# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>5</td>
</tr>
<tr>
<td>Summary</td>
<td>8</td>
</tr>
<tr>
<td>Reinvestment</td>
<td>10</td>
</tr>
<tr>
<td>Transportation Choice</td>
<td>12</td>
</tr>
<tr>
<td>Housing Choice</td>
<td>14</td>
</tr>
<tr>
<td>Corridors &amp; Activity Centers</td>
<td>16</td>
</tr>
<tr>
<td>Design for Healthier Lifestyles</td>
<td>18</td>
</tr>
<tr>
<td>Unique Community Characteristics</td>
<td>20</td>
</tr>
<tr>
<td>Resource Conservation &amp; Energy Efficiency</td>
<td>22</td>
</tr>
<tr>
<td>Action Plan</td>
<td>24</td>
</tr>
<tr>
<td>Appendix: Detailed Comment Log</td>
<td></td>
</tr>
<tr>
<td>(Separate Document)</td>
<td></td>
</tr>
</tbody>
</table>
ACKNOWLEDGEMENTS

Department of Housing and Urban Development (HUD)
This project was made possible by a Sustainable Communities Planning Grant for the United States Department of Housing and Urban Development, Office of Sustainable Housing and Communities. (2013 – 2014)

Mid-America Regional Council (MARC)

Partner Jurisdictions: Participation from staff and stakeholders from the following partner jurisdictions contributed to the Model Sustainable Development Code Website and individual jurisdiction development code audits:

- Fairway, KS
- Gladstone, MO
- Grandview, MO
- Independence, MO
- Mission, KS
- Prairie Village, KS
- Raytown, MO
- Mission, KS

Consultant Team:

[Logos of the consultant firms]
RESOURCE CONSERVATION & ENERGY EFFICIENCY
Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

REINVESTMENT
Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.

TRANSPORTATION CHOICE
Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.

HOUSING CHOICE
Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.

CORRIDORS & ACTIVITY CENTERS
Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.

DESIGN FOR HEALTHIER LIFESTYLES
Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.

UNIQUE COMMUNITY CHARACTERISTICS
Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

INTRODUCTION
This code audit was completed as part of the Mid-America Regional Council Model Sustainable Development Code project. It was made possible by a Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities. The Model Sustainable Development Code project is part of MARC’s Creating Sustainable Places initiative. For more information on the entire initiative, see http://www.marc.org/Regional-Planning/Creating-Sustainable-Places.

Approach
The Creating Sustainable Places initiative promotes a vision for VIBRANT, CONNECTED, and GREEN communities throughout the Kansas City Region. This 3-year program began in 2010 and involved more than 60 regional partners of local governments, state agencies, and civic, business and development organizations. A 40-member coordinating committee developed the 7 key principles for sustainable development in our metropolitan area.

The Model Sustainable Development Code project builds off of this vision and these principles. Through facilitated discussions with our stakeholder jurisdictions, 22 “Sustainable Development Concepts” were identified under these principles. While other sustainability issues may also be important to our region these concepts were identified as issues most impacted by our local development codes. With emphasis on these 22 concepts, the model sustainable development code website and development code audits are focused on the most pressing regulatory issues that are important to our region.
This project involves 2 main components – a model sustainable development code website and code audits of eight local jurisdictions.

**Model Sustainable Development Code Website**

The model code website is established as a resource for code examples from other jurisdictions – most outside of our region – that address the sustainable development concepts identified by our stakeholder jurisdictions. Rather than jump directly to regulatory language, the website first establishes the policy supporting each concept, lists benefits and outcomes from the policy, and identifies a range of regulatory strategies that implement each concept. Example codes are then provided as a resource for jurisdictions that support those policies. http://codes.sustainable-kc.org/

The model code website is organized under 3 main frameworks:

- **LEARN** – organizing the development code strategies and code examples around the 7 main principles and 22 sustainable development concepts.
- **CODE** – organizing the development code strategies around the table of contents of a model development code.
- **EXPLORE** – demonstrating the types of projects and project metrics that support the principles and concepts from the model sustainable development code.

The model code website is also part of a larger suite of on-line resources, including the Regional Indicators that help track our progress towards a more sustainable region with real time access to important data; a Natural Resources Inventory which includes highly refined data at various scales documenting existing resources and restoration opportunities that can allow natural systems to support development in our communities; and Envision Tomorrow and Visualization Tools that can help program and implement concepts within specific contexts. This suite of resources is intended to promote LOCAL ACTIONS, with IMPACTS ON PLACES, that produce REGIONAL OUTCOMES.

