permit:

- Excluding a coach house or a garden cottage, a development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5m<sup>2</sup> (1200ft<sup>2</sup>) will be evaluated by staff 'in-house' to ensure consistency with the intent of Development Permit Area Guidelines
- Internal renovations not resulting in any change to the external appearance of the building
- Site improvements such as landscaping and paving
- Subdivision for the purposes of lot consolidation, lot line adjustment, or road widening to District of Mission standards
- Exterior building envelope repairs including repainting and recladding covered under the Homeowner Protection Act, SBC 1998 not resulting in any significant change to the external appearance of the building
- Any servicing work undertaken by or on behalf of the District of Mission

## Designation

The Industrial Development Permit Area promotes development design that meets the needs of industry through attractive design. The site design, aesthetic improvements and building form will not compromise the function of industrial developments.

## Justification

The Industrial Development Permit Area establishes guidelines for the general form and character of future industrial developments and expansion of existing developments within industrial areas. Most of the guidelines pertain to light industrial uses that are visited by the public.

## Intent

The objective of this area is to achieve a high quality built form for industrial development.

## Objectives

1. To improve the appearance of industrial development from the street and encourage business façade recognition
2. To encourage new industrial developments to promote safe non-vehicular access
3. To minimize the overall impact of new industrial developments on adjacent industrial and non-industrial uses
4. To promote environmentally sensitive building and landscape approaches

## Sustainability Initiatives

All form and character development permit submissions must contain a sustainability statement that provides an overview of sustainability initiatives to be incorporated within the development. Items to be addressed within the statement should relate specifically to the following:

1. Rainwater Management, e.g., impervious surface reduction, green roofs, deeper growing medium, rain barrels, cisterns, rain gardens, disconnected roof leaders

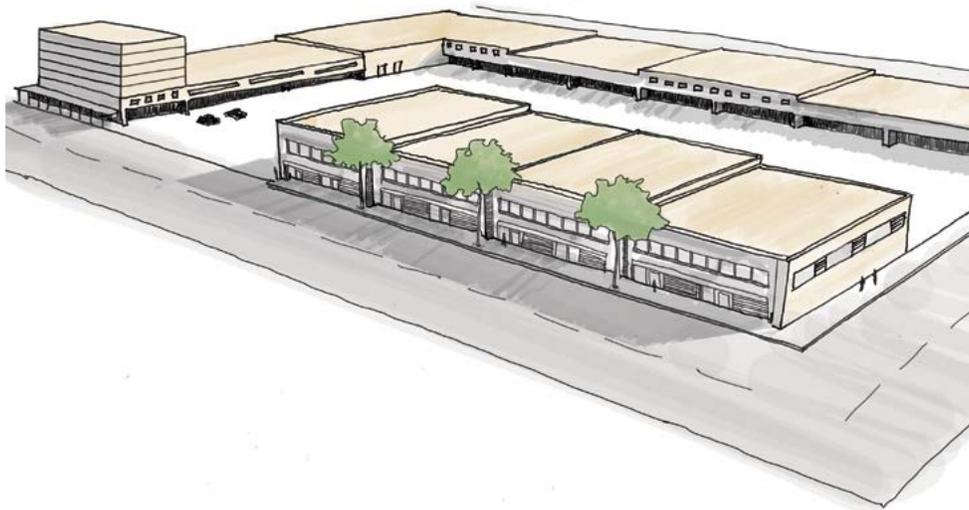


2. Recycling and Composting Facilities
3. Water Use Reduction, e.g., low consumption fixtures, greywater systems, rainwater recycling, water efficient landscaping
4. Energy Efficiency, e.g., high performance envelopes, low energy consumption appliances, passive solar gain, renewable energy systems, pre-plumbing for solar panels
5. Materials and Resources, e.g., locally obtained building materials, recycled content, construction waste management
6. Social Sustainability, e.g., end of trip facilities, bike storage, landscaped gathering places, light pollution reduction

## Guidelines

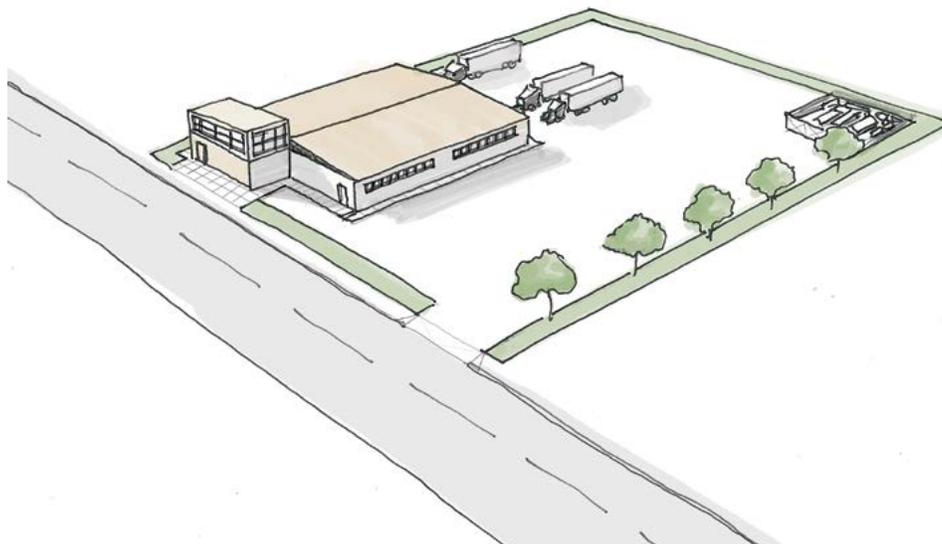
1. Site Design and Planning for all Industrial Sites
  - (a) At the property lines and along adjacent streets, provide a minimum 3m (9' 10") wide landscaped buffer.
2. Site Design and Planning for Light Industrial Sites Only
  - (a) Developments should provide a street presence with entrances and architectural interest in building designs fronting public streets.
  - (b) Buildings on corner sites should front both street edges. These buildings should strongly define the corner and exhibit visually prominent architecture.
  - (c) Locate office/showroom areas in the most prominent location in relation to the street with façades that are easily identifiable and visible from streets.
  - (d) Locate overhead service doors and loading where they are not visible from the street.
  - (e) Most parking should be located at the interior or rear of the development. All parking readily visible from the roadway should be separated from the street with landscape areas.
  - (f) Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photo-voltaic and fuel cells, heat pumps.
  - (g) Provide pedestrian linkages between sidewalks and buildings and from parking lots to buildings.

- (h) Outdoor storage areas are encouraged to be located at the rear or side of the building, and designed in an unobtrusive manner with screening by landscape.
3. Crime Prevention Through Environmental Design (CPTED)
- (a) Consider appropriate safety and natural surveillance measures (such as substantial lighting, visual access, sight lines) per CPTED principles.
  - (b) Design residential units facing streets so that primary living areas have a clear view of the street.
4. Landscape Plan
- (a) In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
  - (b) Provide landscaping that creates visual interest and identity.
  - (c) Use low-impact development practices such as the following:
    - maximize the extent of landscaped areas on site with absorbent soils and minimize the amount of impervious surfaces to increase the natural infiltration (absorption) of rainwater and to provide a more natural or landscaped character





- reduce the amount of impervious paving and use permeable materials where possible, e.g., permeable pavers, permeable asphalt or concrete, decks, reinforced grass
  - consider the use of bioswales, rain gardens, and other design techniques that allow greater infiltration of water, including within and around parking areas
  - promote the use of rainwater collection/re-use systems that collect rainwater for irrigation
- (d) Encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
- (e) Design the landscape to retain, and if possible to increase, the tree canopy on the site, considering connectivity of green space with adjacent lots.
- (f) Consider energy efficiency and conservation in landscape design, e.g., provide shade in summer, moderate wind, allow sunlight and daylight into buildings.
- (g) Select outdoor light fixtures based on dark sky principles, e.g., shielded to direct light downward only.



5. Garbage, Composting and Recycling
  - (a) Locate Garbage, Composting and Recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.
6. Signage and Lighting
  - (a) Provide a comprehensive signage plan that is compatible with the development.
  - (b) Signage is to be architecturally coordinated with the overall design of the buildings and should be integrated with building façades through colour and graphic style.
  - (c) External lighting should be used to enhance safety on the site after dark.
  - (d) Pedestrian lighting is encouraged along all pedestrian pathways.
  - (e) Design on-site lighting to minimize glare and overspill into adjacent residential properties, and into the sky.
  - (f) In multiple tenant buildings, signs should be designed to present a unified and consistent appearance.
7. Building Form and Character
  - (a) Buildings should provide an appealing visual appearance using high quality materials.
  - (b) Roof edge designs should incorporate varying architectural treatments, articulation, elevations, textures, colours and improvements.
  - (c) An appealing visual relationship should be provided from roads, including the Mission Bridge, highway bypass, trails and commuter rail view corridors.
  - (d) Single storey construction is discouraged on public street frontages.
  - (e) Street edges should have architectural and/or landscaping features to maintain an attractive appearance.
  - (f) Extended blank walls along streets should be avoided.
  - (g) Main building entries should be located and designed to be clearly identified from streets and entry driveways. Include glazing as a major component of street-facing façades.



- (h) Rooftop appurtenances such as mechanical units, venting, air conditioning, rooftop heaters, satellite dishes, etc. should be grouped and buffered, to reduce noise and visual impacts on surrounding uses.
- (i) Manufactured mobile structures are not deemed an appropriate building form.

8. Landscaping and Lighting

- (a) The frontage area of new developments should be landscaped, including street trees with other plantings interspersed throughout the development site.
- (b) Fencing for screening purposes alongside or back property lines should complement the site and building design, with planting in front where possible.
- (c) Provide plaza spaces, intersections and other focal points with benches, street furniture, fountains, landscaping, lighting and public art along pedestrian corridors.
- (d) Landscaping including trees, shrubs, seating, pedestrian features and other hardscape items shall be designed in accordance with Crime Prevention through Environmental Design (CPTED) principles and guidelines for pedestrian protection and visibility.
- (e) Within landscaped areas, the planting of deciduous trees is encouraged at an approximate ratio of one tree to every three parking spaces.
- (f) Include low shrubs, floral displays, lawns with park benches, attractive visually permeable fences, and pedestrian-oriented lights.
- (g) Consider hard surface paving other than asphalt to create more interest and reduce the visual (and heat) impacts of asphalt.
- (h) Select trees and other plants that will be readily established and provide significant visual impact upon planting.
- (i) In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, the need for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- (j) Consider energy efficiency and conservation in landscape design, e.g., moderate wind, provide shade in summer, and allow sunlight and daylight into buildings.

- (k) encourage landscape designs that use native plants and low maintenance approaches, e.g., drought resistant, low water requirement plants where possible
  - (l) In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5m (5ft) wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to increase human comfort, provide visual relief, and increase infiltration of rainwater.
  - (m) Design on-site lighting to minimize glare and overspill into adjacent residential properties and ensure site lighting enhances public safety for ease of pedestrian movement.
  - (n) Direct lighting downwards and use full cut-off fixtures with horizontally aligned flush mounted (non-protruding) lenses.
  - (o) Lighting fixtures on poles should be no higher than 6.0m (20ft) from the ground.
  - (p) Coordinate the design and location of lighting with other landscape elements and street furniture.
  - (q) Incorporate energy efficiency into the overall lighting plan, and ensure that the design and installation of lights protects against vandalism.
  - (r) Provide lighting that follows the International Dark Sky Model (as amended) in order to limit light pollution and to reduce light overspill into adjacent residential areas.
9. Access, Circulation and Parking
- (a) Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
  - (b) Encourage shared parking lot accesses to adjacent developments.
  - (c) In public parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5m (5ft) wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to increase human comfort, provide visual relief, and increase infiltration of rainwater.
  - (d) Crosswalks should be clearly designated through the use of pavement markings and/or special paving materials and signage where appropriate.



## 9.7 DP AREA E: NATURAL ENVIRONMENT DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

- (a) establishment of objectives protection of the natural environmental, its ecosystems and biodiversity
- (h), (i) and (j) for the establishment of objectives to promote energy conservation, establishment of objectives to promote water conservation, and establishment of objectives to promote the reduction of greenhouse gas emissions, respectively

### Area of Applicability

The Natural Environment Development Permit Area applies to all land identified on Map 14, DPA E: Natural Environment Developemnt Permit Area.

### Designation

The Natural Environment Development Permit Area is designed to establish guidelines for the protection of the natural environment, its ecosystems and biodiversity, and to promote practices that will minimize negative impacts on these areas.

### Justification

Mission has extensive natural areas that include the Fraser River, creeks, lakes, ponds, wetlands, riparian areas, significant forested areas, and steep hillsides and rock features. These areas are ecosystems that provide many functions necessary for the health and well-being of fish, wildlife and humans.

### Intent

The intent of this DPA is to guide development to minimize negative effects on environmentally sensitive and significant areas, habitat, water quality, biodiversity, air quality, greenhouse gas emissions, watercourse maintenance and dredging costs, outdoor recreation opportunities, food production, and many other tangible and intangible benefits of natural areas.

## Objectives

1. To protect environmentally sensitive and significant areas
2. To protect fish and fish habitat for environmental, economic and recreation reasons
3. To protect the quality and quantity of groundwater and surface water
4. To prevent or reduce air, land, and water pollution
5. To protect scarce resources and rare species
6. To minimize the introduction and spread of non-native invasive species

## Guidelines

1. Prior to any development or disturbance within 30 m of any watercourse and during the processing of rezoning or subdivision applications completing development plans, require an environmental assessment by a Qualified Environmental Professional (QEP)
2. Developers are to identify and describe all environmentally sensitive and significant areas in addition to those covered by the Riparian Areas Regulation, including review of terrestrial habitats and Species at Risk assessments for large developments or as part of neighbourhood plans or as identified by the Director of Development Services or their designate.
3. Encourage developers to exceed the minimum standards of the Riparian Areas Regulation.
4. Strive to ensure that development results in no net loss of habitat areas.
5. Where loss of habitat is unavoidable, replace the value of lost riparian habitat at a ratio of 2:1, and identify appropriate mitigation or compensation for the loss or degradation of terrestrial habitat as described in an environmental assessment prepared by a QEP.
6. Minimize impacts to a stream's base flows, natural drainage patterns, and the natural stream channel geometry.
7. For land in a natural or naturalized condition, retain existing vegetation, topography and hydrology to the degree possible. Conserve trees in stands (groups of trees along with their associated understory) to preserve long-term health and stability of each tree within the stand.



8. Conserve trees by protecting their root systems from disturbance.
9. Within natural environment areas, only plant species native to the Coastal Western Hemlock Biogeoclimatic Zone.
10. Remove invasive plants and take measures to prevent their spread in accordance with best management practices or the recommendation of a qualified environmental professional.
11. If suitable areas of land for the use intended exist on the property outside the areas recommended for protection by the QEP, the proposed development should be directed to those areas in order to minimize the impact of development. The onus will be placed with the applicant to demonstrate that encroaching into the environmentally sensitive area is necessary due to circumstances such as topography, hazardous conditions or lack of alternative developable land, and that every effort is made to minimize adverse impacts.
12. Where a parcel of land is entirely within the Natural Environment DPA, site development to maximize the separation between the proposed building/land use and the most sensitive area.
13. Where there is significant disturbance within the Streamside Protection and Enhancement Area (SPEA), restore and enhance the riparian area per a vegetation restoration plan, to be installed under the supervision and in accordance with the recommendations of a Qualified Environmental Professional (QEP) or Registered Landscape Architect.
14. Avoid locating trails, roads and utility corridors across protected natural environment areas. If such crossings are unavoidable then design crossings that:
  - are perpendicular to the protected natural environment areas, as narrow as possible, and elevated where possible
  - are sited to minimize impacts on the vegetation, and where applicable, the stream channel
  - are sited to conform to the natural topography as much as possible
  - are constructed and maintained to prevent erosion and allow the natural movement of surface water and groundwater
15. When adjacent to development or areas of recreation use, protect riparian areas with fencing that is as natural in appearance as possible while accomplishing the desired intent, e.g., log rails with wire mesh to avoid entry of pedestrians and dogs.

## 9.8 DP AREA F: FRASER RIVER DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

(b) protection of development from hazardous conditions

### Area of Applicability

The Fraser River Development Permit Area is applicable to the areas identified as Area F on Map 15.

### Exemptions

The following types of development are exempt from submitting this Development Permit, A development permit may not be required for construction of, addition to, or alteration of, a building or structure where:

- the property is protected by a dike, as defined by the District of Mission Floodplain Management Bylaw, and the requirements of the District of Mission Floodplain Management Bylaw are being met
- the property is located within the London Avenue Local Exemption Area and Silverdale Creek Local Exemption Area identified on Map 15 Fraser River Development Permit Area or
- the type of construction, addition, or alteration, does not affect, or relate to, matters of health, safety or the protection of property from damage

### Designation

The Fraser River Development Permit Area is designed to establish guidelines for the protection of development from hazardous conditions related to flooding.

### Justification

The Fraser River Development Permit Area establishes guidelines for development in floodplains in order to protect people and property in those vulnerable locations. With



climate change, water levels are rising and weather events are becoming more severe so this is particularly important.

## Intent

The intent of the Fraser River Development Permit Area is to ensure that the requirements of the Floodplain Management Bylaw are being met and that any geotechnical reports undertaken as part of development will adequately address the potential hazards of the Fraser River.

## Objectives

1. To minimize damage to structures and properties from flooding
2. To direct development away from land subject to potential river avulsion hazards
3. To ensure adequate assessment and mitigation of river hazards
4. To allow for suitable land use under potentially hazardous conditions in accordance with engineering studies
5. To minimize the impact of development and land alteration on the natural environment, ecosystems and biodiversity

## Guidelines

An engineering study prepared by a professional engineer with experience in river engineering is required for parcels in this DPA to determine any risks from natural hazards due to flooding and any required mitigation measures. The study needs to:

- meet the levels deemed acceptable in the District of Mission's Hazard Acceptability Thresholds for Development Permit Approvals by Local Governments
- address the requirements in the Assistance to Developers and Building Permit Applicants Undertaking Geotechnical Studies handout
- meet the requirements of District of Mission's Floodplain Management Bylaw

## 9.9 DP AREA G: GEOTECHNICAL HAZARDS DEVELOPMENT PERMIT AREA

### Category

488 (1) of the *Local Government Act*

(b) protection of development from hazardous conditions

### Area of Applicability

The Geotechnical Hazards Development Permit Area is applicable to the area identified on Map 16 and shall also apply to properties with slopes greater than 30%.

### Exemptions

The following types of development are exempt from submitting this Development Permit:

A development permit may not be required for construction of, addition to, or alteration of, a building or structure where:

- the potential risk of any geotechnical hazard which may affect the site as determined by a professional engineer, with experience or training in geotechnical study and geohazard assessments, states in a site specific report that the land is safe for the use intended and is consistent with Acceptability Thresholds for Development Permit Approvals by Local Governments

the type of construction, addition, or alteration, does not affect, or relate to, matters of health, safety, or the protection of property from damage

### Designation

As this Development Permit Area is established to protect areas from hazardous conditions, any requirement for a site specific geotechnical report must be prepared by an engineer with experience or education in geotechnical study and geohazard assessments.



## Justification

Development may occur on lands within the District of Mission where there is a potential risk of hazards such as landslides, erosion, debris flows, which can present a danger to people and property. Steep slopes are often associated with instability; however, factors such as geological material, soils, moisture content and vegetation cover can also contribute to hazards.

## Intent

The intent of this Development Permit Area is to protect residents, structures and property from the potential risk of natural hazards caused by new development.

## Objectives

1. To ensure adequate assessment and mitigation of hazards from steep slopes and other land geotechnically unsuitable for development
2. To direct development away from land subject to potential hazards
3. To allow for suitable land use under potentially hazardous conditions in accordance with engineering studies
4. To minimize the impacts of development and land alteration on the natural environment, ecosystems and biodiversity

## Guidelines

1. A geotechnical assessment report prepared by a professional engineer with experience in geotechnical engineering is required for parcels in this DPA to determine any risks from natural hazards due to geotechnical concerns. The DPA map identifies slopes of 30% or more; however, this DPA is not limited to those areas, and also includes areas affected by steep slopes, signs of slope instability, watercourse or alluvial fan hazards, or any other potential hazards identified by a professional engineer, the Approving Officer or Building Inspector. The study needs to:
  - meet the levels deemed acceptable in the District of Mission's Hazard Acceptability Thresholds for Development Permit Approvals by Local Governments

- address the requirements in the Assistance to Developers and Building Permit Applicants Undertaking Geotechnical Studies handout
  - include a completed “Appendix D” from Guidelines for Legislated Landslide Assessments for Proposed Residential Development in BC (p. 54 & 55).
2. Do not develop in areas with a potential for natural hazard, unless a professional engineer provides recommendations for:
- mitigation measures to reduce risk of natural hazards for both the subject site and any adjacent and/or other potentially affected areas to an acceptable level during all stages of development
  - conditions related to the permitted uses, density or scale of building necessary to reduce risk of potential natural hazards to acceptable levels
3. Clustering lots away from the hazard area may be approved and the minimum size of parcels of land that may be created by subdivision may be varied by development permit to facilitate the optimum and safe use of the land, provided that the average parcel size of the clustered lots shall not be less than the minimum parcel size specified in the zoning bylaw, and provided that each lot is suitable for its intended use.

## 9.10 DP AREA H: FIRE INTERFACE DEVELOPMENT PERMIT AREA

### Category

Section 488 (1) of the *Local Government Act*

(b) protection of development from hazardous conditions

### Area of Applicability

The Fire Interface Development Permit Area (FIDPA) applies to all areas identified on Map 17.

### Exemptions

All development is exempt from the requirements to obtain a wildfire hazard development permit other than the construction and installation of a new building



or structure for which a building permit is required pursuant to Mission's Building Regulation Bylaw.