**Code Audits**

Eight of our stakeholder jurisdictions also participated in a code audit – evaluating their development code against the 22 sustainable development concepts. To initiate this process, each prepared a “policy profile”, ranking the sustainable development concepts from a 1 – high priority, to a 4 – lowest priority. This profile gives an order of magnitude gauge on which issues are most relevant to each community’s context and current planning priorities, and it helps tailor an action plan for code updates to each jurisdictions needs.

Evaluating how development regulations impact sustainability goals requires a two-part analysis. First, consider whether the regulations present barriers – provisions that prohibit or limit the application of “best practices” towards any specific sustainability objective. Second, and perhaps most importantly, consider how effectively the regulations limit, close loopholes or prohibit other competing practices that undermine broader sustainability issues. This two-part analysis can result in a more integrated code by identifying
SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT

where the development code is strong, silent, or weak on certain principles, and identifying where some sections may undermine other related principles and concepts.

This report is a summary of the Mission audit. The audit was conducted through an independent review and separate discussions with key staff. The audit represents a snapshot of the current regulations, highlights strengths and weaknesses with regard to the 22 Sustainable Development Concepts, and identifies an action plan to address the cities’ specific sustainability priorities as development and redevelopment occurs.

The audit organized under the 7 key principles for sustainable development: Reinvestment; Transportation Choice; Housing Choices; Corridors and Activity Centers; Design for Healthy Lifestyles; Unique Community Characteristics; and Resource Conservation and Energy Efficiency. Under each topic, this report contains:

• **Principles & Concepts** - a summary of each Principle and how the Sustainable Development Concepts impact common sustainability metrics for comprehensive planning and development;

• **Opportunities and Applicability** – a quick observation of how the each Principle and the supporting Concepts could apply to the jurisdictions’ physical and planning context.

• **Code Analysis** - Analysis of how well the development code relates to each concept and typical regulatory objectives, including identification of barriers or loopholes.

• **Potential Action Steps** – Options to consider for future updates to the regulations (note: more information and examples of these action steps can be found on the Model Sustainable Development Code website.)

An action plan is also provided that prioritizes some of the potential action steps based on those that are most easily achievable under the cities current plans and policies (as opposed to those that need broader programs and community input to support them) and those that are most aligned with the cities “policy profile” filled out at the beginning of the audit process. A section by section list of raw comments used to evaluate the code, guide the analysis and determine the rating is included as an appendix to this report. These sections can be used by staff to help prioritize potential action steps, address emerging issues, and improve the Codes performance on certain sustainability concepts.
SUMMARY
Each section – and sometimes specific sub-sections – of the City’s development regulations was scored against the 22 Sustainable Development Concepts. Sections that had no real impact on the principle were given no score. The rating system ranged from 1 to 5, with one being a direct conflict with sustainable development principles, and a 5 being directly supports sustainable development principles. Also, staff and stakeholders filled out a relative priority policy profile” to indicate which of the 22 concepts were most important to the City (using a 1 to 4 scale), considering its physical context, issues and opportunities, or current planning and policy positions. In this way the raw objective scores of the code audit can be compared to the issues that are most important to the city currently, as well as identify any emerging or long-range issues to be concerned about.

Missions’ development code scored in the mid-range for several categories (2.7 to 3.3 - neither directly supports nor directly conflicts with sustainable development concepts and CSP Principles). Some of the City’s high priority issues on the relative priority policy profile scored the highest - Strong Suburban Downtown (4.0), Diverse Housing Types (3.6), and Compact Walkable Centers (3.7) (all in the “somewhat supports” or “directly supports” range ). This indicates a good correlation of the City’s policies with the development code, although some improvements in these categories are still possible and indicated in the report. Some of the City’s high or moderate priority issues did score low. The lowest scores include Complete Street Design (2.6), Context Appropriate Streets (2.3), and Renewable Energy (1.5). In general, the concepts under Transportation Choice principle and any concepts that dealt specifically with the urban design and pedestrian characteristics of the public realm, scored lowest in the analysis of specific code sections and should be an area of focus.
### Rating Key:

- **5:** Directly supports the best practices and prohibits other practices that could undermine sustainable development concepts and principles.
- **4:** Somewhat supports best practices and/or limits other practices that could indirectly undermine sustainable development concepts and principles.
- **3:** Neither directly supports nor limits our community’s ability to implement sustainable development concepts and principles, but may miss an opportunity where these topics typically would be regulated.
- **2:** Creates indirect conflicts, somewhat undermines sustainable development concepts and principles.
- **1:** Creates direct conflicts that likely prohibit best practices that most sustainable development concepts and principles.