### Designation

As this Development Permit Area is established to protect areas from wildfires, pursuant to Section 488(1)(b), any requirement for a site-specific fire interface report must be prepared by a qualified professional forester or engineer.

### Justification

Development may occur on lands within the District of Mission where there is a potential risk of wildfires which can present a danger to people and property.

### Intent

The intent of this Development Permit Area is to protect residents, structures and property from the potential risk of wildfires. Reducing wildfire hazard involves a multi-layered approach that includes education, community prevention activities, subdivision design, and building and landscape design that include Fire Smart measures.

### Objectives

1. To regulate development in order to minimize risk and to protect life and property from wildfire hazards
2. To direct development away from land subject to potential hazards and to reduce the susceptibility to wildfire of new construction or additions near forested areas
3. To promote activities to reduce wildfire hazards
4. To minimize risk of fire to Mission's forests
5. To ensure adequate assessment and mitigation of hazards from wildfires
6. To conserve the visual and ecological assets of the forest for the benefit of present and future generations
7. To reduce the risk of post-fire landslides, debris flows and erosion

## Guidelines

1. Design guidelines are based upon three priority areas for the separation of buildings from areas susceptible to wildfires as follows:
  - (a) Priority 1 zone is 10m (32' 9') from the building, established for flat land.
  - (b) Priority 2 zone begins 10m (32' 9") from a building and extends to 30m depending upon topography. The more the land slopes, the more the zone should be extended.
  - (c) Priority 3 zone begins 30m (32' 9") from a building and extends to 200m or more. High intensity crown fires that occur in this zone may be a potential high source of burning embers.
2. Applicants shall be required to provide a detailed site plan of the property identifying trees within 30m (32' 9") of the building envelope.
3. New buildings or structures and associated accessory buildings and structures are to be located as far away from any wildfire risk areas as is reasonably possible on the parcel.
4. Fire retardant roofing materials shall be used, with metal or clay roofing given preference.
5. Decks, porches and balconies should be sheathed with fire resistive materials. Decks should be constructed of heavy timber or with one-hour fire rated assemblies or non-combustible construction as defined by the BC Building Code.
6. Exterior walls shall be sheathed with fire resistive materials such as stucco, metal siding, brick, cement shingles, concrete block, poured concrete, rock, logs or heavy timbers as defined in the BC Building Code.
7. Fire-resistive decking materials, such as solid composite decking materials or fire-resistive treated wood, is required.
8. All windows shall be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the new building or structure.
9. All chimneys and wood-burning appliances must have approved spark arrestors.
10. Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.



11. All new hydro servicing that is in, or within 10m (32' 9") of, a wildfire risk area should be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).
12. Firebreaks should be designed and installed, which may be in the form of cleared parkland, roads, or utility rights-of-way.
13. Wildfire risk mitigation and landscaping should be designed and installed to protect, conserve and enhance natural features of the site and adjacent ecosystems.
14. A defensible space of at least 10m (32' 9") should be managed around buildings and structures with the goal of eliminating fuel and combustible debris, reducing risks from approaching wildfire and reducing the potential for building fires to spread to the forest, and the required defensible space may be larger in areas of sloping ground where fire behaviour creates greater risk. No additional or new coniferous evergreen trees are to be planted within 10m of the building.
15. All wood, vegetation and construction debris identified in the qualified professional's report should be removed within three months of permit issuance, or immediately during high fire risk seasons, and Mission may require security in connection with such removal.

Applicants may be required to submit a tree assessment and retention/restoration plan completed by a qualified professional in accordance with current standards and Mission report requirements.

### 9.11 DP AREA I: MISSION CITY DOWNTOWN DEVELOPMENT PERMIT AREA

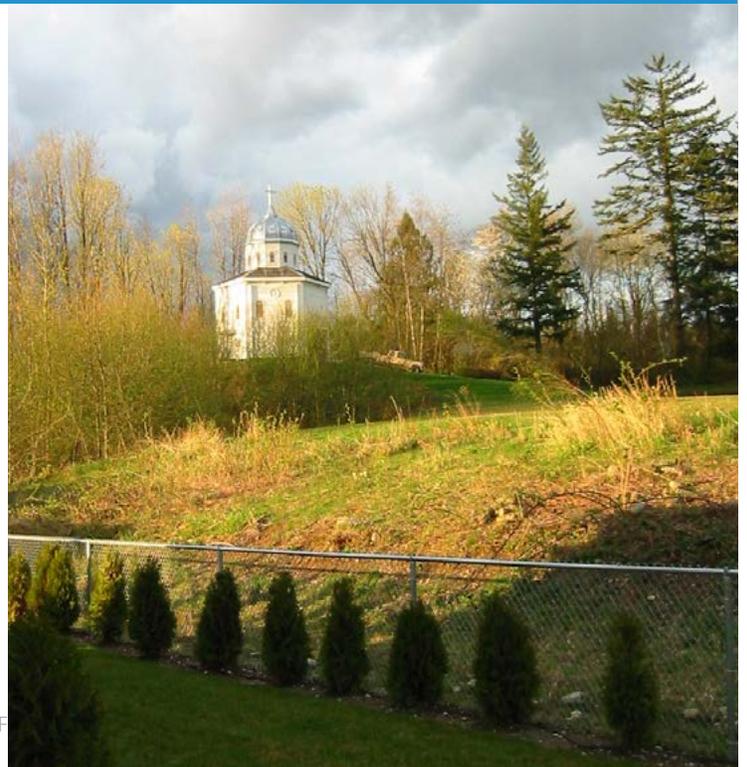
See Appendix B and Map 18, which takes precedence over the map in Appendix B.



# IMPLEMENTATION



Photo by: Steve Simmons



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## 10.0 IMPLEMENTATION

### 10.1 MISSION'S FINANCIAL CONTEXT

In 2016, Mission had a total operating budget of \$66.3 million to support its wide range of departments and services, including the following:

- Engineering and Public Works
- Development Services
- Administration/Governance
- Libraries
- Water Utility
- Sewer Utility
- Waste Management
- Forestry Services
- Protective Services
- Parks and Recreation
- Financial Reserves

Generally an OCP does not commit a municipality to spending; however, as growth occurs there will be capital costs of infrastructure, parks and services, and the financial impacts to Mission will depend on how these improvements and services are funded.

### 10.2 ACTION PLAN

#### Bylaws

Mission has numerous bylaws that interrelate with the OCP. When a new OCP is completed, a municipality must ensure that OCP recommendations are compatible with the existing regulations or that potential impacts to the regulations are well understood.

Key regulations that relate to the OCP include the Zoning Bylaw completed in 2009, which regulates all land development within Mission; the Floodplain Management Bylaw, which regulates development within floodplain areas; and the Subdivision Control Bylaw (1985), which regulates the subdivision of land and promotes the orderly

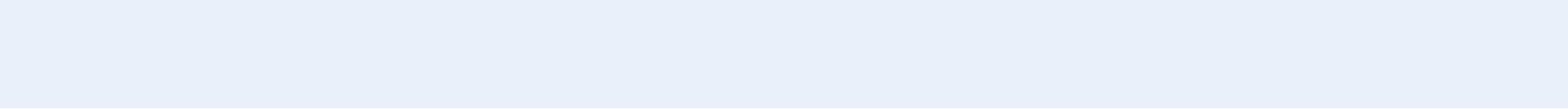
and economic development of the Municipality. The following are some implementation actions that relate to OCP policies:

- Revise outdated bylaws that are incompatible with the new OCP, including Zoning Bylaw and the Development and Subdivision Control Bylaw
- Establish a process for development applications that are outside the planned growth area and/or outside serviced areas
- Prepare neighbourhood plans based on anticipated growth in locations including Cedar Valley and Silverdale
- Prepare a comprehensive neighbourhood plan for the Ferndale area
- Streamline messaging between departments – one clear vision
- Better communication of plans, policies – youth involvement
- Prepare a “green” building checklist for new construction, which can be distributed to potential builders and developers
- Prepare Community Wildfire Protection Plans
- Periodically review Solid Waste Management Program and consider incentives to promote waste reduction

## Economic Development

Mission engages in economic development activities that promote economic opportunities. The following are some implementation actions, some of which are already occurring, that relate to OCP policies:

- Complete technical studies to support waterfront redevelopment objectives
- Complete an Area Plan for the waterfront
- Promote small business
- Encourage more awareness of community (brand creation)
- Attract new business (Green Business, Entrepreneurs, Young People, Information Technology, Agri-Tech, Renewable Resources)
- Encourage job retention – better quality jobs, retention incentives
- Support tourism – leverage our natural assets and access to outdoor recreation opportunities



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# APPENDIX A: THE COMMUNITY



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## A.1 COMMUNITY OVERVIEW

Mission has a unique history that dates back to the Stó:lō First Nations, who first inhabited the region. The municipality was incorporated in 1892 and is one of the oldest communities in the Province of British Columbia.



Photo by: Major James Skitt Matthews



*Above: Historic view of the CPR Mission Branch Bridge; the current West Coast Express*

Mission is located within the Fraser Valley Regional District (FVRD) in southwestern British Columbia (*Figure 2.1*). It is comprised of about 226 square kilometres of land area, consisting of a unique mix of urban, rural, and natural environments. The District of Mission is bounded to the north by FVRD Electoral Area F, to the south by the Fraser River and the City of Abbotsford, to the east by Electoral Area G of the FVRD, and to the west by the City of Maple Ridge. The community of Mission is located approximately 70 km east of Vancouver, and 15 km north of the Canada/U.S. border.

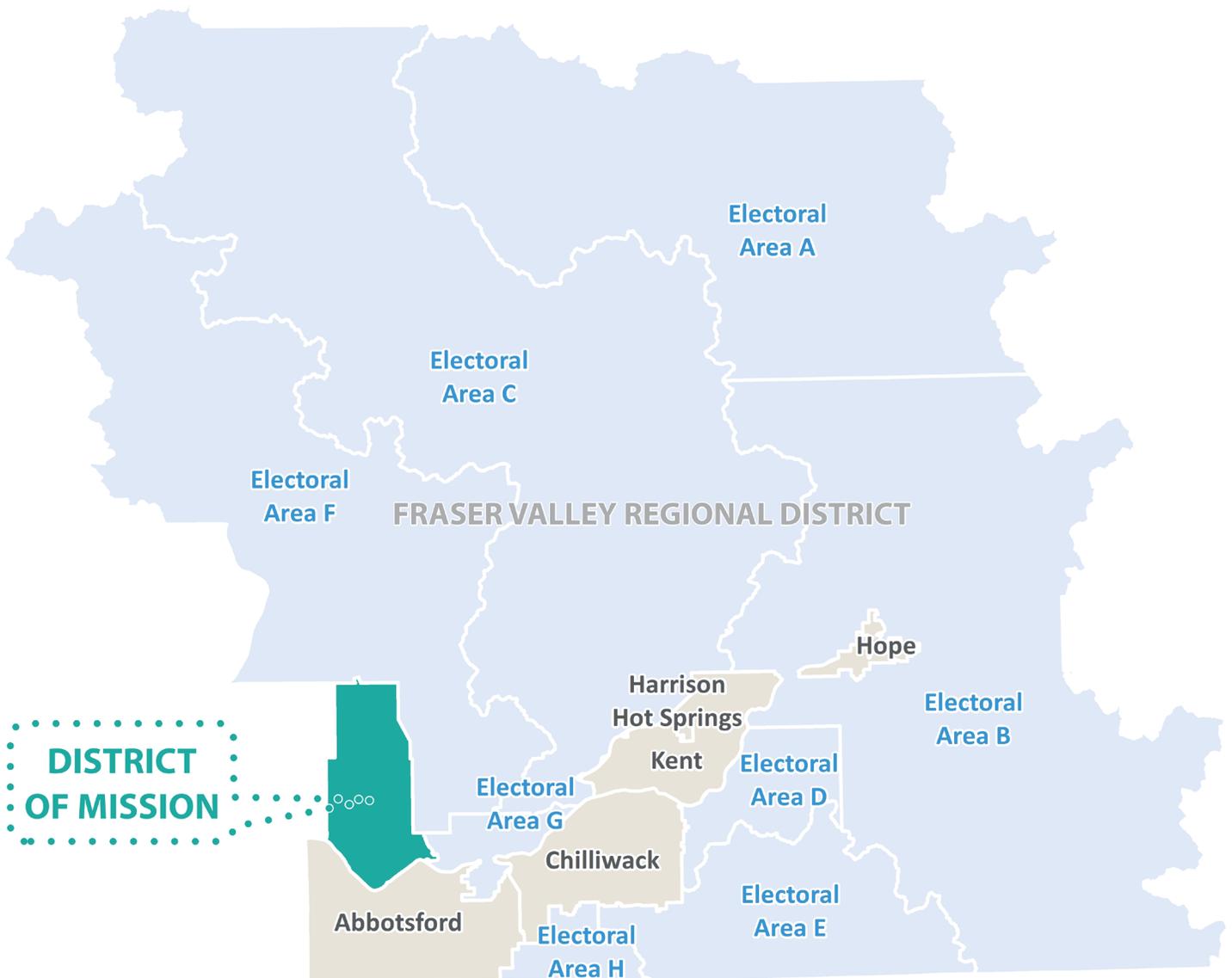


Figure 2.1: Map of FVRD Municipalities and Electoral Areas (Partial)

Mission, with a 2016 population of approximately 38,000, is located within the Fraser Valley region, which has a total population of 277,000. The other larger communities in the Fraser Valley are Abbotsford with a population of 133,000 and Chilliwack with 77,000. The total population of the Lower Mainland is 2.5 million.

Mission is a relatively small urban area within the Lower Mainland in terms of population and workforce, and will always be heavily influenced by the broader region. Its size is an advantage to those who prefer to live in a friendly and manageable community. The District has opportunities to offer a diverse range of land uses, businesses, and employment to support a growing population and a complete community surrounded by a rural setting.

With its location on the north shore of the Fraser River, Mission has scenic views and outstanding opportunities for outdoor recreation. The character of Mission is that of a distinct small town in a rural setting with urban amenities. Arts, culture, sports, and nature-based recreation are all thriving.

Due to its location away from Highway 1, the community is more secluded than other large Fraser Valley municipalities. This is an opportunity in terms of giving Mission a distinct identity and charm while maintaining relative affordability; it also means that Mission needs to make special efforts to attract industry and commerce. The community is at the terminus of the West Coast Express commuter rail service, which has significantly improved access to employment opportunities in downtown Vancouver.

Through Experience the Fraser and other river-related opportunities, Mission has excellent potential for expanding industry, housing and recreation on the riverfront. By building on its strengths and tackling its challenges, Mission has a unique opportunity to move toward becoming a more complete community.

*Below: Biking around Mission; train bridge over the Fraser River*





### EXPERIENCE THE FRASER

Experience the Fraser (ETF) is a unique vision to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. Coordinated by Metro Vancouver, the Canyon to Coast Trail and Recreational Blueway are the backbones of the project, connecting Hope to the Salish Sea by means of over 550 kilometers of trail and via the river itself.



*Above: Dog walkig in Mission*

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## A.2 POPULATION

Demographic data helps to provide an understanding of current trends, which supports the anticipation of future needs of Mission residents. The primary source of demographic data is the census, most recently completed in 2011. Due to the age of the data, certain trends identified may not align with anecdotal evidence (in 2016), as significant changes can occur in a five-year period. For example, District staff have noticed a strong influx of young families to Mission, which may not be captured by the available data. The 2016 census will help to identify the more recent trends.

Between 2006 and 2011, the District's population grew from 34,505 to 36,426 residents, a 5.6% increase over the five-year period. In comparison, Maple Ridge grew by 10.3%, Abbotsford by 7.4%, and BC by 7% over the same period. As of 2011, the District's

population ranked 23rd province-wide and 123rd nationally. BC Stats currently estimates Mission’s population to be 38,711 residents (as of 2015), which would represent an even greater increase of 6.3% since 2011.

Mission’s population distribution in 2011 was concentrated among school-age children aged 5 to 19 and mid-late career adults aged 35 to 59 (Figure 2.2). In contrast, the majority of the growth of the population between 2006 and 2011 occurred among late career and retired adults over the age of 50. Over this period, the median age in Mission increased from 37.5 to 39.3 years, which, despite the increase, remains 2.6 years lower than the provincial median of 41.9 years.

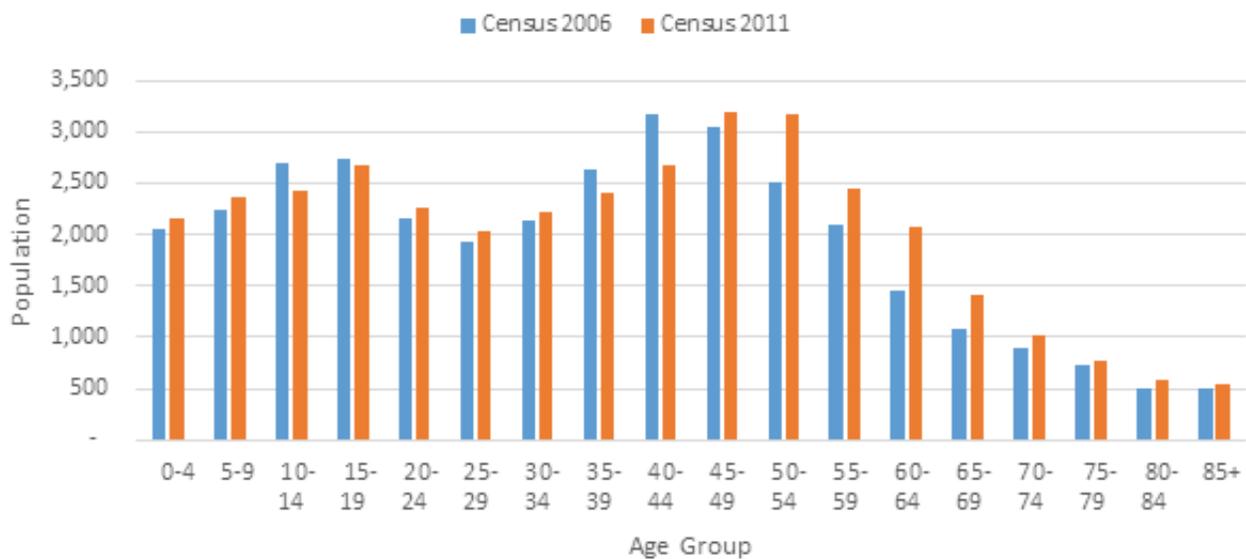


Figure 2.2: Mission Population by Age Group (2006 and 2011)

Source: Statistics Canada



Above: Youth; young families in Mission



As of 2011, 6.5% of Mission’s residents were Aboriginal in origin and 10.7% were visible minorities. About 13% of the population reported a non-official language (English or French) as their mother tongue. Of the non-official languages, Panjabi (Punjabi) (6.1%), German (1.7%), and Spanish (0.7%) were the most common.

Mission’s population is projected to experience strong growth over the next 30 years (2011-2041) – growing from 36,426 to 61,699 residents (*Figure 2.3*). This represents an average annual growth rate of approximately 2% per year and 69% in total. This growth will be distributed disproportionately, with the population of school-aged children (ages 5 to 19) rising by 16%, and those aged 70 or older (i.e., retirees) increasing by an estimated 450%. This growing age cohort will have a significant impact on the types of services and amenities required in the District over the coming years.

POPULATION FORECAST - DISTRICT OF MISSION - 2011-2041							
AGE COHORT	2011	2016	2021	2026	2031	2036	2041
0 to 4 years	2,158	2,109	2,255	2,434	2,499	2,368	2,514
5 to 9 years	2,364	2,294	2,326	2,491	2,733	2,716	2,591
10 to 14 years	2,424	2,319	2,466	2,521	2,767	3,031	3,013
15 to 19 years	2,684	2,319	2,190	2,328	2,422	2,799	3,098
20 to 24 years	2,264	2,538	2,074	1,943	2,089	2,355	2,696
25 to 29 years	2,024	2,163	2,900	2,482	2,347	2,551	2,978
30 to 34 years	2,225	2,258	2,647	3,418	2,904	2,744	3,202
35 to 39 years	2,410	2,374	2,783	3,206	4,254	3,468	3,328
40 to 44 years	2,676	2,610	2,597	3,057	3,649	4,838	3,828
45 to 49 years	3,190	2,744	2,731	2,716	3,348	4,103	5,627
50 to 54 years	3,177	3,172	2,495	2,502	2,494	3,205	4,196
55 to 59 years	2,446	2,989	3,209	2,538	2,550	2,540	3,537
60 to 64 years	2,065	2,406	3,239	3,494	2,639	2,649	2,635
65 to 69 years	1,405	1,915	2,415	3,262	3,572	2,718	2,710
70 to 74 years	1,008	1,284	2,032	2,505	3,514	3,858	2,745
75 to 79 years	778	874	1,353	2,083	2,680	3,790	4,228
80 to 84 years	592	628	820	1,259	2,088	2,778	4,106
85 to 89 years	333	464	539	701	1,180	1,951	2,688
90 years and over	203	283	480	623	845	1,304	2,250
<b>TOTAL</b>	<b>36,426</b>	<b>37,792</b>	<b>41,691</b>	<b>45,736</b>	<b>50,696</b>	<b>55,755</b>	<b>61,699</b>
<b>AVG. ANNUAL INCREASE</b>		<b>273</b>	<b>780</b>	<b>809</b>	<b>992</b>	<b>1,012</b>	<b>1,189</b>
<b>AVG. ANNUAL GROWTH</b>		<b>0.74%</b>	<b>1.98%</b>	<b>1.87%</b>	<b>2.08%</b>	<b>1.92%</b>	<b>2.05%</b>

Figure 2.3: Population Projection - District of Mission 2011-2041

Sources: BC Stats; Statistics Canada; Site Economics

The figures indicate an expectation that the District’s population will grow by about 800 residents per year from 2016 to 2026, increasing to about 1,000 per year from 2026 to 2036, and increasing further to nearly 1,200 residents per year after 2036. This is an average long term growth rate of approximately 2% per year. Assuming an average of 2.5 people per household, this provides for demand of approximately 320-480 net new housing units per year for the District. This growing population of Mission will increasingly want local employment and retail opportunities.

Mission is home to 6,985 families (2011), with a diverse mix of compositions (*Figure 2.4*). Mission has a slightly lower proportion of married-couple families than the province as a whole, and slightly more lone-parent families.

Geographic name	Married-couple families		Common-law couple families		Lone-parent families	
	#	%	#	%	#	%
Mission	6,895	68.4	1,415	13.9	1,805	17.7
British Columbia	887,990	71.7	160,360	13.0	189,805	15.3
Abbotsford	28,875	77.8	2,925	7.9	5,325	14.3

*Figure 2.4: Family Composition (2011)*

Source: Statistics Canada

Mission is home to 12,785 private households (2011), of which couple-family households are the most common (58.4%) in Mission, with 30.3% having children aged 24 and under living at home. One-person households are the next most common demographic in Mission at 21.4%, followed by lone-parent family households at 12.2% (regardless of age of children). Looking forward, it is anticipated that shrinking household sizes will contribute to the number of households rising by 89% to 25,200 (exceeding the 69% overall population growth).

Household sizes across North America have continued to decrease over time, an effect that has been accelerating since the 1970s. The 1981 census was the first to record that there were more one person households (20.3%) than five person households (14.6%). The 2011 census revealed that for the first time there were more one person households (27.6%) than couple households with children (26.5%).

There are many reasons for shrinking household sizes, with a number of dramatic societal shifts partly responsible; couples having fewer children, increased acceptance of divorce, a preference in younger people to live alone, and a movement towards urban



living in smaller units in dense environments. Shrinking household sizes are apparent in both Metro Vancouver and Mission: Metro Vancouver’s household size in 2015 was 2.6 vs Mission’s 2.8. Metro Vancouver & Mission’s household sizes are forecast to decrease further to 2.45 and 2.65 respectively by 2025. It is reasonable to project that over the study period Mission’s household size will shrink to 2.5 persons per household.

As the suburban communities in the Lower Mainland become more built-out, land and home prices will rise and neighbourhoods will densify. These trends are expected to spur increased demand in Fraser Valley communities, including the District of Mission, as families push eastward in search of greater value, especially for lower density single detached and ground oriented housing.

Though growth has been somewhat slow in the years following the recessionary period caused by the financial crisis of 2007–09 (considered by many economists to have been the worst financial crisis since the Great Depression of the 1930s), communities like Mission are considered to be part of the next wave of development and are expected to experience renewed growth in the years to come and over the long term. Much of this growth is expected to occur as greenfield development in the Silverdale Lands area, additional development in Cedar Valley, as well as infill development in the established urban areas.

As residents flow outwards from Vancouver seeking more affordable housing, there will likely be larger percentages of future residents seeking higher density, lower cost housing options. In order for Mission to develop in a sustainable manner and to offer affordable housing, densification in predefined areas will be important.

## Residential Land Supply

The District of Mission will need to accommodate approximately 9,000 new residents, or about 3,600 residential units within the 10-year time frame of this OCP, based on a 2% annual growth rate. Anticipated household sizes in each area are based on the following assumptions:

- Cedar Valley and Hatzic – average size lots 2.5 residents/household
- Infill and urban development (mostly multi-unit) 2.2 residents/household
- Larger lots on average (Silverdale) 2.7 residents/household

In this analysis, a “household” is defined as a discrete unit, i.e., a secondary suite is considered a separate household. The anticipated supply based on order-of-magnitude estimates provides sufficient capacity (*Figure 2.5*, figures are rounded for convenience).

Location	Projected Population Capacity	Projected Residential Unit Supply	Comments
<p>Cedar Valley</p> 	3,000	1,200	Based on 70% build-out to date and initial projections in the Cedar Valley Plan; assumed 2.5/household
<p>Silverdale Neighbourhood One</p> 	1,950	720	Based on 50% build-out by 2026 based on projections in the Silverdale Neighbourhood One Plan; assumed 2.7/household
<p>Waterfront and Commuter Rail Areas</p> 	2,500	1,150	Based on 50% build-out by 2026 based on projections in the Waterfront Redevelopment Planning Project; assumed 2.2/household
<p>MissionCity Downtown and East and West of Downtown</p> 	660	300	Assuming one multi-unit mid-rise building per year at 30 units each; assumed 2.2/household



<p>Hatzic</p> 	625	250	Based on proposed developments; assumed 2.5/household
<p>Infill</p> 	880	400	Assuming an average of 40 infill units per year; assumed 2.2/household
<p><b>Total</b></p>	<p><b>9,615</b></p>	<p><b>4,020</b></p>	

Figure 2.5: Residential Land Supply

Source: Urban Systems and Mission

The above supply is conservative, as this OCP promotes additional density in Cedar Valley, estimates above do not include Silverdale Gateway, and there may be more multi-unit residential buildings developed in Central Mission.

### Current and Future Employment

As of the 2011 census, the District of Mission had approximately 18,750 residents employed in various occupations and industries. The industries most common to the workforce were Retail Trade (13.4%), Construction (12.8%), Healthcare and Social Assistance (10.2%), Manufacturing (9%), and Transportation and Warehousing (6.7%). Together, these five industries accounted for just over 52% of the District’s workforce.

One-fourth of the workforce is engaged in occupations related to Trades, Transport and Equipment Operations, while another fifth are engaged in Sales and Service occupations (Figure 2.6). The remainder are in professional industries, such as Business, Finance, and

Administration (13%); Education, Law, Social, Community, and Government Services; and Management (10%). In Mission, servicing the local population is the largest single driver of employment, accounting for over 40% of employment, closely followed by industrial-based employment.

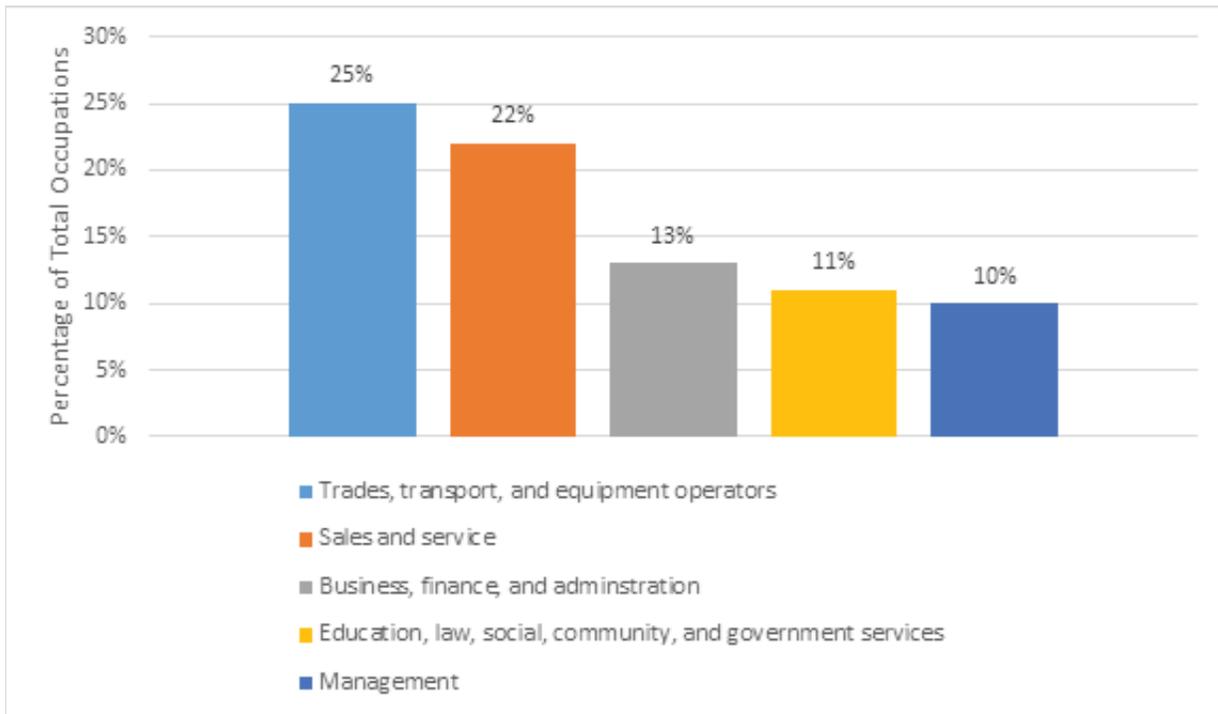


Figure 2.6: Top 5 Occupations of Mission Residents (2011)

Sources: WorkBC; Statistics Canada; Site Economics



Above: Zajac Ranch; Hayward Dam



Based on employment forecasts, the overall size of the workforce is expected to increase by nearly 50% in the thirty years between 2011 and 2041, growing from 18,750 to 27,900 over that period. On an industry basis, Healthcare, Construction, Administrative and Professional Services – already large employers in Mission – are expected to experience modest growth, increasing their overall share of the District’s jobs.

Employment growth will have implications for future land use depending on the types of employment projected. Based on current forecasts, office, industrial, commercial, and institutional will be the largest employers in 2041 (*Figure 2.7*). It is important that the District designate viable lands to accommodate these unique employment needs. As noted previously, careful consideration of the size and location (vs. the overall quantity) will be essential.

EMPLOYMENT FORECAST BY LAND USE TYPE - DISTRICT OF MISSION - 2011-2041							
LAND USE TYPE	2011	2016	2021	2026	2031	2036	2041
Office	5,088	5,377	5,708	5,910	6,125	6,671	7,495
Industrial	4,476	4,735	5,013	5,189	5,379	5,859	6,586
Commercial	3,888	3,911	4,151	4,297	4,456	4,853	5,455
Recreation	553	583	615	636	660	719	808
Institutional	2,924	3,139	3,375	3,503	3,631	3,954	4,444
Non-Specific	1,805	1,751	1,910	1,988	2,081	2,244	2,522
Agricultural	437	437	437	448	464	507	571
<b>TOTAL</b>	<b>18,749</b>	<b>19,933</b>	<b>21,210</b>	<b>21,972</b>	<b>22,777</b>	<b>24,807</b>	<b>27,881</b>

*Figure 2.7:* District of Mission Employment Forecast by Land Use (2011 – 2041)

Source: Site Economics

### A.3 LAND DEMAND STUDY

As a background analysis for the OCP, a Land Demand Study was prepared (Site Economics, December 2015). Having a wide range of lands available, including a long term supply of employment lands, are important requirements to plan the future development of a community. Specifically, employment and industrial lands are key to providing the foundation for the necessary business and employment opportunities within a community to service the local population and economy. Building complete communities helps to keep jobs as well as tax revenue within the community, provides employment opportunities closer to home, shorter commute trips, supports more efficient land use and transportation patterns, and other associated benefits.

The following are the key findings of the 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;
- There are sufficient neighbourhood commercial lands in high traffic locations within emerging residential communities. New lands in suitable locations are available for rezoning as needed over the longer term.
- There are sufficient downtown commercial core lands, assuming site assembly, to accommodate growth. Developers will eventually construct mixed use projects with apartments above street front retail at grade level. There is also very strong potential for pure residential buildings adjacent to the core and on larger sites which may not require assembly.
- There are sufficient office lands to accommodate future growth. Demand is modest and there are ample lands ready for and suitable to this use, primarily on the highway, near major intersections and downtown.
- There appears to be sufficient institutional land. Growth and demand are moderate and there are ample lands ready for and suitable to this use.
- There are sufficient residential lands to accommodate growth. There are ample lands in most of the new, emerging and planned neighbourhoods. In addition there are many infill locations. Multifamily residential apartment projects are warranted both downtown and in the waterfront village. There is even ample land for single family detached homes to be added to the urban fringe. The District suspects that many single family homes have additional suites. If this is the case then even less land than projected is needed.

*Below: Downtown Mission; Industrial Park 8*





- There are insufficient industrial lands. Unfortunately steep topography severely limits available lands for this use. The primary non retail form of employment is on industrial lands and without vacant lands the local economy cannot offer residents higher paying forms of local employment. It is worth noting that every 50 acres of industrial development has a total economic impact of just under \$1 billion. It is important that Mission expand its industrial land base, economy, employment opportunities and industrial property tax base.

Mission is subject to some of the highest rates of retail, service and employment outflow of any municipality in British Columbia. It is situated just far enough outside the Metro Vancouver and Abbotsford to serve as a population centre yet not be economically integrated within its employment infrastructure. Its role and function as a suburb of Abbotsford and other larger urban centres is not ideal or sustainable. Mission can change its economic profile primarily by adding local employment and the best way to do that is by expanding the industrial land base.

*Below: New development; Mission Springs*





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# APPENDIX B: MISSIONCITY DOWNTOWN DESIGN GUIDELINES



## MissionCity Downtown

# Design Guidelines

## 1. Category

The lands identified on Map 1: Development Permit Areas are designated under the following sections of the Local Government Act:

- 919(1) (e) establishment of objectives for the form and character of intensive residential development;
- 919(1) (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- 919(1) (h) establishment of objectives to promote energy conservation;
- 919(1) (i) establishment of objectives to promote water conservation; and
- 919(1) (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

These sections of the Local Government Act allow regulation respecting the character of development within the Development Permit Area, including landscaping, and the siting, form, exterior design and finish of buildings and other structures, as justified by the special conditions and objectives in Section 1.2

Figure 1. Mission Downtown Development Permit Area



of these Guidelines.

## 2. Overview and Intent

The Downtown Mission Action Plan sets out a clear vision for Downtown Mission as a highly sustainable and unique urban place that is the cultural, civic and social heart of the District. Key to the success of the Downtown Action Plan will be the emphasis on its unique identity, and its desired future as a compact, mixed use vibrant and pedestrian-oriented Downtown.

Facade improvements along 1st Avenue can play a significant role in the Downtown over the short and medium term. As such, the design guidelines address 1st Avenue as a sub area with specific strategies and guidelines included for facade renovations and upgrades to existing buildings.

The broad intent of these design guidelines is to guide implementation of the Downtown Action Plan by translating the vision and associated objectives and policies for the Downtown into a set of specific design strategies and approaches. In this way, the guidelines provide a visionary and practical framework for use by District Staff, Council, developers and builders to guide the development review process (development permit and zoning) for new development and renovations within the Downtown.

These guidelines are not intended to be prescriptive but rather, to encourage flexibility and innovation in building design. They are focused on form over character, and in achieving a timeless architecture that emphasizes a human scale through the use of articulation and architectural design.



## 3. Objectives

The urban design principles described below provide the overarching framework for a vibrant, pedestrian-oriented Downtown that acts as the true heart of Mission.

### Human-Scale Design

Streets should be for people. The speed at which pedestrians move (roughly 5km/hour) requires a street environment that is in keeping with this parameter. Architectural features, details and site design should provide enough visual interest to add to the experiential dimension of the street.

### Street and Open Space Definition

Streets and squares require visual and structural definition. Streets should have clear boundaries that create the feeling of an outdoor room. This sense of enclosure is typically created through continuous building frontages but can be complemented by street trees, lighting, and street furniture. This principle should be paired closely with the next principle, Active Frontages.



### Active Frontages

Buildings should always endeavour to present a “friendly-face” to the street. Entrances, windows, balconies and patios should face public streets or open spaces. Buildings should provide active edges with uses that are visible from, and even spill out onto, the sidewalks, and open spaces. This helps to animate the space and improve the safety and security of the public realm. This is most easily achieved when back of house activities such as parking, servicing and access can be provided off a rear lane, as is the case throughout most of the Downtown.



### Pedestrian Comfort and Safety

Streets within the town centre are places for people to walk leisurely or with a purpose. They are also places for people to sit. Therefore, streets should have a pleasing experiential and social dimension. Streets should also provide physical comfort derived from both a perceived sense of security and the design elements of the street and sidewalk.

### Sense of Place

Incorporate public art, street-scape and building designs that honour the past and contribute to downtown Mission’s unique identity and sense of place.

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## 4.1 GENERAL GUIDELINES

### 4.1.1 Street Definition

**Intent:** To site and design buildings to positively frame and define streets and other public open spaces and to ensure a positive human response to specific site conditions and opportunities.

#### Guidelines

- Minimize the distance buildings are set back from the sidewalk to create good street definition and a sense of enclosure as shown in Figure 2.
- Build ground floor commercial uses to the front property line so that a continuous commercial street frontage and street definition is maintained (Figure 3). A set back may be considered:
  - » For a pedestrian courtyard, a patio or sidewalk cafe, or other features benefiting pedestrian activity; and
  - » To allow for projecting balconies and bay windows while not encroaching on public property.

### 4.1.2 Active fronts

**Intent:** To ensure buildings are sited and designed to encourage pedestrian activity, visual interest and safety.

#### Guidelines

- Orient main entrances, windows, balconies and street-level uses to directly overlook (face) adjacent streets, parks, open spaces, and children’s play areas (Figure 4).
- Avoid expansive blank walls (i.e., over 5 metres in length) adjacent to public streets. When blank walls are unavoidable, they shall be mitigated using appropriate design treatments including year round landscape screening such as trellises and climbing vines, providing art such as a mosaic, mural, or relief, incorporating a patio or sidewalk cafe.
- Due to the topography of downtown, retaining walls adjacent to public streets and open spaces will be unavoidable in some circumstances and should be mitigated with stepped retaining walls and landscaping as outlined in Section 2.9.

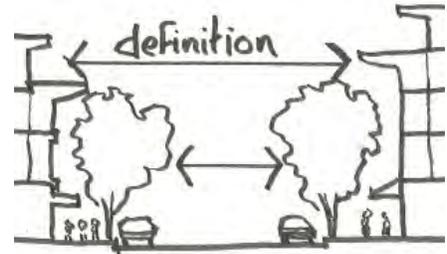


Figure 2. Minimizing building setbacks helps to create strong street definition

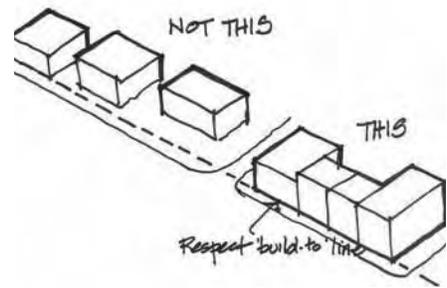


Figure 3. Using a common “build to line” consistent with historic development along 1st Avenue will create a more intimate and vibrant streetscape



Figure 4. Orient main entrances and upper storey balconies to overlook the street



Figure 5. Orient buildings and entrances to the adjacent public street/sidewalk



Figure 6. Transparency creates visual interest, activity and safety. Sidewalk cafes enhance street vitality.



Figure 7. Residential buildings with ground floor units addressing the street with balconies, entries and stoops directly accessible from the fronting street or open space

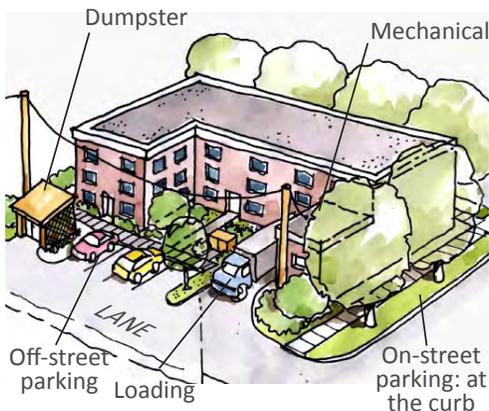


Figure 8. Parking, servicing and access should be provided in the rear of the building wherever possible to allow the building to present a friendly face to the street.

## Commercial and Mixed Use Buildings

- On corner sites, develop both street facing facades as front elevations (Figure 5).
- Ensure interior uses have direct visual and physical connections to adjacent public sidewalks and open spaces through the use of frequent entrances and large areas of glazing (Figure 6).

## Residential Buildings

- Incorporate individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street use and walking and enhances safety (Figure 7).
- Set back residential buildings on the ground floor a minimum of 2 metres and a maximum of 5 metres, and elevate a minimum of 1 metre to allow for an elevated entryway and to create a semi-private entry or transition zone to individual ground floor units (Figure 7).
- Apartment lobbies and main building entries shall be clearly visible from the fronting street, and have direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.

### 4.1.3 Parking, Servicing and Access

**Intent:** To ensure the provision of adequate servicing, vehicle access and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm. A welcoming pedestrian environment is critical to the quality and character of Downtown Mission, particularly along 1st Avenue.

#### Guidelines

- Vehicular and service functions and other “back of house” activities should remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity (Figure 8).
- Structured parking including tuck-under parking or second storey parking accessed from the lane are the preferred approaches for accommodating off-street parking in the downtown.
- Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street and screened with year-round landscaping.

- Off-street parking located between the front face of a building and the public sidewalk is not permitted (Figure 9).
- If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include year round landscaping, a trellis, or grillwork with climbing vines (Figure 10).
- Locate public on-street parking at the curb to provide convenient and easy access to commercial and residential entrances. Angled parking is encouraged along side streets where there is sufficient space.
- In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:
  - » There is minimal interruption of the pedestrian realm and streetscape treatment.
  - » Waiting, or pick-up/drop-off areas are located internal to the site, not in the public right-of-way.
  - » There is no more than one interruption per block face and only one curb cut on the street.
- Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping (Figure 11).
- Vehicular entrances and curb cuts are strongly discouraged along 1st Avenue between James Street and Horne Street.
- Clear lines of sight should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.
- Shared parking and access is encouraged where possible.