### Comment

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OVERALL RATING</strong></td>
</tr>
<tr>
<td>3.1</td>
</tr>
</tbody>
</table>

### Relative Priority

- **High Priority:** This is currently in our existing policies.
- **Moderate Priority:** This is not currently in our policies, but is a direction our community is interested in, or it is currently in our policies, but other items are more important currently.
- **Low Priority:** This is currently not in our policies, and our community has not discussed this, or our community is interested in this direction but it is a long-term aspiration due to physical, political or practical hurdles that must be addressed.
- **Not a Priority:** This is not in our current policies – it has either been discussed and decided against, or it is not applicable to our context within this region.

The “relative priority” is based on a rough ranking of strategies that are of immediate or interim importance to the City. Those with low priority are not necessarily unimportant, but rather may take longer and more involved policy discussions before they become a part of the city’s planning program and regulatory strategies.
**REINVESTMENT**

Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.

**CONCEPTS**

Infill / Rehab Housing

Infill development and rehabilitation of existing buildings helps find space for new homes within our established communities. Designing infill developments in ways that work well with their surroundings and retool property for productive use and modern needs keeps our neighborhoods, corridors and activity centers strong.

Repair Strip Corridors

Strategic investments and better land use transitions can restore value to our corridors. Car-oriented corridors reach a point of diminishing returns as each additional business competes for the visibility, access, and space needed to capture traffic and accommodate cars on high-volume streets. Coordinating public and private investments to create places for people, and connecting these places to supporting land uses can repair our declining corridors.

Strong Suburban Downtown

Strong downtowns attract investment, create a community identity, and provide a place for people to gather and walk. A vibrant and connected downtown increases the resiliency of our communities and adds diversity to our economy.
Mission: Opportunities and Applicability

Reinvestment efforts are focused on “downtown” / Johnson Drive gateways area. Momentum from this may present opportunities to improve infill and rehabilitated housing on abutting parcels and in adjacent neighborhoods. Policies for nodal development and complimentary land uses may be necessary to eliminate strip development that undermines the long-term success of downtown. Outside of the downtown / Johnson Drive gateways area, Mission has very little development that would be considered “strip corridors.” However sites fronting on higher-speed roads are susceptible to car-oriented focus that is a symptom of declining strip corridors. Continued management of access and other improved site design techniques can prevent this from becoming an emerging problem for Mission.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The DND Downtown Neighborhood District presents a very strong approach to a variety of housing options which can support infill/rehab housing; the height and area standards could be strengthened with a “building type” approach.
- The R-3 Townhouse provides for on housing type, and could support a mixture of housing in specific contexts if applied on a very small scale.
- Other multi-family zoning relies on large-scale apartment complex projects, reducing opportunities for more incremental infill redevelopment.
- The MS1 and Johnson Drive / Gateways codes provide good concepts for to support downtown with walkable, mixed-use development patterns.
- Some areas of the Johnson Drive / Gateways plans will require commitments of phased public investments; there are loopholes that will allow larger-scale and car-oriented development that can undermine some of those investments.
- The Urban Guidelines for the Form Based Code are applied on a broad scale, and may present challenges to implement projects on a block-specific basis.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Strengthen the Urban Guidelines for the Form Based Code with close correlation to specific blocks and street types, and more tailored to specific types of buildings.
- Create standards specifically for a wider range small-scale, multi-unit building types, (as a zoning district or specific use type) and target application for infill and redevelopment areas. (eg. the “building type” approach suggested for DND may have wider application.)
- Improve the planned district approach by establishing more “default standards” and clarifying that certain degrees of flexibility from the default standards can be achieved through administrative review – particularly on small projects, or other projects clearly in line with planning policies and the intent of the development regulations.
TRANSPORTATION CHOICE
Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.

CONCEPTS

Connected Street Networks
Connected street networks improve our access to daily needs and establish more valuable and efficient development patterns. Greater connections provide more direct routes, allow options for different routes, and make our communities more adaptable to long-range change.