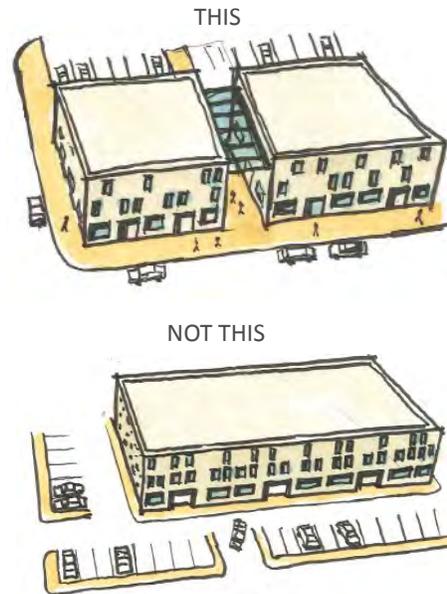


Figure 9. Avoid locating parking between the building and the street



Figure 10. If surface parking adjacent to pedestrian areas is unavoidable, it should be screened using a trellis, landscaping or climbing vines.



Figure 11. Access to underground parking is architecturally integrated to minimize impacts on the pedestrian realm



Figure 12. 2 storey street wall with upper storeys stepped back a minimum of 1.5m



Figure 13. Vertical setbacks and upper storey step-backs break up the visual mass of these buildings



Figure 14. 'Living walls' green up the streetscape and create visual interest



Figure 15. Step buildings down to respond to slope.

#### 4.1.4 Height and Massing

**Intent:** To reduce the visual mass of large buildings and ensure a sensitive transition to adjacent buildings and open spaces

##### Guidelines

- Break up the visual mass of large buildings to reduce their visual impact on the pedestrian realm, and to create variation along the street. This can be achieved by incorporating minor visual breaks in their façades using vertical set-backs and upper storey (horizontal) step-backs (Figure 12 and 13).
- Where large uninterrupted walls are unavoidable, use landscaping, green walls, material changes and other architectural devices to minimize the visual impact (Figure 14).
- Limit the visual mass of large building facades to lengths of 40m or less. This can be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.
- Step upper storeys (3 storeys or higher) a minimum of 1.5m.
- A maximum 5 storey building height and a two storey street wall should be maintained for buildings along 1st Avenue.
- Minimize impacts from sloping sites on neighbouring development, for example, by using terraced retaining walls of natural materials or by stepping a project to respond to the slope (Figure 15).

#### 4.1.5 Architectural Concept: Heritage and Human Scale

Downtown Mission has a rich and varied architectural past. While some historic buildings remaining in the downtown many no longer exist or have been covered over. Some of the best examples of downtown's architectural heritage are the art deco style Post Office building with red brick facing, the Mission Museum (the only designated heritage building in the downtown) and the large Victorian and craftsman style heritage homes in varying condition. There are also a small number of commercial buildings along 1st Avenue that have traditional or heritage facade treatments.

No single architectural style is prescribed for 1st Avenue or the

downtown as a whole. Rather, the architectural elements and details from the range of architectural styles that have occurred here over the city’s history are good precedents, as demonstrated in existing buildings, as well as historic photographs. The use of archival photographs of historic downtown Mission should be used as a design resource to assure authenticity in the replication of missing (or covered over) detail on historic structures, and to guide in the design of appropriate styling details. The Mission District Historical Society and the Mission Museum and their publication “Guide to Mission B.C: What We Had and What We’ve Kept” is an excellent resource for determining heritage features including those of existing buildings whose facades have since been covered over.

The overall intent of the following guidelines is to:

- Reinforce the traditional 2 storey street wall and facade continuity and character of existing retail oriented street-fronting development, particularly on 1st Avenue;
- Promote character of development which contributes to the intimate scale of 1st Avenue;
- Ensure new development responds positively to the existing and historical architectural context and contributes to an architectural design that is consistent, if only subtly, throughout adjacent development; and
- Respect, restore, and/or replicate significant architectural detail where such detail contributes to and reinforces the area’s historic and current desirable qualities and character.

A contemporary interpretation of traditional building forms and architectural features and details is also encouraged to emphasize human scale particularly along the 1st Avenue Retail High Street. However, careful consideration must be taken to avoid a faux pioneer look or theme, which is strongly discouraged for Downtown Mission.

- Building design should incorporate both variation and consistency in façade treatments by, for example, articulating buildings facades into a series of intervals (Figure 16, 17, 18). This can be achieved by:
  - » Facade modulation – stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the facade;
  - » Repeating window patterns at intervals that correspond to extensions and step backs;

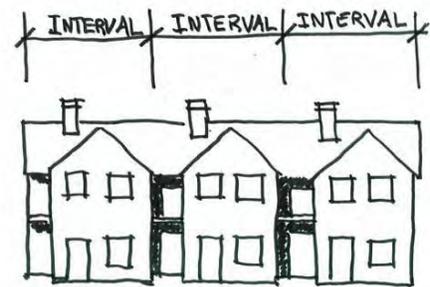


Figure 16. Variation and consistency can be achieved by breaking facades into a series of intervals using facade modulation, repeating window patterns and placement of entrances



Figure 17. Even large format retail uses can be broken up with facade modulation to fit with the historic character of the downtown



Figure 18. Contemporary interpretations reference traditional architectural styles authentically and without being overly costly and exuberant

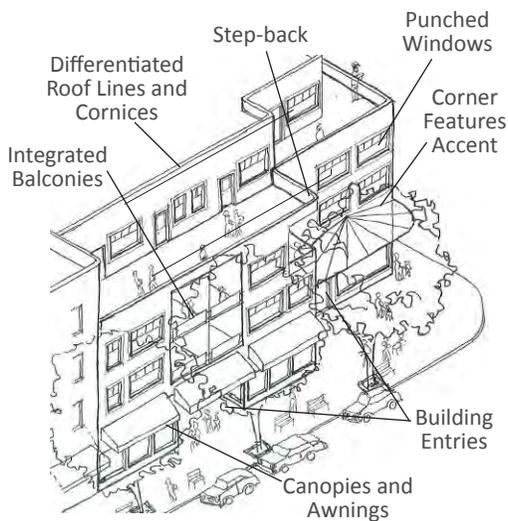


Figure 19. Integrated architectural features that provide rich and varied facades



Figure 20. Articulation, architectural details and inset balconies can be used to achieve human scale building design without prescribing an architectural theme or use of materials

- » Providing a porch, patio, deck, or covered entry for each interval;
- » Providing a balcony or bay window for each interval;
- **a d**
- » Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
- Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians (Figure 19 and 20). Examples of architectural features include:
  - » Building height, massing, articulation and modulation;
  - » Bay windows and balconies;
  - » Corner features accent, such as turrets or cupolas;
  - » Decorative roof lines and cornices;
  - » Building entries; and
  - » Canopies and overhangs.
- Examples of architectural details include:
  - » Treatment of masonry such as ceramic tile, paving stones, brick patterns, etc.;
  - » Treatment of siding - for example the use of score lines, textures and different materials or patterning to distinguish between different floors;
  - » Articulation of columns and pilasters;
  - » Ornament or integrated art work;
  - » Integrated architectural lighting;
  - » Detailed grills and railings;
  - » Substantial trim details and moldings; and
  - » Trellises and arbors.
- Locate and design entrances to create building identity and to distinguish between individual ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment, to emphasize primary entrances, and to provide “punctuation” in the overall streetscape treatment.
- Clearly distinguish the roof line of the building’s facade from its walls, for example, through the use of a cornice, projecting over hang, or decorative motif.

- Design balconies as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.
- Ensure a good fit and reinforce and enhance the architectural character of a street by ensuring new development responds to the positive architectural characteristics of existing development (Figure 21, 22 and 23). New development can ensure a good fit by ensuring new or renovated buildings refer to distinctive and desirable architectural qualities of existing adjacent buildings in new development such as:
  - » Similar building massing, height, articulation and scale;
  - » Similar or complementary architectural style;
  - » Similar building details;
  - » Similar or complementary materials and colour; and
  - » The proportion and pattern of windows, doors, and other glazed areas (fenestration).

### Materials Guidelines

- An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided (Figure 23).
- In general, new residential and mixed use buildings should incorporate substantial, natural building materials into their facade to avoid a ‘thin veneer’ look and feel. A robust and textured, as opposed to skin like treatment, is preferred.
- Materials which are considered for use as an exterior finish should respect the nature and style of traditional materials used in Downtown Mission such as brick, horizontal wood siding, tasteful stucco, cut stone, and limited use of corrugated metal siding for accents and features. Original, historic, building materials should be retained and restored whenever possible during restorative renovations.
- Synthetic materials such as vinyl, and acrylic swirl type stuccos are generally discouraged in favour of natural materials such as masonry, stone and wood.



Figure 21. Articulation pattern (window and retail frontage modules) should correspond with existing street pattern.



Figure 22. New buildings should be good neighbours to old ones.



Figure 23. Architectural details such as patterning and treatment of siding, treatment of masonry, the use of score lines, grills and railings, substantial trim details, contributes to the quality of the street.



## 4.1.6 1st Avenue: Mission's traditional Retail High Street

1st Avenue is Mission's traditional Retail High Street and is defined by both its existing and historic character. 1st Avenue is characterized by local shops with narrow frontages, frequent entrances, and enticing shop front windows. This area also includes an eclectic mix of buildings ranging in style and some with traditional and heritage architectural features. The building and streetscape character in this area has and will continue to play an important role in creating a unique identity and sense of place for the downtown and Mission as a whole. As such, it is important that renovations and new developments maintain and enhance the established use and positive character elements of this area, and where possible, restore heritage characteristics from this area's architectural past.



Figure 25. New and renovation of existing facades and shop fronts should incorporate pedestrian oriented features and details.

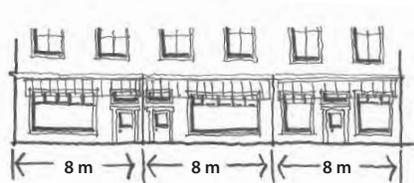


Figure 26. A maximum 8 metre frontage module is preferred along 1st Avenue to create variety and vibrancy and reinforce its function as Mission's retail high street.

- A 2 storey street wall is desired along 1st Avenue and for other commercial streets within Downtown Mission. Buildings may be up to 5 storeys in height but should step back from street edge after 2 storeys. Projects with buildings over 4 storeys in height are required to undertake and submit a study showing how the development minimizes shadowing of 1st Avenue sidewalks and adjacent public open spaces.
- New buildings and renovation of existing facades and shop fronts along 1st Avenue should incorporate the following facade elements and details (Figure 25 and 26):
  - » Frequent entrances with a maximum spacing dimension of 8 metres (Figure 26);
  - » Recessed entryways set back from the ground level facade a minimum of 0.8 metres in order to provide for door swings, to protect the entrance from rain or snow, and to emphasize building entrances;
  - » A minimum transparent, non-reflective glazing area of 75% of frontages at grade;
  - » Transom window above the entry, often stretching the full width of the shop front above the recessed entry;
  - » Paneled display windows;
  - » Weather protection, lighting and signage according to guidelines in Sections 2.7.
  - » The lower facade of new buildings should be distinguished at its uppermost edge by a continuous intermediate cornice or similar decorative banding

element which is generally a reduced version of the main cornice atop the building;

- The upper facades of buildings should:
  - » Be ordered by the use of vertical elements such as pilasters, columns, projecting bays and recessed balconies (Figure 27);
  - » Incorporate decorative roof lines and cornices to define the upper edges of the façade and at the top elevation of the building (Figure 27); and
  - » Incorporate recessed balconies overlooking 1st Avenue (Figure 27).
- Windows incorporated into upper facades should:
  - » Be punched (recessed) a minimum of 10 cm and incorporate lintels and sills (Figure 27);
  - » Be oriented vertically and organized into repetitive groups in relationship to the vertical elements which frame and divide the façade such as shop front modules, pilasters, columns and vertical step backs; and
  - » Incorporate substantial trim and mouldings.
- Large floor plate commercial developments shall respond to the prevailing or planned future street character of 1st Avenue by incorporating frequent entrances and transparent shop front windows according to the above guidelines (see Figure 17).

#### 4.1.7 Integrated Weather Protection, Signage and Lighting

**Intent:** To provide comfort, safety and convenience to pedestrians, while enhancing the overall appearance and character of 1st Avenue through the provision and architectural integration of weather protection, signage and lighting.

A signage and lighting program for any commercial development should be designed as a totality, with signs, lighting and weather protection architecturally integrated from the outset (Figure 28). As such, a comprehensive signage, lighting and weather protection plan is required to be provided as part of a Development Permit Application for new commercial and mixed use projects on 1st Avenue within the Downtown Business Area, according to the guidelines below.



Figure 27. This building differentiates commercial and residential uses while expressing a unified architectural concept.



Figure 28. Signage, lighting and weather protection should be architecturally integrated from the outset for commercial and mixed use developments



Figure 29. Weather protection in the form of awnings or canopies contributes to the character and pedestrian comfort of streets

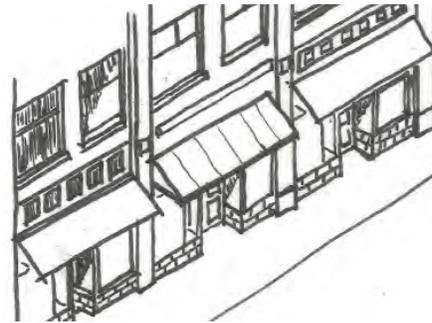


Figure 30. The placement of awnings and canopies should reflect the building façade's articulation and fenestration pattern

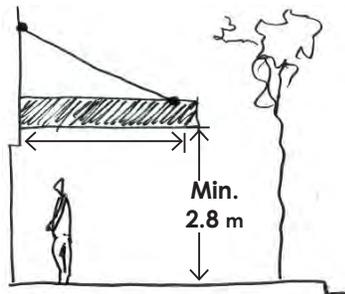


Figure 31. Scale the canopy to create a comfortable pedestrian environment



Figure 32. Transparent canopies made of glass and steel or wood are preferred

## Weather Protection Guidelines

- Incorporate integrated weather protection, signage and lighting at building entrances to reflect the building's architecture and placement of windows and doors. Enhanced weather protection is encouraged at the entrances of major buildings, adjacent to bus zones and street corners where people wait for traffic lights, over store fronts and display windows, and any other areas where significant waiting or browsing by people occurs (Figure 29 and 30).
- Awnings are the preferred form of weather protection along 1st Avenue to reflect its traditional retail character.
- Awnings should have a minimum vertical clearance of 2.5m measured from the sidewalk and shall extend out over the sidewalk a minimum of 1.8m. Greater coverage is desirable in areas of high pedestrian traffic and where sidewalk widths are adequate to offer the greatest amount of protection. Awnings should not occupy more than 2/3 of the total sidewalk width.
- Awnings shall have a minimum slope of 30 degrees to allow for proper drainage and self cleaning action of rain and wind, snow and ice.
- Construct awnings of durable, colour-fast material. This may include reinforced plastic coated fabric provided the look and feel of canvas is maintained.
- 3 or 4 -point awnings are preferred. The use of quarter barrel awnings are strongly discouraged and should be avoided.

## Canopy Guidelines

- Canopies should have a minimum vertical clearance of 2.8m measured from the sidewalk and should extend out over the sidewalk at least 2.5m while maintaining a minimum 0.6m setback from the outer face of the curb (Figure 31).
- Where canopies and awnings encroach on public property, encroachment agreements may be required.
- Use transparent and translucent canopies to allow natural light to penetrate to storefronts and the sidewalk (Figure 32).
- Break up canopies greater than 30m in length to reduce their apparent scale and length and to reflect the articulation of the building facade.

## Signage Guidelines

- Signage on the front face of a 4 point awning is acceptable but shall not exceed 0.3m in height (Figure 33).
- Provide attractive signage on commercial buildings that identifies uses and shops clearly but which is scaled to the pedestrian rather than the motorist.
- Limit signage in number, location and size to reduce visual clutter and make individual signs easier to see.
- The following are preferred or acceptable types of commercial signage in the downtown:
  - » Flush mounted fascia signs (Figure 34);
  - » Projecting two-dimensional or “blade” type signs suspended from canopies and awnings (Figure 35);
  - » Externally lighted signs;
  - » Vertical banners; and
  - » Individual cut-out or silhouette letter signs mounted on storefronts. Individual letters should not exceed 45cm (18”) in any dimension.
- The following types of signage are not permitted along 1st Avenue, and are strongly discouraged and should be avoided for the rest of Downtown Mission:
  - » Signs as awnings/awnings as signs (Figure 33);
  - » Internally lighted plastic box signs;
  - » Pylon (stand alone) signs; and
  - » Rooftop signs.
- A single external (flush mounted) sign band may be applied to each facade at the first storey, and may not exceed 0.9m in height along any length.
- Signage shall be externally lit. Signage within shop front glazing may be back lit, but shall not exceed 0.5m in height and 2 metres in length.
- Vertical projecting signs are permitted provided they don't exceed 0.9 metres in width and 4 metres in height.

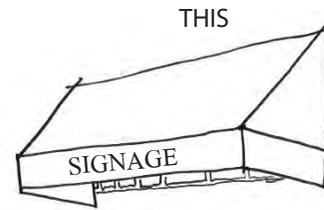


Figure 33. 4-point awning with signage

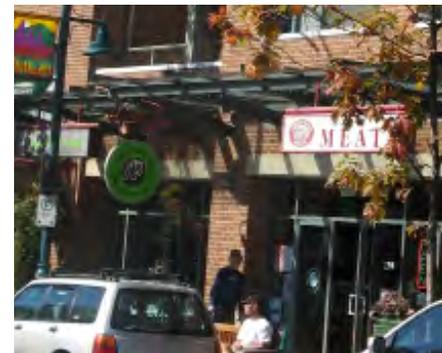


Figure 34. Flush mounted signs, and blade signs hanging from weather protection, are required along 1st Avenue and preferred for other pedestrian areas.



Figure 35. Blade signage



Figure 36. Down lighting with cutoff shields reduces glaring light sources.



Figure 37. A combination of wall mounted lights, valence and up lighting animate building facades and adjacent pedestrian areas.

## Lighting Guidelines

- Ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down-and/or up-lights with cutoff shields (Figure 36). Incorporate architectural glare-free lighting into the canopy soffit that has either a low level light source or one not directly visible to pedestrians. Fluorescent tube lights are not permitted for this use.
- Gooseneck lights and sconces applied to fascias underneath weather protection are the preferred type of storefront lighting along 1st Avenue.
- Provide pedestrian scaled lighting with a high quality of design detail above sidewalks for night time visibility.
- Incorporate valence lighting into canopies and uplighting to illuminate pathways.
- The use of exterior fluorescent light sources should be avoided along 1st Avenue and throughout the downtown.

## 4.1.8 Green, Healthy, Livable Buildings and Landscapes

**Intent:** To encourage building design and site planning that maximize livability, daylight access and energy efficiency and reduce the overall “ecological footprint” (energy use, waste, and pollution) of new development.

Incorporation of green building features such as living walls, green roofs, and roof top gardens can also help create a unique character for Downtown Mission that expresses the aspirations and values of the District.

### Guidelines

- Site and design new development to maximize the privacy of adjacent outdoor private open spaces.
- Site and orient new development so that a majority of primary living spaces receive direct sunlight for the daylight hours at Equinox.
- Residential buildings should be designed to receive daylight and natural ventilation from at least two sides of a building, or from one side and a roof. Where possible, dwellings should have a choice of aspect, either front and back, or on two sides for corner units (Figure 38).
- New buildings should be designed with greater floor to ceiling heights (i.e., 9’–10’) to increase the amount of interior space that can be day-lit from windows.

- Dwelling units with exterior access on only one side should always face a good view, the direction of the sun, or ideally both, and are more suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight. Dwelling units with exterior access on two sides are usually suitable with narrow frontages and deep floor plates.
- New developments should ensure that the siting, form, and scale of buildings do not block significant public views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and usable open spaces are minimized.
- Residential and mixed-use projects should incorporate courtyards and greenways as defining elements of the project while providing a common garden area, play space, gathering place, walkway, or other uses located to maximize the amount of direct sunlight received (Figure 39).
- Roof top gardens and other types of roof top common open spaces are encouraged, particularly where at-grade space is limited. Where possible, upper storey terraces are encouraged to open onto roof top gardens to increase access to semi-private outdoor amenity space (Figure 40).
- Incorporate green roofs where appropriate to help absorb storm water and provide outdoor amenity space for residents/workers.
- Best management practices for retention and infiltration of rain water shall be used as appropriate (Figure 41).
- Light pollution should be minimized by using full cut-off lighting, avoiding light reflectance. Exceptions may be made for signage and architectural lighting.
- Make use of existing buildings where possible or carefully deconstruct buildings and re-use materials.
- Use of materials with recycled content is encouraged.
- Each dwelling unit in a residential or mixed-use project should incorporate direct access to a usable private outdoor space such as a patio, balcony, or upper level terrace. These should be of adequate size and be covered to ensure comfort and usability.
- Landscaping should incorporate and emphasize existing and native landscape materials and the use of drought

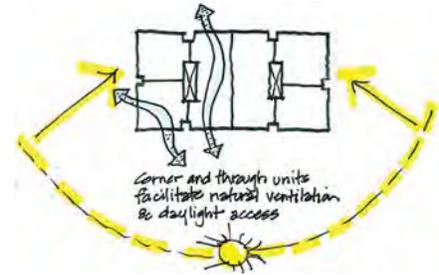


Figure 38. Corner and through units facilitate natural ventilation and daylight access

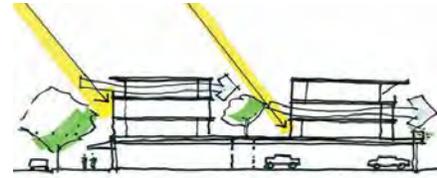


Figure 39. Court yard designs create dual aspect units and amenity spaces for residents



Figure 40. Green roofs and upper storey step-backs provide amenity space for residents



Figure 41. Storm water source controls like these rain gardens reduce pollutant run-off.



Figure 42. Fixed fins shade the interior from afternoon sun, reducing summer cooling loads



Figure 43. A landscaped pathway located adjacent to this residential building partially screens the lower floor units from the park (foreground) while also softening the building's appearance, helping to integrate it into the landscape.



Figure 44. View looking south from the intersection of 2nd Avenue and Grand Street

resistant plants (xeriscaping) to reduce water usage for irrigation needs.

- Use landscaping (i.e. deciduous trees) and architectural features (i.e. recessed balconies, overhangs, and shade devices) to provide shade in the summer months (Figure 42).
- New developments should incorporate a combination of landscaping materials to enhance and integrate new projects into the surrounding landscape and to improve the experience and overall livability of residents and users of new developments.
- The form of buildings should be softened using plants, shrubs and trees, and where necessary, hard landscaping treatments such as terraced retaining walls and planters (Figure 43).

### 4.1.9 Topography and Views

**Overview and Intent:** Downtown Mission is located on a south facing hillside overlooking the Fraser Valley and the Cascade Mountains beyond (Figure 44). This results in long distance views of the valley and surrounding mountains from several viewpoints in Downtown Mission, most notably from the north-south street ends. This is a unique feature of Downtown Mission, which could be built upon and enhanced.

Views towards the Fraser Valley and the rail, river and agricultural uses are important to Downtown Mission's sense of place and identity and represent an important asset to protect and enhance. The intent of the following guidelines is to preserve and enhance key public views.

#### Guidelines

- Site and design buildings to respond to specific site conditions and opportunities including location on prominent intersections, corner lots, unusual topography and natural features, sites framing important open spaces and sites with buildings that terminate a street end view.
- New development should reflect, rather than obscure, significant natural topographic features. Buildings should be designed to "step down" hillsides to accommodate significant changes in elevation and to connect with and transition well into the sidewalk and street.
- New development and landscaping should frame rather than block public views.
- A view impact study is required as a component of Development Permit submission requirements for steep

slope sites to ensure new development does not block significant public views.

- Discourage use of retaining walls except where required to preserve native slopes or address stability requirements.
- Where walls are required, ensure design and materials are context-sensitive and aesthetically pleasing and retaining walls are stepped to help reduce visual impact (Figure 45).
- Set retaining wall steps to be sufficient width for the planting required (e.g. larger step required for trees).



Figure 45. Stepped retaining walls help reduce visual disruption when compared to tall walls

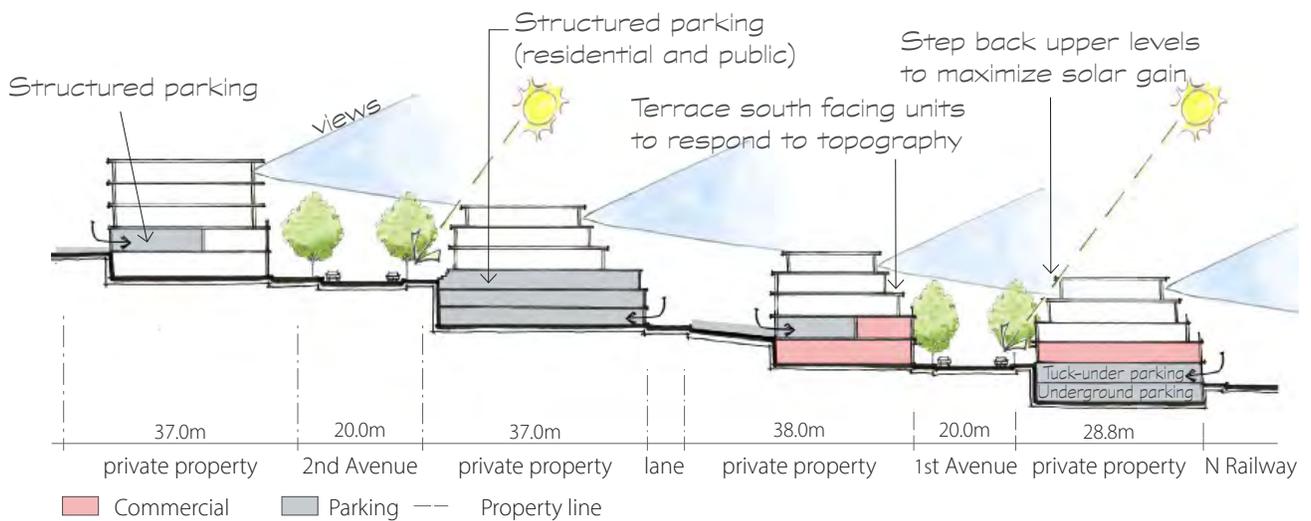




Figure 46. Site and design buildings to maximize opportunities for passive surveillances



Figure 47. Locate play areas with clear sightlines from adjacent buildings and provide a visually permeable barrier between the play area and the street

#### 4.1.10 Personal Safety, Security and Accessibility

Intent: To enhance personal safety and security through building siting, orientation, and design. To ensure buildings and open spaces accommodate and provide access for all users and abilities.

##### Guidelines

- Site and design buildings and open spaces to maximize opportunities for passive surveillance (Figures 46 and 47).
- Incorporate creative use of ornamental grilles over ground floor windows or as fencing as necessary and where appropriate.
- Provide adequate lighting along streets and at entrances to enhance the sense of personal safety and security.
- Design parking areas to allow natural surveillance by retaining clear lines of sight to and between public sidewalks and building entrances both for those who park there and for users of nearby buildings.
- Eliminate structures and/or landscaping and plant materials that provide hiding places for undesirable activity. Generally, landscaping that is above the head or below the knee is appropriate.
- Ensure all pedestrian routes including those leading to building entrances are accessible to a wide range of persons with disabilities. Generally, such routes should be direct, level, obstacle free, easily identifiable and clearly separated from vehicular routes.

## 4.2 STREETScape DESIGN GUIDELINES

The urban streetscape is fundamental to the experience people have when visiting Downtown Mission. The streetscape forms a comparatively large portion of our public realm, but paradoxically is more often than not, relegated to basic sidewalks.

Street right-of-ways are typically viewed as spaces for conveyance, with emphasis on vehicular movement. It is important to recognize the contribution these spaces also make to our pedestrian experience.

To achieve Downtown Mission’s vision of a “thriving, exciting, vibrant, vital, urban, attractive, safe and family-oriented” community and to differentiate it from other urban areas in the region, attention must be given to creating well-designed streetscapes that promote pedestrian safety and comfort, foster investment by private businesses and ultimately define a sense of place for the downtown community.

The Streetscape Design Guidelines proposed for Downtown Mission are an effort to distill a design ‘vocabulary’ for future enhancement of public spaces. Implementation of these guidelines should be an exercise in balancing consistency with diversity, rather than a strict adherence to requirements. As the community develops, creativity, innovative ideas and good design should be supported to help Downtown Mission thrive as a unique entity in the Lower Mainland.

### 4.2.1 STREETScape ELEMENTS

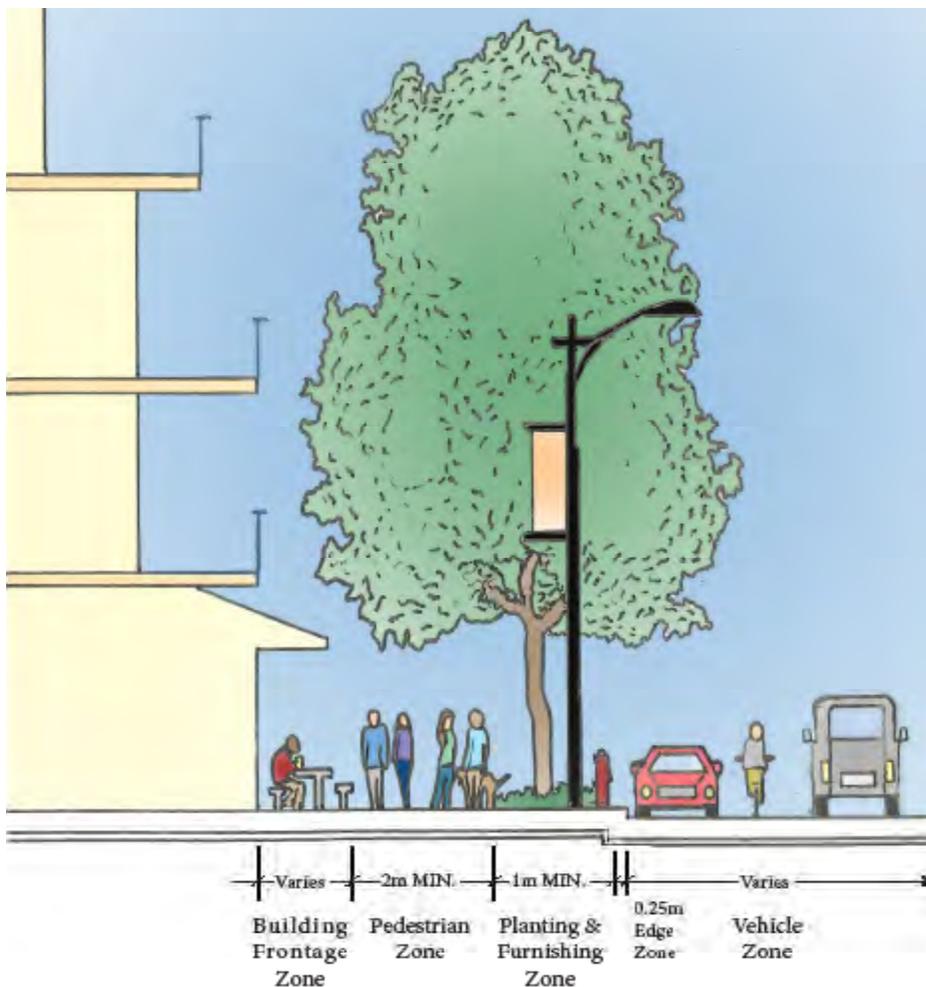
The term ‘streetscape’ generally refers to the exterior public spaces located between vehicle zone and building façade within a road right-of-way. These guidelines address the features that exist within these spaces, including:

Paving	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Crosswalks</li> </ul>
Plantings	<ul style="list-style-type: none"> <li>• Street Trees</li> <li>• Boulevard &amp; Median Plantings</li> <li>• Container Plantings</li> <li>• Stormwater Treatment Areas</li> <li>• Irrigation</li> </ul>
Street Furnishings	<ul style="list-style-type: none"> <li>• Benches</li> <li>• Litter Receptacles</li> <li>• Moveable Tables &amp; Chairs</li> <li>• Bollards</li> <li>• Bicycle Lock-up</li> <li>• Lighting</li> <li>• Banners</li> <li>• Signs</li> <li>• Public Art</li> <li>• Planters</li> <li>• Fencing</li> <li>• Transit Shelters</li> <li>• Parking Meters</li> <li>• Utility Covers</li> </ul>

## 4.2.2 STREETSCAPE ZONES

Typically, road ROWs can be divided into five zones:

- **Vehicle Zone** – This zone provides space for vehicle driving and parking. The streetscape guidelines do not specifically address the vehicle zone.
- **Edge Zone** – This zone, closest to the vehicle lanes, provides consideration for vehicle-related facilities, including parking meters, signage and curbs.
- **Planting/Furnishings Zone** – This zone is the buffer between the pedestrian realm and the vehicle realm. This area contains a range of elements including buffer plantings, stormwater systems and street furnishings.
- **Pedestrian Zone** – This is the area that maintains adequate sidewalk width for pedestrian movement, and is kept clear of all furnishings. Width of the pedestrian zone is based on pedestrian volume.
- **Building Frontage Zone** – This is the space immediately adjacent to building façade. This area can contain pedestrian-scale signs, outdoor merchandise stands or seating where space permits.



### 4.2.3 PAVING

Sidewalk paving materials vary widely. The ground plane is a significant part of our streetscape experience and while many fail to realize it, what is under our feet is one of the key determining factors in how we use a space.

#### Sidewalk:

- Use a mix of paving materials to create a varied pedestrian experience, according to the following guidelines:

#### Concrete:

- » Scoring patterns and varied finishes (e.g. broom, smooth, float) and textures (e.g. exposed aggregate) should be considered to add interest.
- » Expansive runs of concrete should be broken up with accent paving or texture changes.
- » Coloured concrete used with the intent of producing inexpensive replicas of other materials (such as cobblestone or brick) should be avoided, as results over large areas are typically disappointing and degradation over time is apparent.

#### Unit Pavers:

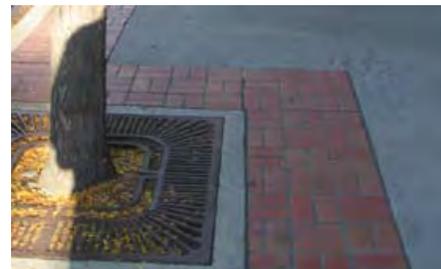
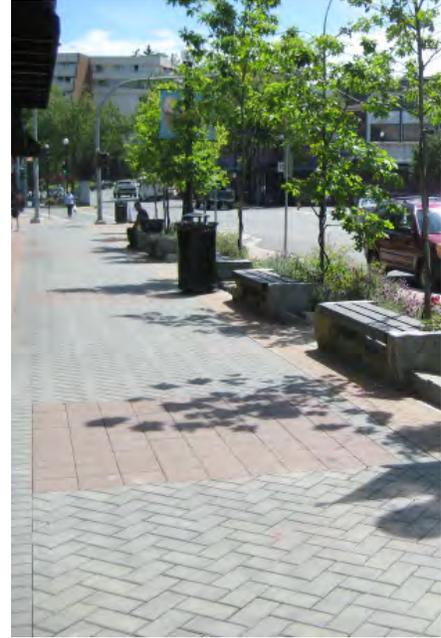
- » Consider using unit pavers – concrete, brick or stone – broadly for pedestrian areas. Unit pavers provide opportunities to integrate patterns, colours and creativity. Pavers are typically costlier at installation, but offer advantages for maintenance, replacement and access to sub-grade utilities.

#### Accent paving:

- » Paving changes or accents should be used to enhance or highlight street features (such as tree wells, public art, building entries, etc.)
  - Connected streetscapes should use unified paving materials and accents.
  - All paving materials should have smooth, slip-resistant finishes that meet requirements for accessibility.
  - Asphalt paving in pedestrian areas should be avoided.

#### Crosswalks

- Pedestrian crosswalks should be provided at all main pedestrian crossings and/or desire lines to raise driver awareness.





- Consider raised pedestrian crosswalks at key pedestrian crossings to provide traffic calming (e.g. adjacent to schools, or public facilities).
- Consider incorporation of corner bulges at pedestrian crossings to calm traffic and empathize crossing locations.
- Consider using decorative crosswalk materials, such as unit pavers or textured paving to create a visual continuation of the pedestrian realm.
- Traffic signals or standard crosswalk signage should be provided to mark pedestrian crossings.
- All crosswalks should meet accessibility guidelines (including textured markers for the visually impaired).

#### 4.2.4 PLANTINGS

More than any other streetscape component, plantings enliven public spaces, define the pedestrian scale and soften the hard edges of an urban environment. Vegetation helps to buffer undesirable views, reduces detrimental effects of wind and noise, provides shade, colour and seasonal interest, lowers energy consumption and helps mitigate pollution. Street trees are also known to provide traffic calming by visually narrowing a street. In short, vegetation makes a community truly livable, because it takes decades for trees to mature, existing trees are key to short-term livability and vibrancy. Existing street trees should be preserved and protected, provided they are healthy and appropriate to street character.



##### Street Trees

Selection of tree species is critical to the health and longevity of a community's urban forest therefore, street trees species should meet the following guidelines:

- Efforts should be made to maintain visual cohesiveness by using repeated tree species through urban blocks (e.g. 1-2 species should be selected for a single block). However, monocultures (use of only a single species) should be avoided over large areas or multiple blocks, to reduce possibility of eradication due to disease or pests.
- Selected species must be capable of tolerating harsh urban conditions. Tree species with the following characteristics should be avoided:
  - » Extensive shallow root systems that could lift or damage pavements.
  - » Excessive fruit, branches or very large leaves/flowers



that create extensive litter. This should be tempered with the expectation that all trees produce some litter.

- » High levels of susceptibility to pests and diseases.
- » Low tolerance to pollutants, salt, sun exposure, drought, reflected heat from pavements, high winds, snow loading or limited root zone volumes.
- » Weak branching structure susceptible to breakage.
- Branching structure of selected species should provide at minimum 3 m (10') clearance where crown overhangs adjacent pedestrian and vehicular zones.
- Trees should have a minimum 13 cm (5") caliper size at time of installation.
- Street tree placement should meet the following guidelines:
  - » Street tree layout should be designed with street lighting to ensure that sufficient levels of illumination will be available as trees mature.
  - » Street tree layout should be planned with other street elements including, but not limited to: traffic signals, signage, underground utilities, utility poles and lines, driveways, catch basins, manholes and fire hydrants, to avoid conflict.
  - » Typical spacing for street trees is suggested to be 8m–12m (26'–40'), subject to specific species requirement and layout of other street elements.
- Street tree installation techniques must be followed to reduce incidences of stunted or poor tree growth, adjacent pavement heaving or tree death.
  - » Street trees should be planted within continuous soft landscape wherever possible.
  - » For street trees encased in paving, continuous trenches of void structures (e.g. Silva cells), structural soil or other appropriate planting technologies should be provided under the planting/furnishing zone pavement. These trenches should be located parallel to curb lines and will provide sufficient volumes of soil for root growth.
  - » Where trees are in pavement, decorative metal tree grates that are removable for cleaning litter or unit pavers should be used. Heavy concrete tree grates should be avoided.





### Boulevard & Median Plantings

Low-level vegetation, including shrubs and groundcover can help soften urban edges and provide a buffer between pedestrians and motorists. This vegetation also supports mitigation of pollution and stormwater effects.

- Planting beds should be considered to create vegetated buffers between pedestrians and vehicles and to screen undesirable views on adjacent properties (e.g. parking).
- Selected plant species should be drought tolerant, salt tolerant and non-invasive.
- Plantings should be selected and placed to maintain sightlines for both pedestrians and motorists and to maintain passive surveillance in the pedestrian realm.
- Plantings should be selected to provide year-round seasonal interest.
- Consideration should be given to the use of vines or plant support structures on blank facades and fences to enhance vertical greening.



### Container Plantings

Containers typically provide space for seasonal or planting space in locations where existing conditions preclude in-ground planting.

- Containers should be large enough to prevent soil from drying too quickly – minimum 1.2m (4') dia.
- Containers should be selected to complement other streetscape elements.
- Seasonal annuals, bulbs, vines and shrubs should be selected for drought tolerance and specific micro-climatic conditions such as wind and shade.
- Seasonal plantings should be selected to provide year-round interest.
- Hanging baskets should be considered as potential components on streetscape lighting and signage poles.
- Private businesses should be encouraged to provide and maintain container plantings in the building frontage zone.



### Stormwater Treatment Areas

The pedestrian realm yields an opportunity to manage and treat stormwater runoff from urban pavements. In addition to environmental benefits, streetscape stormwater treatments raise visibility of stormwater initiatives and can complement street plantings.

- Where feasible, utilize planted boulevards and medians to collect and treat street runoff from storm events.
- Provide appropriate connections to storm system for overflow during major storm events.
- Sub-surface infiltration trenches may also be considered for the collection and treatment of stormwater.

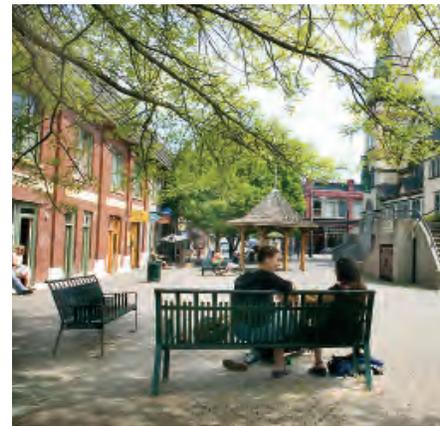
## 4.2.5 STREET FURNISHINGS

When properly selected and placed, street furnishings can enhance the function and character of a downtown. These elements work best when their designs are coordinated, giving the streetscape a unified appearance. As Downtown Mission continues to develop, there is an opportunity to implement a cohesive approach to furnishings.

### Benches

In addition to comfort and convenience, provision of benches in urban areas encourages social interaction, which is the foundation for a successful downtown.

- Benches used in Downtown Mission should be coordinated around a theme so that a cohesive style is apparent. Cues from the community's historical and natural character should be considered when selecting a style.
- Materials should be durable through all seasons, resistant to vandalism and require minimal maintenance. Metal, wood, recycled plastic or a combination of these materials may be used.
- Black is recommended for the colour of all metal bench components.
- Donor programs could be considered for benches, with small, tasteful plaques for commemoration.
- At minimum, two benches (or other seating opportunities) should be provided on every standard block. Groupings of additional benches should be provided in high-use areas.
- Benches are best placed in proximity to street corners, mid-block crosswalks, bus stops and other desirable resting locations. Consideration to shade should be given.
- Bench locations should not obstruct building entrances, fire hydrants or other streetscape features.
- Benches are best provided within the Building Frontage zone, oriented toward the pedestrian and vehicular zones of the street. Seating opportunities may also be provided





within the Planting/Furnishings zone, oriented toward the pedestrian zone.

### Litter and Recycling Receptacles

Conveniently located litter and recycling receptacles within the pedestrian realm encourage residents to keep their community clean.

- Litter receptacles should be coordinated to complement selected bench styles and colours.
- Litter receptacles are best placed near street intersections, at mid-block crosswalks and near proposed bench locations.
- A minimum of two receptacles per typical city block should be provided.
- Consideration should be given to receptacles that provide opportunities for division of waste streams to recyclables and trash



### Moveable Furnishings

Outdoor café and restaurant seating creates interest in the streetscape, enhances the quality of the pedestrian experience and adds to economic vitality. Moveable furnishings are typically installed by individual business owners and are thus subject to their aesthetic preferences.