Complete Streets Design
Well-designed streets provide a setting for commerce, a place for social interaction and offer a variety of transportation options. Streets and rights-of-way are one of our most valuable assets and one of the largest single landholdings in most communities. Designing these spaces to meet as many needs as possible and to better support abutting property will maximize the value to our communities.

Context Appropriate Streets
Context appropriate streets fit the physical setting and better support our distinct places. Varying street designs, even on a block-by-block basis, to account for different environmental conditions, different urban design goals, and different development patterns improves transportation choices.

Optimized Parking
Optimal parking solutions respond to the context and development patterns to improve access for people. Too much parking can be as big of a detriment to quality development as too little. When we mandate parking requirements, but fail to balance this with similar mandates that ensure access for people on foot, bicycles or transit, we limit choices.
Mission: Opportunities and Applicability

The street network is largely established and additions to the network are not typically implemented through development regulations. However capital projects can benefit from an overall street-design program that better blends transportation, public realm design and development goals. Johnson Drive and Shawnee Mission Parkway present the greatest opportunity for future transit, and developing a critical mass of trip origins and destinations in a walkable pattern (as called for in the plans for this area) may be important to support viability of transit. Flexible parking strategies could benefit redevelopment – particularly for the “downtown” / Johnson Drive gateways area.

Code Analysis:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The complete waiver of minimum parking and design and scale limits for parking in downtown is a good regulatory approach; a more comprehensive system of parking credits and waivers should be explored for application in other districts where similar benefits are possible, and where reducing the scale, visibility and impact of surface parking is desirable.

- The design standards for streets do not recognize the vital role streets play in urban design, and determining the character of districts and neighborhoods; most of the standards reflect a priority for moving cars quickly despite policies and intent statements that reflect a different priority for walkable or multi-modal design. This is true even in the detailed and limited street sections associated with the Form-based Code.

- The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all contexts of the community. (in general 4’ wide is not enough for two people to walk side by side. See 455.300).

Potential Action Steps:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Improve street standards city-wide variety of street design types for different contexts (as opposed to simply functional classification), and include street trees and sidewalk design and location as part of that approach.

- Improve the Form-based Code street concepts – particularly lane widths, location of sidewalks and on-street parking widths - and then prioritize them for capital programming and/or development agreements based on redevelopment priorities.

- Revise access and sight distance standards that can prioritize vehicle flow and turning movements over pedestrian or development interests – particularly for the Downtown Neighborhood District, MS1 and MS 2 districts, and Form-based Code application in the downtown and Johnson Drive gateways.

- Improve flexibility to reduce on-site parking and loading requirements city-wide through more credits or waivers.

- Consider incorporating references to outside street design guides to help with design of specific street sections where multi-modal transportation is a priority. (See particularly: Institute for Transportation Engineers’ Designing Walkable Urban Thoroughfares, and National Association of City Transportation Officials Urban Street Design Guide.)
HOUSING CHOICE
Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.

CONCEPTS

Diverse Housing Types
A greater range of housing types: affordable, market-rate and workforce housing makes our neighborhoods more stable and resilient to outside influences. Increasing the variety of housing options can better meet the changing housing demands of our population and supplies the broad range of housing needed for more complete communities.

Age In Place
Age in place communities allow people to live where they want despite changes in their housing needs. Diverse housing options allow people to remain in their neighborhoods, stay engaged in familiar environments and established relationships, and contribute to the broader community.

Mixed-density Neighborhoods
A wide variety of housing types within the same neighborhood strengthens community diversity and increases the number of amenities available to residents. Integrating a similar scale of lots, building footprints, heights and frontages allows different housing types to mix compatibly despite wide ranges of density, and establishes the distinct characteristics of our neighborhoods.