- The use of moveable furnishings by street-fronting businesses should be encouraged.
- Streetscape paving should endeavour to delineate pedestrian zones from building zones to minimize encroachment.
- Moveable furnishings should be maintained by the business owner and should be stored out of the public right-of-way during non-business hours.



### Bollards

Bollards are used to create barriers between pedestrian and vehicle realms. While safety is the primary objective of bollards, they are also an important component of streetscape character.

- Styles and colours of decorative bollards should match the quality and appearance of site furnishings and lighting selected for Downtown Mission.
- Bollard material should be metal (aluminum or cast iron); wood bollards should not be used.
- Bollards should typically be set 1.8m (6') O.C. where chains are not used; 3m (10') O.C. where chains are used.
- Consideration should be given to selecting bicycle lock-up bollards in locations where space permits.

## Bicycle Lock-up

The community has shown a desire to create a more cycling-friendly environment. As more people begin to work in, live in and visit Downtown Mission, facilities will be required to support alternative modes of transportation.

- Bicycle racks and/or stands should be provided in high-use, visible locations throughout Downtown Mission.
- Styles and colours of bicycle racks or stands should match the quality and appearance of site furnishings selected for Downtown Mission.
- Racks should be located to ensure parked bikes do not encroach into the pedestrian or vehicle zones.
- Consideration should be given to creative or 'art' stands that provide visual interest, as well as a functional service.



## Lighting

Pedestrian-oriented lighting is vital in high pedestrian areas. Lighting should create a safe streetscape while adding character to Downtown Mission.

- A unifying pedestrian lighting style should be selected for streets with high pedestrian movement.
- Black is recommended for the colour of light standards.
- Incorporation of features such as hanging baskets and banners on light stands should be considered.
- Lighting selections should use full-cut off shields to minimize light pollution.



## Banners

Banners are used in communities to celebrate seasonal changes, holidays, special events, local history, unique neighbourhood distinctions or public art. They are a cost effective way to introduce streetscape colour and interest.

- Consider using repeated neighbourhood banners to solidify Downtown Mission's identity and character.
- Where banners are used, ensure graphic designs are clear and simple to quickly convey messages to both pedestrians and motorists.



## Signs

Signs provide us with vital information about our environment. Typically the approach to signage is to erect information as needed, without consideration to the physical appearance as signs accumulate over time. Signage within the public realm should be approached as a streetscape element and be



*Pedestrian-oriented sandwich boards invite people into shops.*



*An address sign is incorporated into paving.*



thoughtfully integrated into the street design.

- Where possible, minimize and consolidate street signs to reduce visual clutter.
- Do not permit free-standing business signs within the public streetscape realm.
- Consider permitting local business owners to use sandwich board signage in the streetscape, as long as signs do not encroach on the pedestrian zone.

### Public Art

Public art can reflect an area’s history, be inspiring or playful, be functional, make a statement – or all of these. Public art can include sculptures, statues, murals, functional pieces or a range of other forms and should engage viewers of all ages.

- Consider incorporation of public art into the streetscape at key nodes such as gateways, entry points or destinations.
- Consideration should be given to Mission’s unique history and natural character when selecting public art.
- Public art with touchable or experiential elements should be encouraged to promote active engagement by the public.

### Walls & Raised Planters

The vertical landscape is an important design consideration. Large, smooth, blank walls are not only austere, but can be magnets for vandalism.

- Reduce large expanses of blank walls through the use of material changes, architectural cues, texture or planting.
- For walls in the public realm, consider use of natural materials (e.g. stone) that complement and integrate with paving materials.
- Look for opportunities to incorporate public art and interest into walls.

### Fences

In all cases where fencing is visible from the public streetscape, fencing design should contribute to, not detract from, street character.

- Wherever fencing is part of or directly adjacent to the public streetscape, high quality aluminum, steel or wrought iron picket fencing should be used. Wood, chainlink and metal bar fences should be avoided.
- Fencing height should not exceed 1.2m (4’) in height.

- Where possible, screening of fences through the use of low shrubs or vines should be considered.
- Encourage custom designed fences that contribute to the character of the streetscape.

### Bus Stops

- Bus stops should be spaced approximately 250m from one another.
- Bus stops should be located at curb-side to minimize service interruption (rather than bus bays).
- Bus stops should include an identification pole and sign, as well as schedules and route maps.
- Bus stops should include shelters, benches, and garbage bins.
- Bus stops may include “real-time” transit information in coordination with the regional system.
- Bus stops may incorporate advertising or public art in accordance with existing bylaws and regulations.



### Transit Shelters

Public transit will become increasingly important as Mission’s population grows. Shelters provide improved waiting conditions for commuters and form important components of the downtown streetscape.

- Consider providing covered shelters at high-volume public transit stops.
- Styles and colours of transit stops should match the quality and appearance of site furnishings selected for Downtown Mission.
- Transit shelters should be well-lit and visible for safety.
- Transit shelters should be placed with consideration to architectural features on adjacent building facades and to avoid obstruction to building entrances.
- Consideration should be given to tasteful art or advertising near or incorporated into transit shelters.



### Transit Exchange

The style of the transit exchange and bus stops throughout Downtown Mission can be customized to complement the aesthetics of Downtown Mission.

- Transit exchanges should be designed using the guidelines from BC Transit’s Infrastructure Design Guidelines.
- The transit exchange should include:



*Automated meter boxes reduce visual clutter from individual meters.*



- » Curb-side bus bays;
- » Lighting;
- » Passenger facilities including: shelters, benches, and transit information;
- » Convenient pedestrian street crossings; and
- » Well designed sidewalks and curbs in all directions approaching the transit exchange.

### Parking Meters

Currently parking meters are not used within Downtown Mission. As the community develops, paid parking may be considered. Should this occur, design and placement of parking payment facilities to reduce visual street clutter will be important.

- Consideration should be given to using automated meter boxes on each block in lieu of individual parking meters.
- If individual parking meters are required, simple, durable styles should be used.
- Consider future needs for electrical charging stations.

### Utility Covers

While utility covers are the lowliest of streetscape components, they are one of the most prevalent and comment elements within our public realm. Misplaced or 'ugly' covers can detract from the streetscape image.

- All utility covers should be carefully placed to integrate with the streetscape paving patterns.
- Visible covers in high-use areas should be considered for upgrades, including potentially higher-quality materials and unique or distinctive designs.

## 4.2.6 SUMMARY of STREETScape GUIDELINES & ELEMENTS

- ① Enhanced Pedestrian Walkways
- ② Pedestrian Crosswalk
- ③ Street-Oriented Businesses
- ④ Street Trees
- ⑤ Boulevard Plantings
- ⑥ Container Plantings

- ⑦ Stormwater Treatment Areas
- ⑧ Benches
- ⑨ Litter Receptacles
- ⑩ Moveable Tables & Chairs
- ⑪ Bollards
- ⑫ Bicycle Lock-up

- ⑬ Lighting
- ⑭ Banners
- ⑮ Signs
- ⑯ Public Art



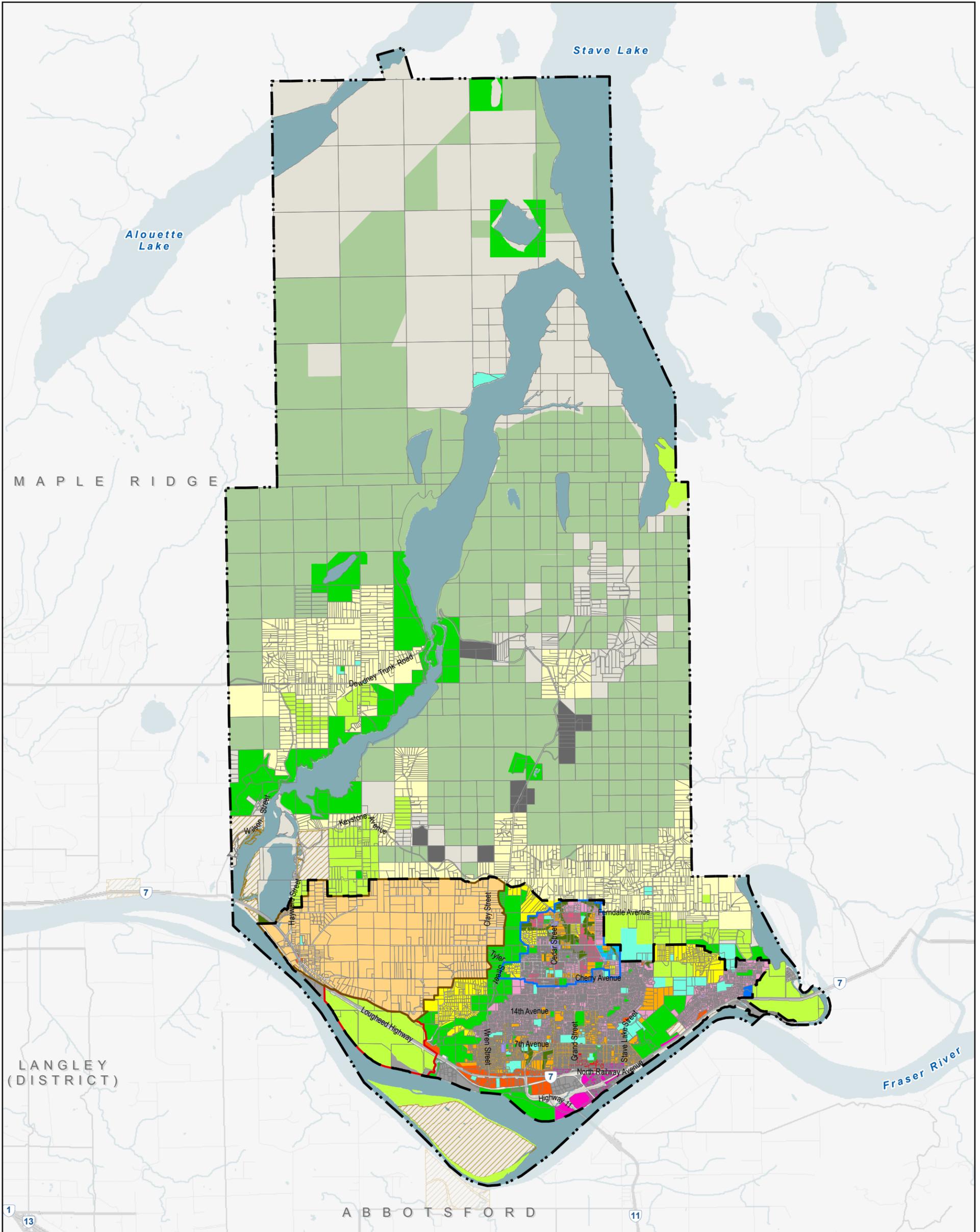
## 5. Exemptions

1. While the Design Guidelines must be followed, a Development Permit application is not required; however, a development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5 sq. m. will be evaluated by staff 'in-house' to ensure consistence with the intent of Development Permit Area Guidelines and will be exempt from requiring a Development Permit.
2. A Development Permit is not required for minor alterations including and limited to:
  - » Changes of use that conform to the Zoning Bylaw;
  - » Interior renovations;
  - » Exterior maintenance requiring only the repair or replacement of existing surface materials and colours, provided that the structures/site does not have identified heritage value as determined by the Director of Planning;
  - » Changes to plant material in established landscape areas; and
  - » Changes to signage, other than free standing signs.

MAKE IT  
**YOUR**  
MISSION



**APPENDIX C:  
MAPS**



District of Mission  
Official Community Plan  
**Land Use Designations**

- |  |                                 |  |
|--|---------------------------------|--|
| Municipal Boundary                     | Neighbourhood Centre            | Industrial                                   |
| Urban Growth Boundary                  | Mid Rise Multi-unit Residential | Resource Industrial                          |
| First Nation Reserve Land              | Attached Multi-unit Residential | Agriculture                                  |
| Silverdale Special Planning Area       | Urban Compact                   | Institutional                                |
| Special Study                          | Urban Residential               | Parks and Open Space                         |
| Cedar Valley                           | Suburban Residential            | Municipal Forest                             |
| Silverdale Comprehensive Planning Area | Rural Residential               | Environmentally Sensitive Area               |
| Mission City Downtown                  | Future Employment Lands         | Historic Site Comprehensive Development Area |
| Mixed-Use Commercial / Residential     | Rural                           |  |
|  | Commercial                      |  |



Coordinate System:  
NAD 1983 UTM Zone 10N

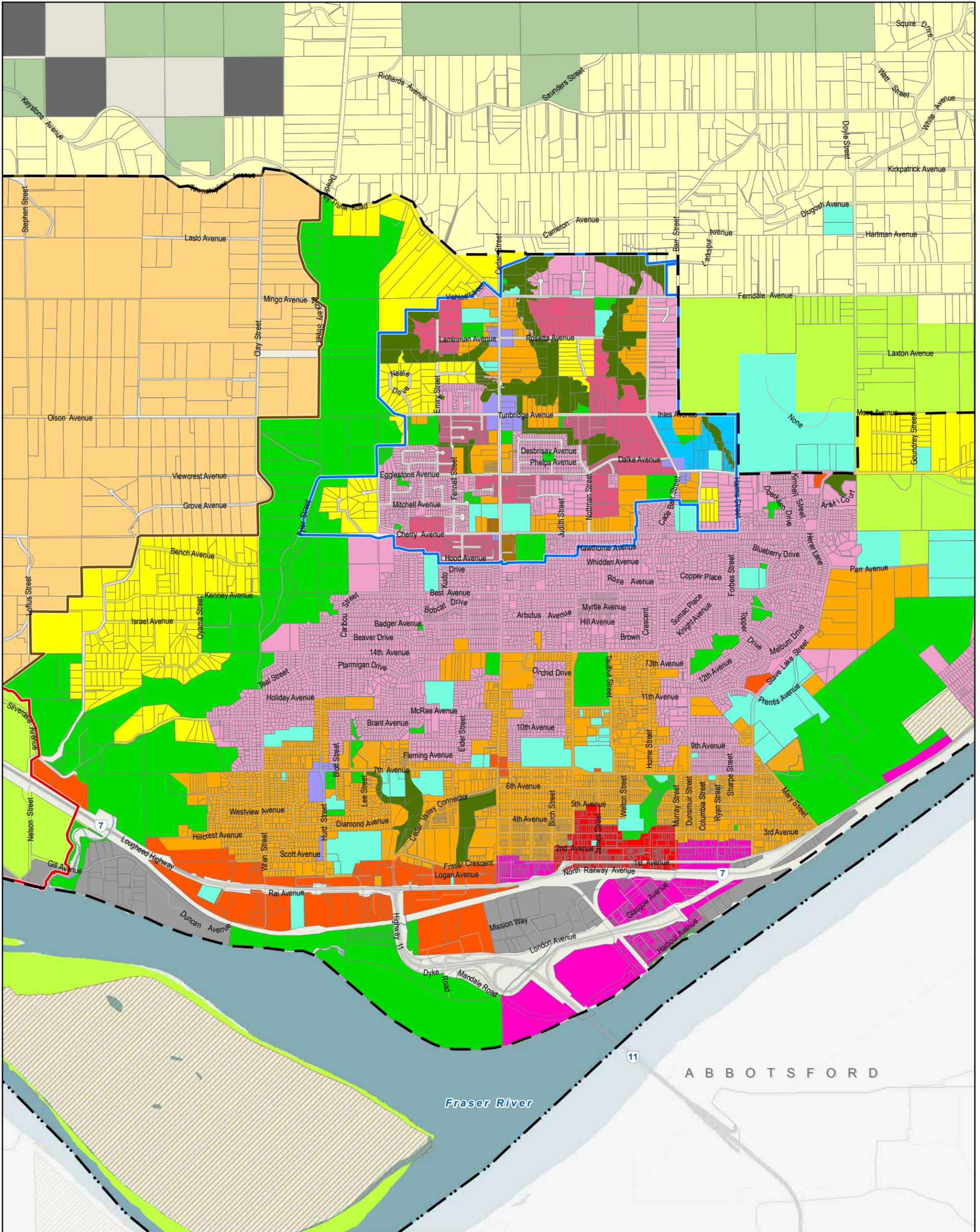
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Data Sources:  
Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: **FINAL**  
Revision: G  
Date: 2017 / 12 / 6

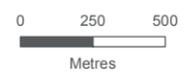


**Map 1**



District of Mission  
 Official Community Plan  
**Land Use Designations  
 (Central Mission)**

- |  |  |  |                                    |  |                                |
|--|--|--|------------------------------------|--|--------------------------------|
|  | Municipal Boundary                     |  | Mixed-Use Commercial / Residential |  | Rural                          |
|  | Urban Growth Boundary                  |  | Neighbourhood Centre               |  | Commercial                     |
|  | First Nation Reserve Land              |  | Mid Rise Multi-unit Residential    |  | Industrial                     |
|  | Silverdale Special Planning Area       |  | Attached Multi-unit Residential    |  | Resource Industrial            |
|  | Special Study                          |  | Urban Compact                      |  | Agriculture                    |
|  | Cedar Valley                           |  | Urban Residential                  |  | Institutional                  |
|  | Silverdale Comprehensive Planning Area |  | Suburban Residential               |  | Parks and Open Space           |
|  | Mission City Downtown                  |  | Rural Residential                  |  | Municipal Forest               |
|  |  |  | Future Employment Lands            |  | Environmentally Sensitive Area |



Coordinate System:  
 NAD 1983 UTM Zone 10N

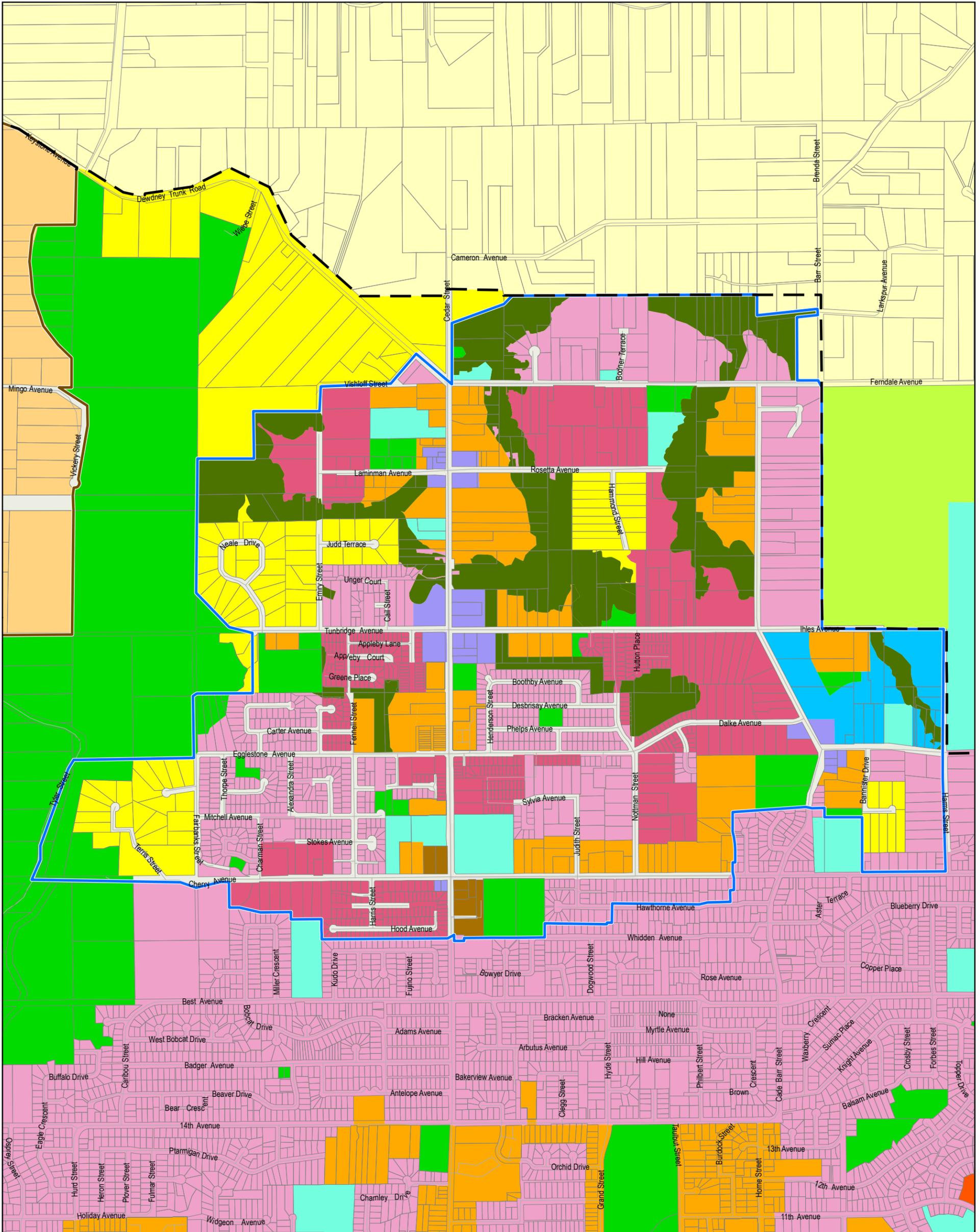
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 Author: LP  
 Checked: CB  
 Status: **FINAL**  
 Revision: G  
 Date: 2017 / 12 / 6



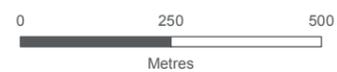
**Map 1a**



District of Mission  
Official Community Plan

### Land Use Designations (Cedar Valley)

- |  |                                 |                                |
|--|---------------------------------|--------------------------------|
| Municipal Boundary                     | Mid Rise Multi-unit Residential | Future Employment Lands        |
| Urban Growth Boundary                  | Attached Multi-unit Residential | Commercial                     |
| Silverdale Special Planning Area       | Urban Compact                   | Agriculture                    |
| Cedar Valley                           | Urban Residential               | Institutional                  |
| Silverdale Comprehensive Planning Area | Suburban Residential            | Parks and Open Space           |
| Neighbourhood Centre                   | Rural Residential               | Environmentally Sensitive Area |



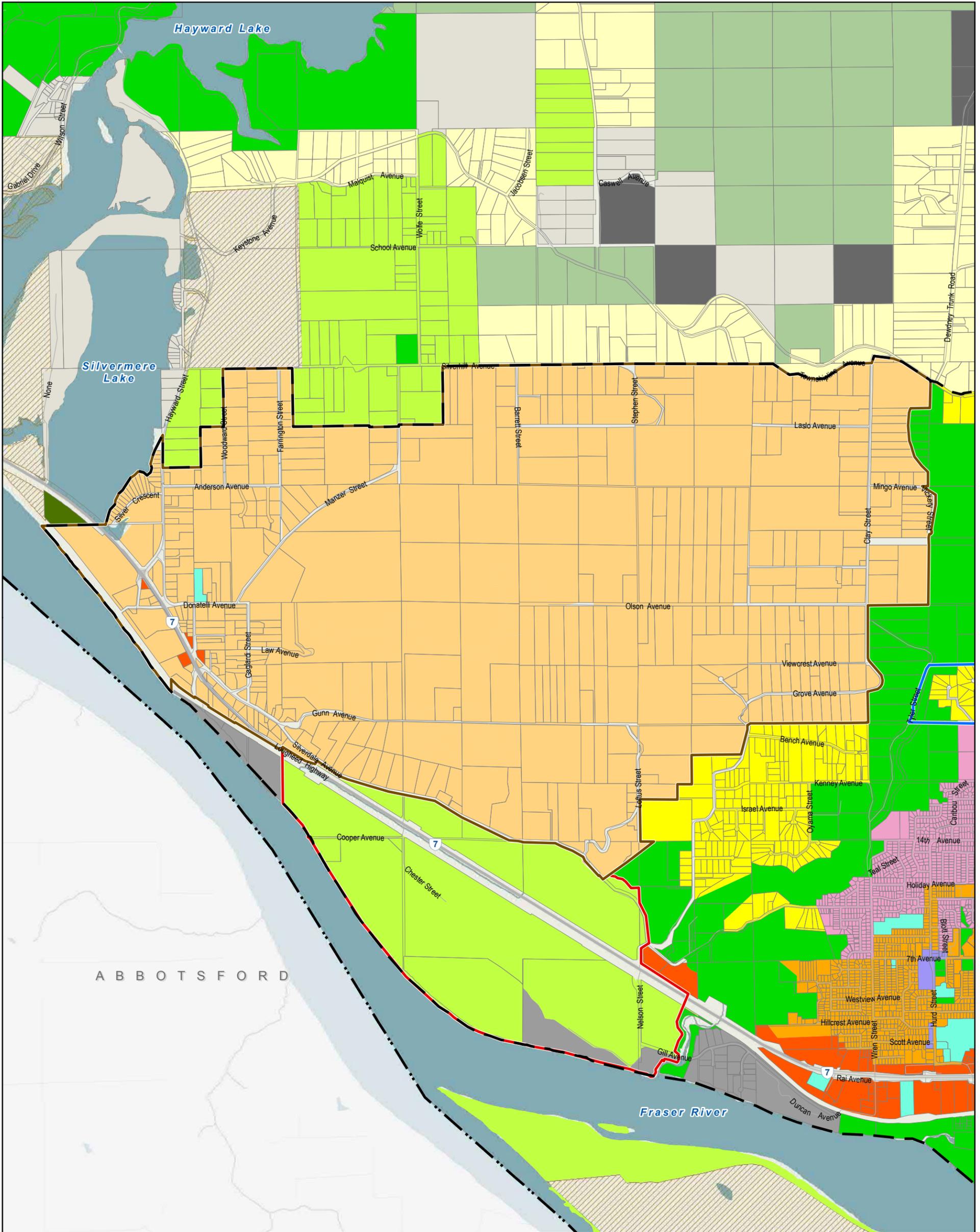
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Date: 2017 / 12 / 6

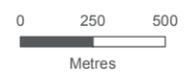


Map 1b



District of Mission  
 Official Community Plan  
**Land Use Designations  
 (Silverdale)**

- |  |  |  |                                 |  |                                |
|--|--|--|---------------------------------|--|--------------------------------|
|  | Municipal Boundary                     |  | Neighbourhood Centre            |  | Resource Industrial            |
|  | Urban Growth Boundary                  |  | Attached Multi-unit Residential |  | Agriculture                    |
|  | First Nation Reserve Land              |  | Urban Residential               |  | Institutional                  |
|  | Silverdale Special Planning Area       |  | Suburban Residential            |  | Parks and Open Space           |
|  | Special Study Area                     |  | Rural Residential               |  | Municipal Forest               |
|  | Cedar Valley Area                      |  | Rural                           |  | Environmentally Sensitive Area |
|  | Silverdale Comprehensive Planning Area |  | Commercial                      |  |                                |
|  |  |  | Industrial                      |  |                                |



Coordinate System:  
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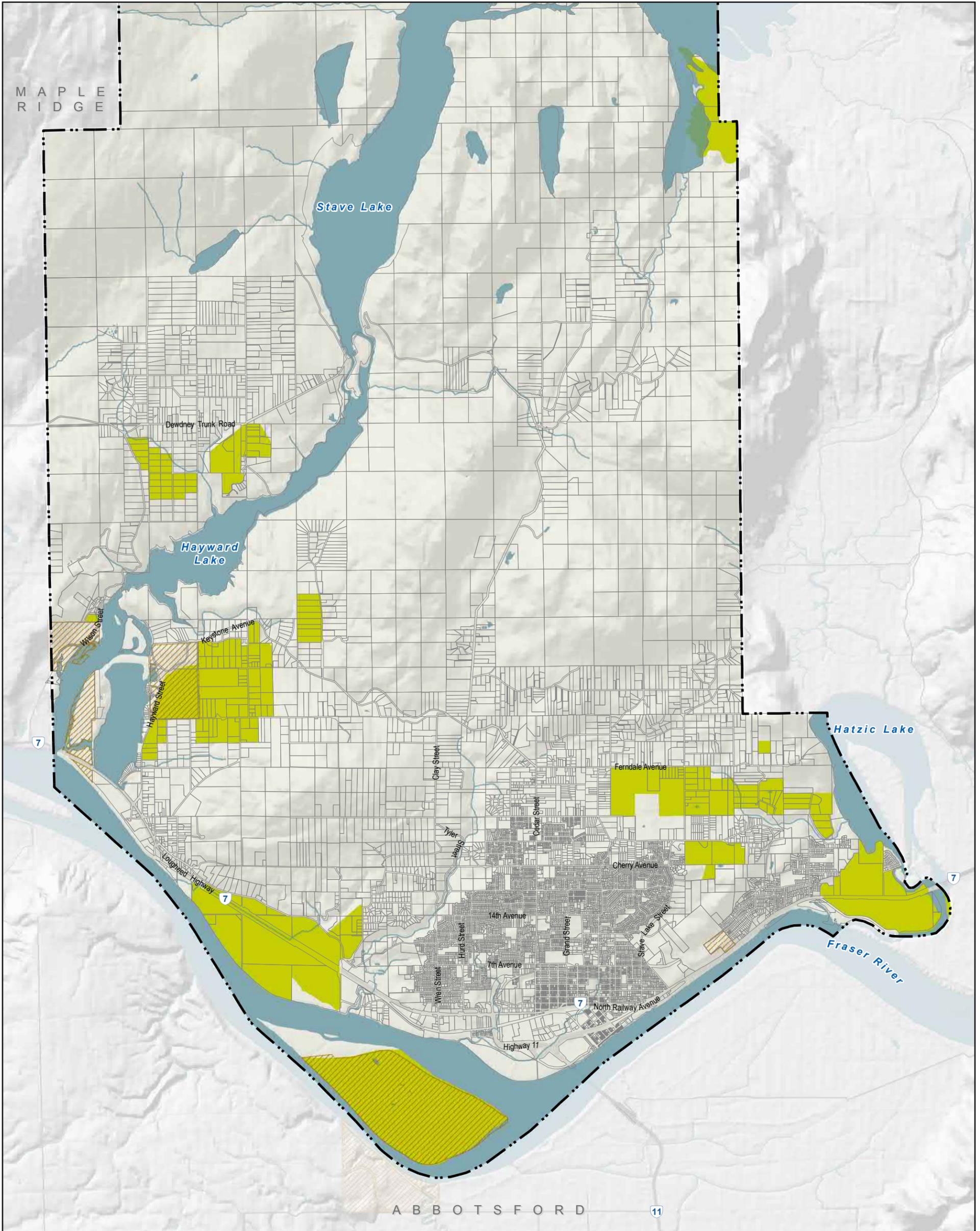
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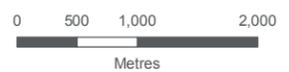
Project #: 0995.0041.01  
 Author: LP  
 Checked: CB  
 Status: **FINAL**  
 Revision: G  
 Date: 2017 / 12 / 6



**Map 1c**



-  Municipal Boundary
-  First Nation Reserve Land
-  Agricultural Land Reserve



Coordinate System: NAD 1983 UTM Zone 10N  
 Scale: 1:60,000

Data Sources: Data provided by District of Mission, 2016 and Data BC, 2016.

District of Mission  
 Official Community Plan  
**Agricultural Land Reserve**

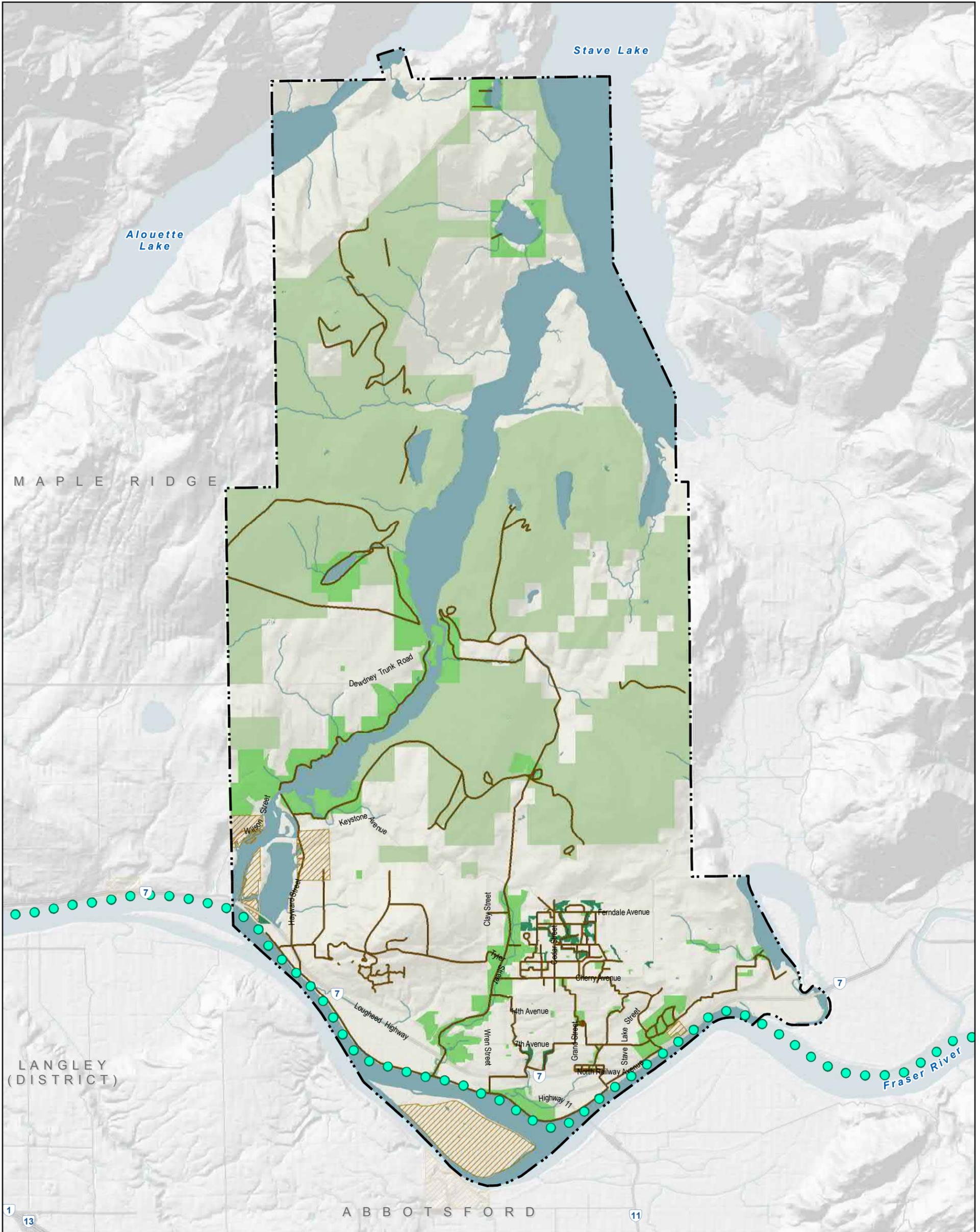
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 Checked: CB  
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 Revision: E  
 Date: 2017 / 10 / 24



**Map 2**







District of Mission  
Official Community Plan

**Parks, Open Space  
and Trails**

-  Municipal Boundary
-  First Nation Reserve Land
-  Parks and Open Space
-  Municipal Forest
-  Environmentally Sensitive Area
-  Trail
-  Experience The Fraser



Coordinate System:  
NAD 1983 UTM Zone 10N

Scale:  
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Data Sources:  
Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: **- DRAFT -**  
Revision: E  
Date: 2017 / 10 / 24



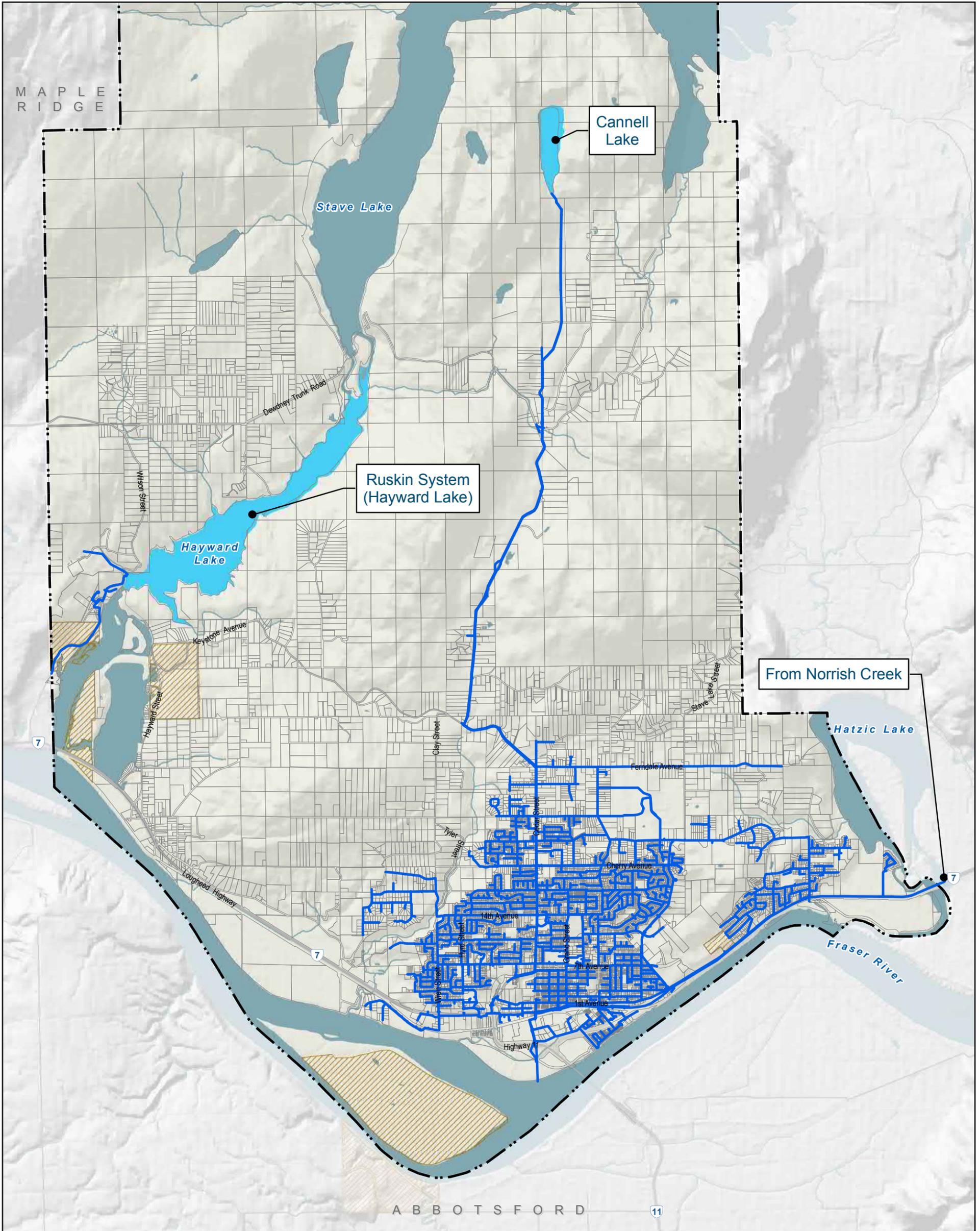
**Map 5**





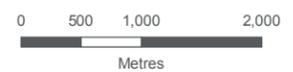






District of Mission  
 Official Community Plan  
**Water Supply Source  
 and Distribution**

-  Municipal Boundary
-  First Nation Reserve Land
-  Water Main
-  District Water Sources



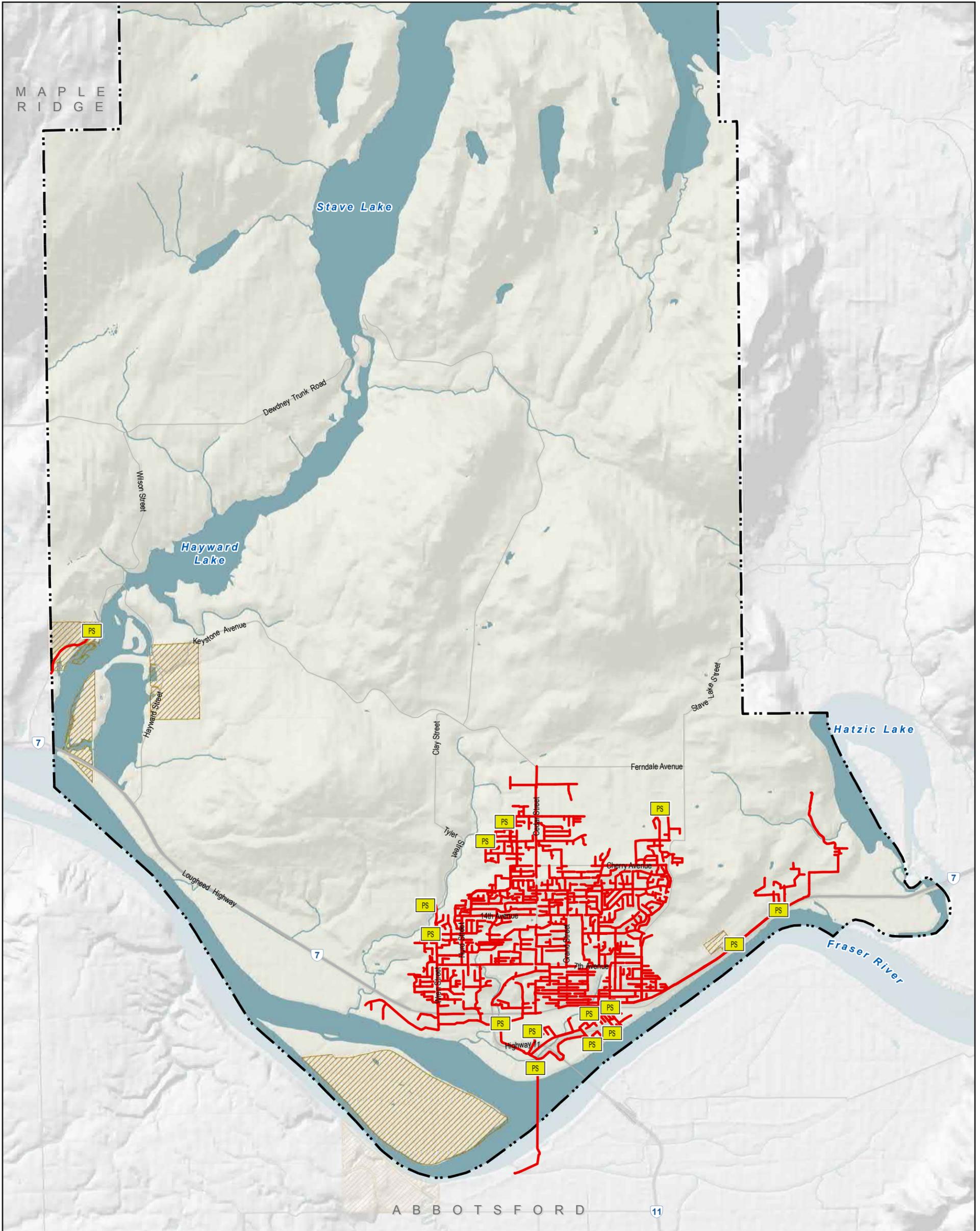
**Coordinate System:** NAD 1983 UTM Zone 10N  
**Scale:** 1:60,000

**Data Sources:** Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
 Author: LP  
 Checked: CB  
 Status: **- DRAFT -**  
 Revision: E  
 Date: 2017 / 10 / 24

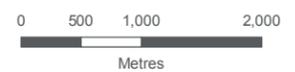


**Map 10**



District of Mission  
 Official Community Plan  
**Sanitary Sewers**

-  Municipal Boundary
-  First Nation Reserve Land
-  Sanitary Sewer Mains
-  Pump Stations



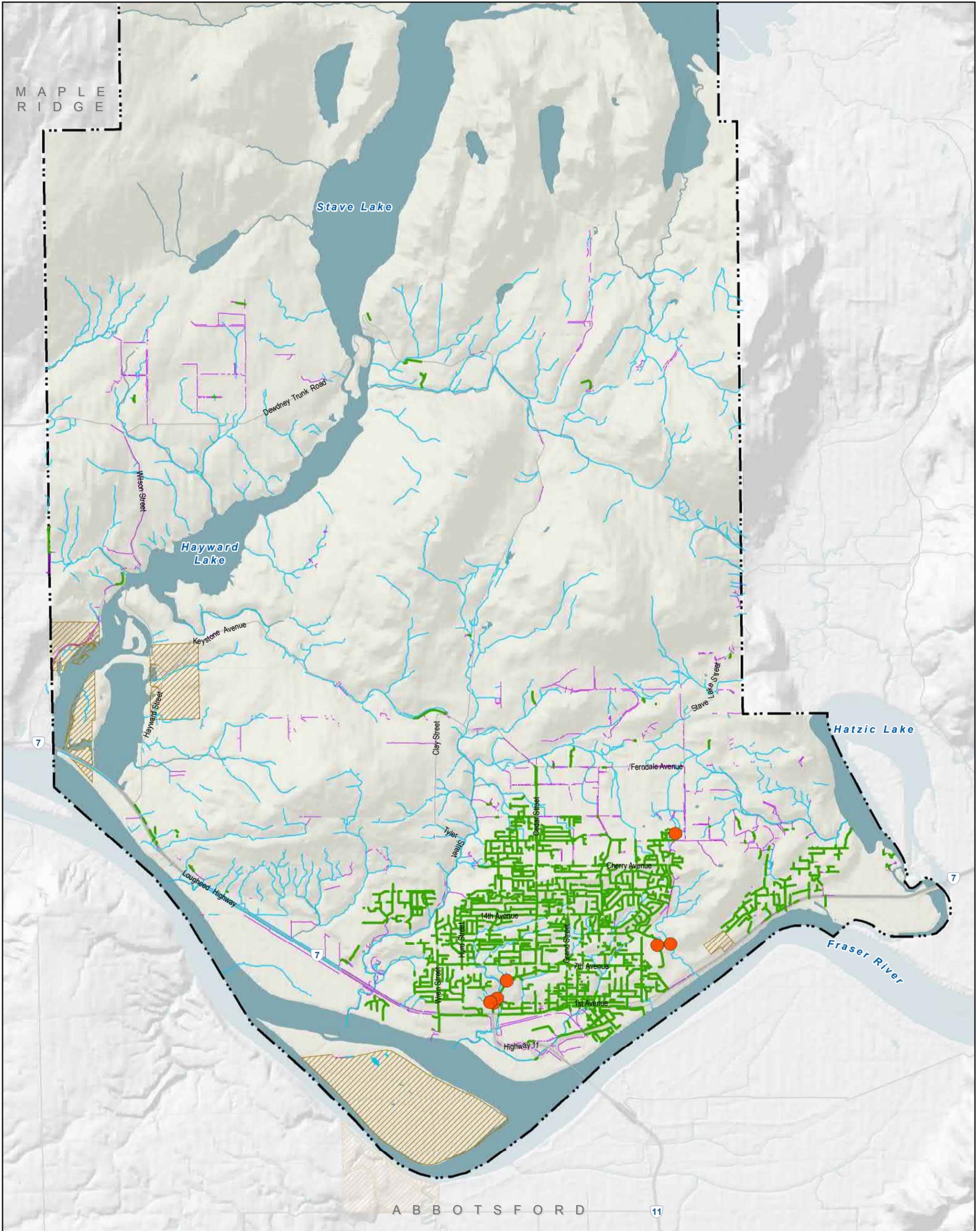
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Data Sources:  
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 Author: LP  
 Checked: CB  
 Status: - DRAFT -  
 Revision: E  
 Date: 2017 / 10 / 24



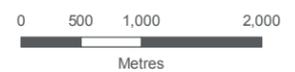
**Map 11**



District of Mission  
Official Community Plan

**Stormwater System**

-  Municipal Boundary
-  First Nation Reserve Land
-  Drainage Pond
-  Drainage Main
-  Drainage Ditch
-  Drainage Creek



**Coordinate System:** NAD 1983 UTM Zone 10N  
**Scale:** 1:60,000

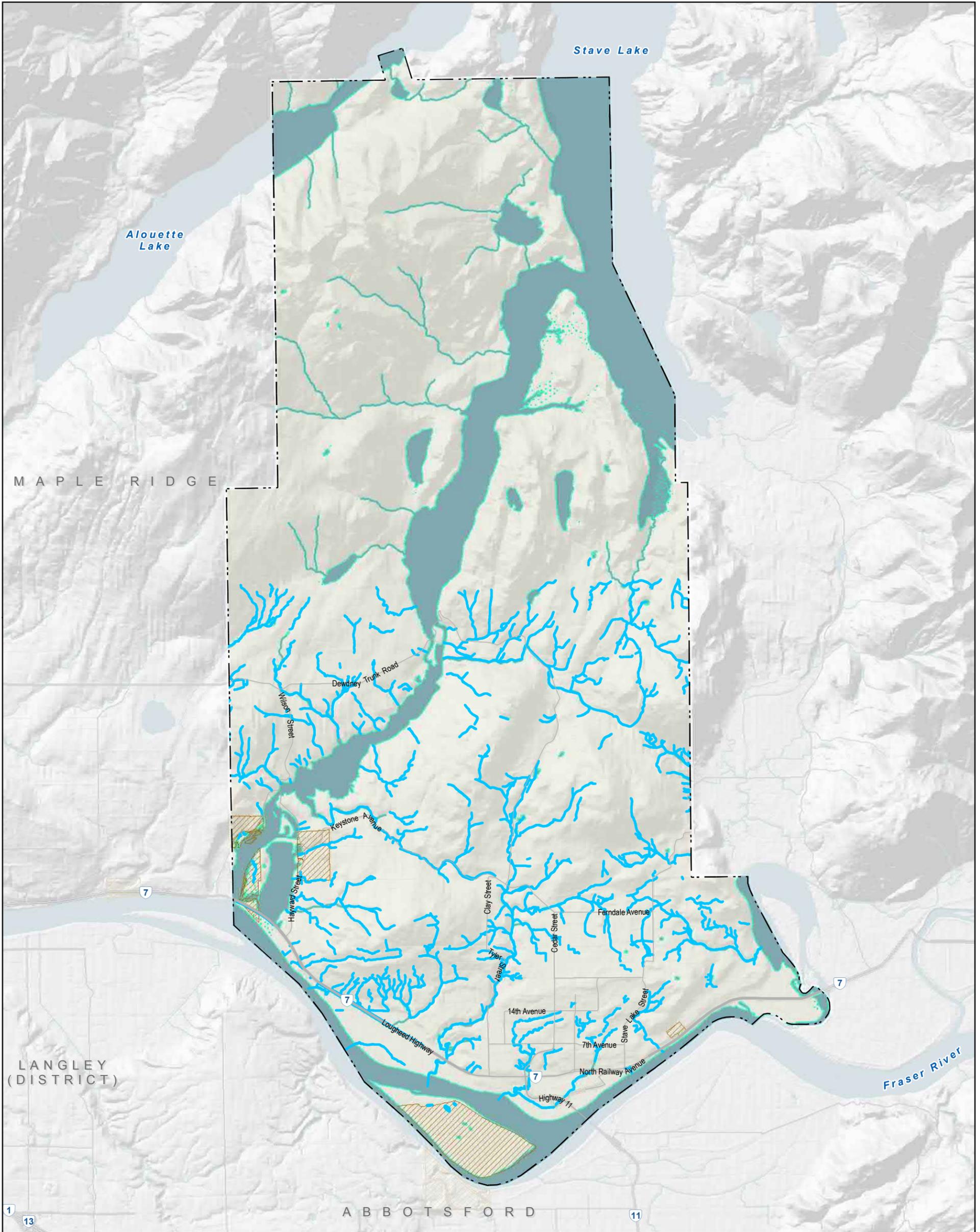
**Data Sources:** Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: **- DRAFT -**  
Revision: E  
Date: 2017 / 10 / 24



**Map 12**





District of Mission  
Official Community Plan

**DPA E: Natural Environment  
Development Permit Area**

-  Municipal Boundary and Natural Environment Development Permit Area
-  First Nation Reserve Land
-  Major Watercourses
-  Wetland
-  Riparian Buffer (30m)



Coordinate System:  
NAD 1983 UTM Zone 10N

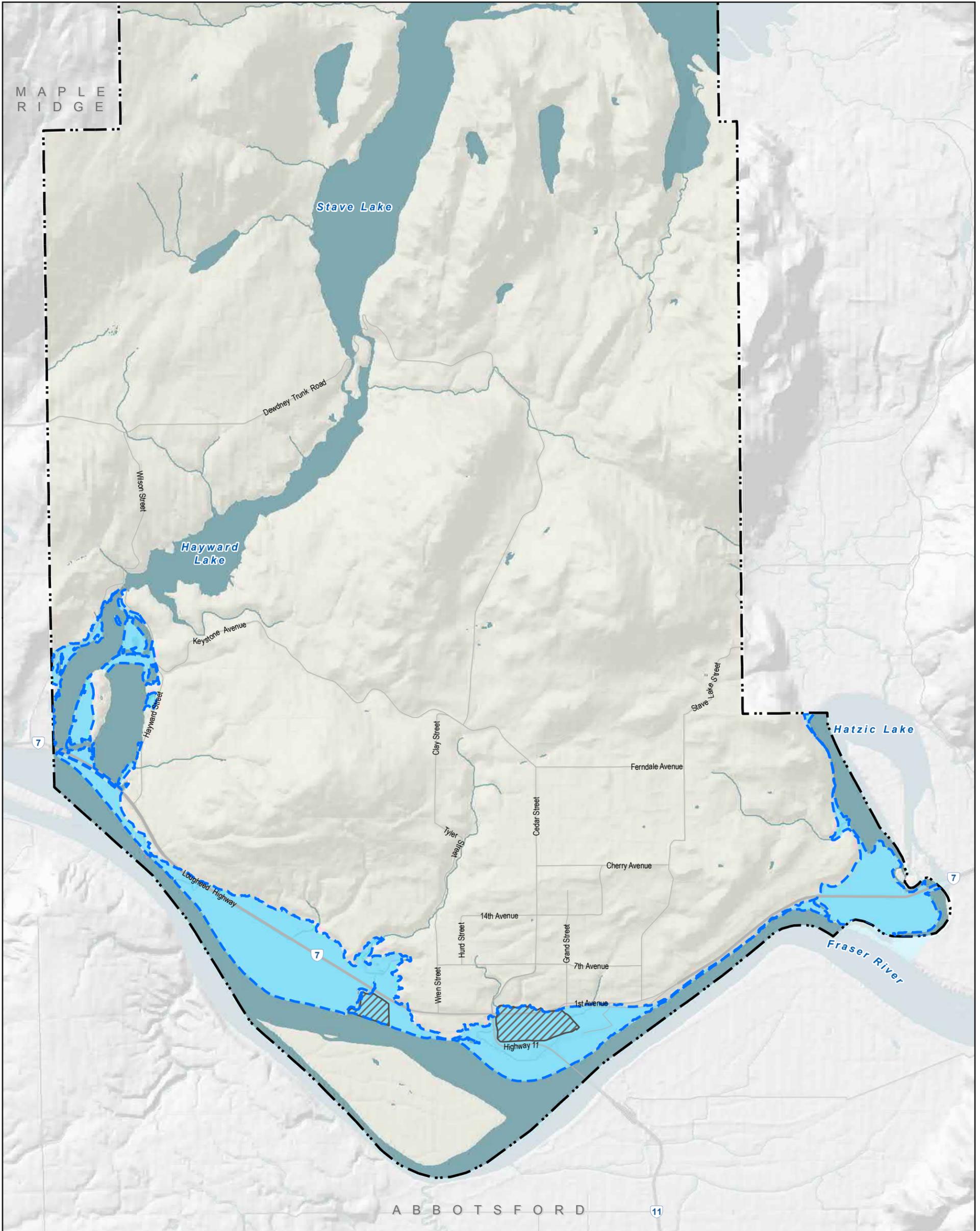
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Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: **- DRAFT -**  
Revision: E  
Date: 2017 / 10 / 25



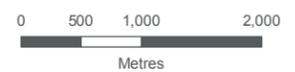
**Map 14**



District of Mission  
Official Community Plan

**DPA F: Fraser River  
Development Permit Area**

-  Municipal Boundary
-  Fraser River Development Permit Area
-  Flood Area
-  Flood Exemption Area



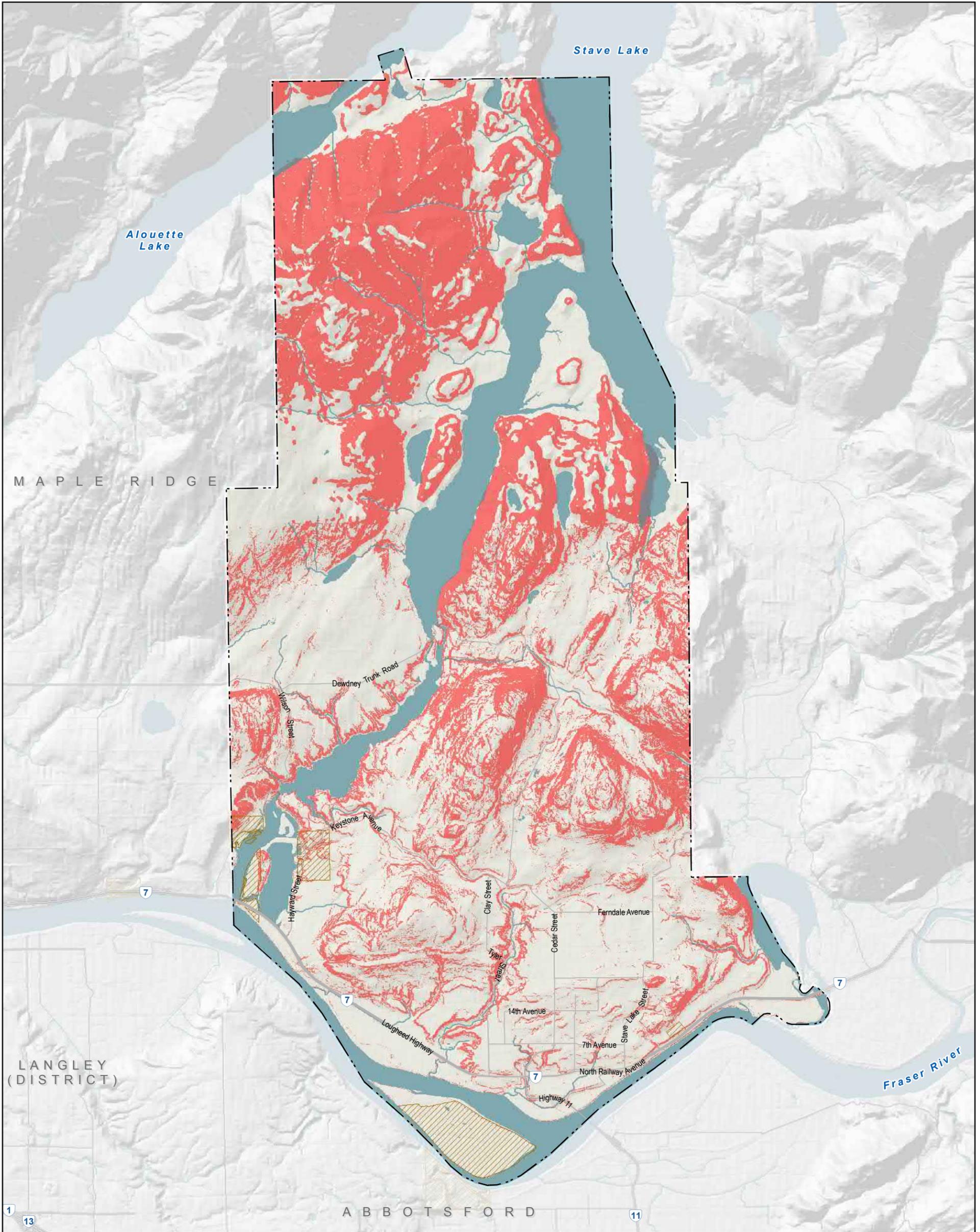
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**Data Sources:** Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: **- DRAFT -**  
Revision: E  
Date: 2017 / 10 / 25



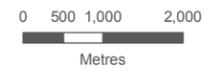
**Map 15**



-  Municipal Boundary and Geotechnical Hazards Development Permit Area
-  First Nation Reserve Land
-  > 30% Slope

District of Mission  
Official Community Plan

**DPA G: Geotechnical Hazards  
Development Permit Area**



Coordinate System:  
NAD 1983 UTM Zone 10N

Scale:  
1:90,000

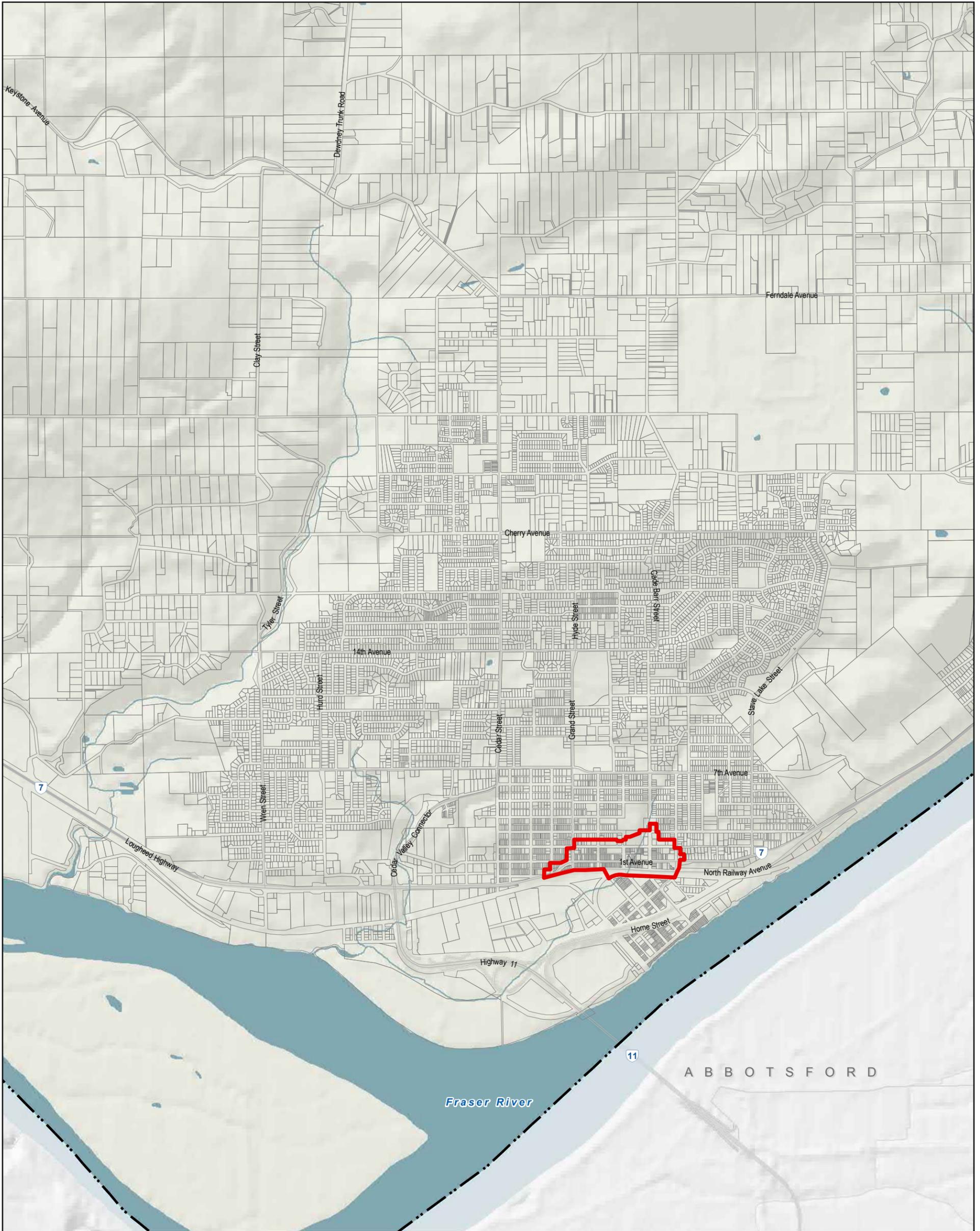
Data Sources:  
Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
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**Map 16**





District of Mission  
Official Community Plan

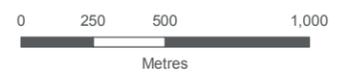
**DPA I: Mission City Downtown  
Development Permit Area**



Municipal Boundary



Mission City Downtown Development Permit Area



Coordinate System: NAD 1983 UTM Zone 10N  
Scale: 1:25,000

Data Sources: Data provided by District of Mission, 2016 and Data BC, 2016.

Project #: 0995.0041.01  
Author: LP  
Checked: CB  
Status: - DRAFT -  
Revision: E  
Date: 2017 / 10 / 25



**Map 18**