MISSION SCORE

3.6

3.4

2.9
Mission:
Opportunities and Applicability

Neighborhoods and development patterns are largely established, with relatively little “green field” development likely in the future. Different housing types will likely focus on the downtown / Johnson Drive gateways area. Options to meet diverse housing needs will need to be responsive to the opportunities and constraints presented by that contexts, as well as managing incremental rehabilitation in existing stable neighborhoods.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The DND Downtown Neighborhood District presents a very strong approach form mixed housing and a variety of small scale, multi-unit building types that will present many opportunities to improve housing choices in a walkable, neighborhood pattern. However the height and area standards could be strengthened with a “building type” approach.
- The segregation of residential zoning based on specific housing types (i.e. duplex, townhouse, and senior apartment districts) may make blending compatible housing types outside of the DND districts difficult.
- The accessory use / accessory building standards are unclear if accessory dwelling units are permitted – the assumption is they are not.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Consider standards geared more to lot and residential building type combinations, rather than simply lot size and density – particularly for the small-lot or small-scale, multi-unit building types. An acceptable range of types can be tailored for the DND district, but also may be generally applicable through the other high-density districts.
- Update or supplement the R-2 standards to allow buildings similar in scale to a single family home. Currently it simply doubles the R-1 standards and allows you to attach the dwellings, which will result in an out-of-scale pattern where two houses appear pushed together, as opposed to a similar scale home with two units in it.
- Create accessory dwelling unit provisions for limited or specific contexts, including upgraded neighborhood design standards for accessory buildings generally
Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.

**CONCEPTS**

**Compact Walkable Centers**
Concentrating more small-scale and diverse uses in compact patterns allows people to walk to shopping, school, jobs and entertainment. Arranging a greater mix of uses around a well-connected, pedestrian-scaled public realm builds valuable and enduring places, and it improves the overall economic and environmental performance of development.

**Transit-Ready Corridors -**
Connecting our most common trip origins and destinations along strategic corridors will better support local and regional transit lines. More housing choices, increased employment options, and direct connections to more walkable places prepare our corridors for better transit service.

**Retail / Rooftop Relationships**
A strong, well-connected and accessible market makes retail more successful. Improving the proximity and relationship between neighborhoods and the amount and types of commercial development they demand makes our corridors and activity centers vital and worthy of long-lasting investments.
Mission: Opportunities and Applicability

Johnson Drive is the primary walkable center for the community. Emerging development in the gateways areas could provide some larger scale development in walkable patterns or transit-supportive patterns. Continued focus on North Oak as a higher intensity, potentially transit-ready development will provide a mix of residential and commercial uses in these areas (trip origins and destinations), as well as increase the proximity of services for adjacent stable neighborhoods.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

• MS1, MS2 and DND districts present a very strong basis for compact walkable development; however many of the building scale, building design and street design standards (particularly those in the FBC) present some implementation challenges. They either require some up-front public investment to set the character and pattern and/or require more detailed block-scale planning to specify the scale and relationships of buildings and sites to the public realm.

• Overall the street standards (both city-wide and in the Form-based Code) will present challenges to making a more walkable public realm.

• The Planned Business Park will not promote a more walkable or transit-ready development pattern. To the extent this district is used in the gateway or Johnson Drive area, it could undermine an opportunity to place jobs (a critical driver of mixed-use or transit supportive development) in a better development pattern.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

• Improve the public realm design standards (streetscapes and open spaces), particularly for the Downtown Neighborhood District, MS1 and MS 2 districts, and Form-based Code application in the downtown and Johnson Drive gateways.

• Strengthen the Urban Guidelines for the Form Based Code with close correlation to specific blocks and street types, and more tailored to specific types of buildings.

• Consider limiting the application of the Planned Business district, or developing better planning criteria for applying this district in walkable, or transit-ready patterns (i.e. application of the district in the downtown / Johnson Drive gateways area.)
DESIGN FOR HEALTHIER LIFESTYLES

Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.

CONCEPTS

Active Transportation / Living
Making walking and bicycling a safe, fun and convenient way to reach our daily needs improves public health. Active modes of transportation offer a combination of recreation, exercise, and transportation. Incorporating more social and physical activity into daily routines increases our quality-of-life and reduces environmental impacts of our lifestyle and transportation choices.

Access to Healthy Foods
The design of our communities impacts how we access and distribute food and what we eat. Better integrating a range of different food production and distribution options into our communities can increase our public health, strengthen our local economy and make better use of our landscapes.

Integrated Trail System
Trail systems connect our communities and natural areas, enhance our transportation networks and promote recreational systems. Integrating trail systems into our development patterns makes us more active and more engaged in our community.

MISSION SCORE

2.7

---

3.0
Mission: Opportunities and Applicability

Development patterns and infrastructure that shapes active transportation are largely establish and not directly implemented through regulations. Strategic prioritization of capital projects near existing destinations or on priority routes will be important (eg. Rock Creek trail). However plans, conceptual designs and policies for areas where redevelopment or street improvements may occur, can support filling gaps in sidewalks trails, bicycle routes when backed by development regulations that require these facilities incrementally. Access to healthy food may be impacted by all aspects of the zoning regulations through use and design standards for appropriate scaled food outlets to appropriate scaled food production.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Bike and pedestrian priorities, particularly on street types that connect important walking and biking destinations, are lacking from the street design standards.
- The open space standards do not include a variety of design types for specific purposes in specific contexts (i.e. the requirement for trail connections in certain contexts as opposed to other more generic “open space” fulfilling the requirement)
- The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all contexts of the community. (in general 4’ wide is not enough for two people to walk side by side. See 455.300).
- There are no standards in the regulations that impact (positively or negatively) policies regarding access to healthy food; this could be an interpretation issue or potential impediment to some of the emerging small-scale food production activities that are occurring in communities.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Improve street standards city-wide variety of street design types for different contexts (as opposed to simply functional classification), and include street trees and sidewalk design and location as part of that approach.
- Improve the Form-based Code street concepts – particularly lane widths, location of sidewalks and on-street parking widths - and then prioritize them for capital programming and/or development agreements based on redevelopment priorities.
- Consider adding either as permitted, accessory or limited/conditional uses some of the small-scale foot production activities.
- Develop a wide range of open space/civic space types to meet the open space requirement; consider requirements for connectivity to the Rock Creek Trail as part of open space requirements for properties along this trail.
Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

**CONCEPTS**

**Pedestrian Oriented Public Realm**
A public realm designed for people establishes our most memorable and enduring community characteristics. The design of our rights-of-way and civic spaces, and the relationships of buildings to these spaces, shapes how we experience and perceive our communities.

**Natural Resource Protection**
Parks, open spaces and natural areas are defining features of our communities. Arranging our built environment in ways that emphasize valuable natural landscapes as a focal point of development enriches our communities and builds distinct, desirable places.

**Tree Preservation**
Maintaining our well established trees and planting the right tree in the right place builds long-term value in our communities. The urban forest does more than make our streets, parks and neighborhoods pretty; it provides valuable ecosystem services that reduce energy use, clean our air and water, and keep our communities vibrant, comfortable and healthy.
Mission: Opportunities and Applicability

Streets in “downtown” / Johnson Drive gateway area and adjacent neighborhoods are the greatest opportunity for an improved pedestrian oriented public realm. The recent Johnson Drive project is a significant investment of the City. More incremental and strategic improvements for pedestrian-scaled streets and public spaces will be necessary as development continues in this area, to build and improve upon this investment.

Rock creek trail improvements and maintaining the mature tree canopy – both street trees and private trees, can preserve the City’s most significant and productive natural features. Other natural resource protections strategies will be on an incremental, and site-by-site basis covered in “green infrastructure” discussions.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Open space and streetscape standards are not tied explicitly to some of the “place-making” concepts identified in the statement of intent of the various zoning districts – particularly for areas planned for a mix of uses and housing types, where the design of the public realm is a crucial coordinating amenity.
- The City has a fairly extensive section of the City Code on Trees (Chapter 420 that support many of the ecological and urban design benefits of street trees and landscape trees. However these provisions are not closely aligned with the street design or landscape standards of the development regulations.
- The tree preservation provisions of the minimum landscape tree requirements is strong, however the location requirements within the streetscape or frontage area is non-descript.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Improve the public realm design standards (streetscapes and open spaces), particularly for the Downtown Neighborhood District, MS1 and MS 2 districts, and Form-based Code application in the downtown and Johnson Drive gateways.
- Revise access and sight distance standards that can prioritize vehicle flow and turning movements over pedestrian or development interests – particularly for the Downtown Neighborhood District, MS1 and MS 2 districts, and Form-based Code application in the downtown and Johnson Drive gateways.
- Develop specific street design types and account for the role, design and placement of street trees for all street types – including specific tree species for certain contexts.
- Develop a wide range of open space/civic space types to meet the open space requirement; consider requirements for connectivity to the Rock Creek Trail as part of open space requirements for properties along this trail.
- Coordinate Chapter 420 (Tree Board and Trees) with streetscape and landscape standards in the development regulations; consider a formal city-wide street tree program.
RESOURCE CONSERVATION & ENERGY EFFICIENCY

Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

CONCEPTS

Green Infrastructure
Using natural systems to serve development and designing development to incorporate natural systems can reduce costs and increase environmental performance of our communities. Green infrastructure preserves valuable ecological functions of our landscapes and emphasizes distinct characteristics of our communities.

Energy Efficient Buildings and Sites
More efficient building and site designs can improve environmental performance, increase our health, and reduce the life cycle costs of property investments. Building orientation and siting, landscape and site design, material selection, operation and maintenance practices, and the adaptability of our buildings and sites to future reuse all impact how much resources and energy we consume.

Renewable Energy
Development patterns and policies of our cities impact both our sources of energy and our use of energy. Retooling our cities for renewable energy – from the regional scale to the site scale – helps reduce our energy demand, increase our energy supply and efficiency, and make our communities more resilient, affordable and healthy.
Mission: Opportunities and Applicability

Green infrastructure and “green street” designs may be incorporated into city capital projects based on stormwater master planning. The development regulations will mostly impact site-based green strategies to compliment this system. Incremental opportunities may present opportunities to re-connect green systems as corridors redevelop. The region as a whole is continuing to monitor the impact of the rapidly evolving green building practices and renewable energy strategies.

CODE ANALYSIS:

Through a review of the Mission Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The landscape design standards are subject to a discretionary plan approval for detailed design; they do provide some good design objectives for environmental benefits to be achieved through landscape design.
- There are very few standards addressing specific objectives dealing with the energy performance of buildings and sites, so the regulations neither support or appear to hinder “green building” objectives.
- There are no standards for small-scale, site-based renewable energy systems, which can be an impediment to these types of investments.
- The off-street parking and loading requirements can negatively impact sustainable site design (both in terms of the extent and the design and construction of these areas.), but the accommodation for alternative permeable surfaces can promote lessor impact designs.
- -There is not a clear indication of policies or preferences for green infrastructure or low impact BMPs to address on-site stormwater.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Mission should consider the following actions:

- Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).
- Improve flexibility to reduce on-site parking and loading requirements through more credits or waivers.
- Develop basic standards for on-site renewable energy systems (wind, solar or geo-thermal), as a permitted, accessory or limited/conditional use.
**SHORT TERM**

The following action steps reflect “quick fixes” or updates that can be easily incorporated into the current development code structure and which may not need substantial planning or policy discussions.

- Adjust city-wide sidewalk standards to reflect different design standards for priority routes and walkable neighborhoods and centers.
- Add flexibility to reduce on-site parking and loading requirements in all districts (not just MS1 or MS2).
- Incorporate outside references as guidance to street design, using more multi-modal and urban design approaches (use National Association of City Transportation Officials guidance.)
- Adjust the R-2 standards to allow duplexes with similar scale and lot orientation as single family homes (i.e. appropriate scaled house with 2 units, rather than 2 houses attached together.)
- Clarify accessory dwelling unit/building standards and target certain areas near walkable destinations for specific ADU standards or be specific for “aging in place” options.
- Consider allowances for limited, small scale food production activities in certain districts.

**SHORT TERM (cont.)**

- Improve site-specific application and standards for natural BMPs to address storm water.
- Adopt standards for small-scale, on-site renewable energy systems.

**LONG TERM**

The following action steps are important to fully implement the Sustainable Places principles and concepts, but may require significant re-structuring of the development regulations and/or require more detailed planning and policy discussion prior to full implementations.

- Improve street design standards with a wide variety of street design types for different contexts. Particularly focus on updating important sections of the Form-based Code areas (use the National Association of City Transportation Officials guidance); prioritize certain segments where redevelopment is likely for coordination with the Capital Improvements Program.
- Enhance the DND district with a “building type” approach based on compact, small-scale, multi-unit building types; consider how this approach could apply to R-2 through R-6 districts.
- Create additional design standards (building types, street types, civic space types) as default standards for the MS1 and MS2 districts; improve the Urban Guidelines of the form-based Code to be more specifically geared towards (1) certain building types; and (2) coordination of those building types along particular block segments. This should also help address the lack of development and building scale standards in the form-based code, and improve expectations and review procedures under the form-based code.
- Coordinate open space design, trail and landscape design, and green infrastructure standards with a broader watershed planning activities. This approach should recognize that some areas of more intense development should have different stormwater planning criteria and/or consider opportunities for off-site mitigation in exchange for greater development intensities.
Completed as part of the Creating Sustainable Places initiative for MARC: