



OFFICIAL COMMUNITY PLAN

BYLAW 4052-2008

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

THIS DOCUMENT HAS BEEN REPRODUCED FOR CONVENIENCE ONLY and is a consolidation of
"District of Mission Official Community Plan Bylaw 4052-2008" with the following amending bylaws:

Date Adopted (yyyy/mm/dd)	Bylaw Number	Property Address	Appl. #	Section Amended
2008/10/14	4083-2008-4052(1)	32646 Logan Ave.	R08-018	Map
2008/11/17	3983-2007	33000, 33090, 33126, 33144 Tunbridge Ave.	R06-038	Map
2009/03/02	4069-2008-4052(2)	Silverdale Neighbourhood One Plan	R08-016 R08-017	Maps 1, 1c, 4, 4b, 2, Sections 2.2.9, 2.2.12 to 2.2.19, Dev. Permit Area
2009/11/02	5038-2009-4052(5)	n/a – text change	R09-007	Dev. Permit Areas
2009/12/07	5034-2009-4052(4)	n/a – text change	R09-006	Dev. Permit Areas, new Map 5a
2010/05/03	5004-2008-4052(3)	7900 Oyama Street	R08-019	Map
2010/05/17	5132-2010-4052(8)	n/a – text change	R10-009	Part II (new 1.8)
2011/08/08	5216-2011-4052(13)	33032 – 11 th Avenue	R11-010	Map
2011/11/28	5222-2011-4052(14)	8352 Cedar Street, 32821 & 32835 Janzen Avenue	R11-009	Map
2011/11/28	5137-2010-4052(9)	n/a – text change	R10-013	Industrial Develop- ment Permit Area
2011/12/19	5181-2010-4052(12)	32895 Sylvia Avenue 32911 Sylvia Avenue	R10-023	Map
2012/03/19	5244-2011-4052(16)	7348 & 7338 Hurd Street	R11-014	Map
2012/06/18	5283-2012-4052(22)	8742 Cedar Street	R10-024	Map
2012/11/05	5313-2012-4052(26)	Portion of 9716 & 9732 Dewdney Trunk Road	R12-018	Map
2013/02/04	5326-2012-4052(27)	n/a – text change	R12-035	Policy 3.4.6.
2013/03/04	5347-2013-4052(28)	31956 Lougheed Hwy (portion of)	R12-041	Map
2013/06/03	5276-2012-4052(20)	8955 Cedar Street (portion of)	R12-001	Map

Date Adopted (yyyy/mm/dd)	Bylaw Number	Property Address	Appl. #	Section Amended
2013/07/02	5231-2011-4052(15)	33009 Sylvia Avenue (portion of)	R10-035	Map
2013/07/02	5268-2012-4052(19)	Portions of 32941, 32957, 32971, 32985 Sylvia Avenue	R12-002	Map
2013/09/23	5278-2012-4052(21)	8711 Cedar Street	R11-024	Map
2014/03/17	5404-2013-4052(30)	n/a – text change	R13-030	MissionCity Downtown Action Plan
2014/09/02	5438-2014-4052(35)	29221 Lougheed Highway	R14-008	Map
2015/01/05	5436-2014-4052(34)	32921 14 th Avenue	R14-006	Map
2015/05/19	5500-2015-4052(42)	n/a – text change	R15-005	Part I, Section 1.10
2015/08/04	5444-2014-4052(36)	8134 Hyde Street	R14-007	Map
2016/03/21	5481-2015-4052(41)	29550 & 29560 Lougheed Highway and text change	R14-019	Map, Policy 2.2.8.a.

Individual copies of any of the above bylaws are available from the Administration Department of the District of Mission. For legal purposes, copies of the original bylaws should be obtained.

**DISTRICT OF MISSION
OFFICIAL COMMUNITY PLAN BYLAW 4052-2008**

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 876 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 882(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 4052-2008".

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 3142-1998" and all amendments thereto are hereby repealed.

Any bylaw commenced under "District of Mission Official Community Plan Bylaw 3142-1998" 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 3142-1998" 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 5th day of May, 2008

COUNCIL CONSIDERATION OF SECTION 882 OF THE
LOCAL GOVERNMENT ACT this 16th day of June, 2008

PUBLIC HEARING held this 25th day of June, 2008

READ A SECOND TIME this 7th day of July, 2008

READ A THIRD TIME this 7th day of July, 2008

ADOPTED this 28th day of July, 2008

original signed by Mayor James Atebe
JAMES ATEBE, MAYOR

original signed by Dennis Clark
DENNIS CLARK, DIRECTOR OF
CORPORATE ADMINISTRATION

SCHEDULE “A”

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1. PLAN OVERVIEW

1.1 Project Overview

In January 2005, the District of Mission began the process of updating its existing Official Community Plan (OCP), which was adopted by the District of Mission Council in February 1999 (Bylaw No. 3142 -1998). The overall objective of updating the OCP, herein referred to as the OCP Update Project, is to update and strengthen the existing policy framework with a view to providing for the integrated social, economic, and environmental well being of the community over the course of the planning period (2005 – 2025).

The updated OCP provides strategic policy direction that is designed to achieve the community's vision and goals for the future, as detailed in [Section 1.3, Vision and Goals for the Future](#). The OCP's policies are the criteria that form the basis for evaluating new development proposals, rezonings, subdivisions, capital works, other municipal decisions, and community initiatives. The OCP's policies are linked to actions that can be implemented over the short and long term – ensuring that policy is turned into action in the form of municipal and partnership projects and programs.

The updated OCP has been designed to act as a user-friendly document that can be used on a daily basis by Council, staff and the public to inform planning and land use management decisions. The OCP is also meant to be a resource such that the community's policies are legible, transparent, and meaningful to its users.

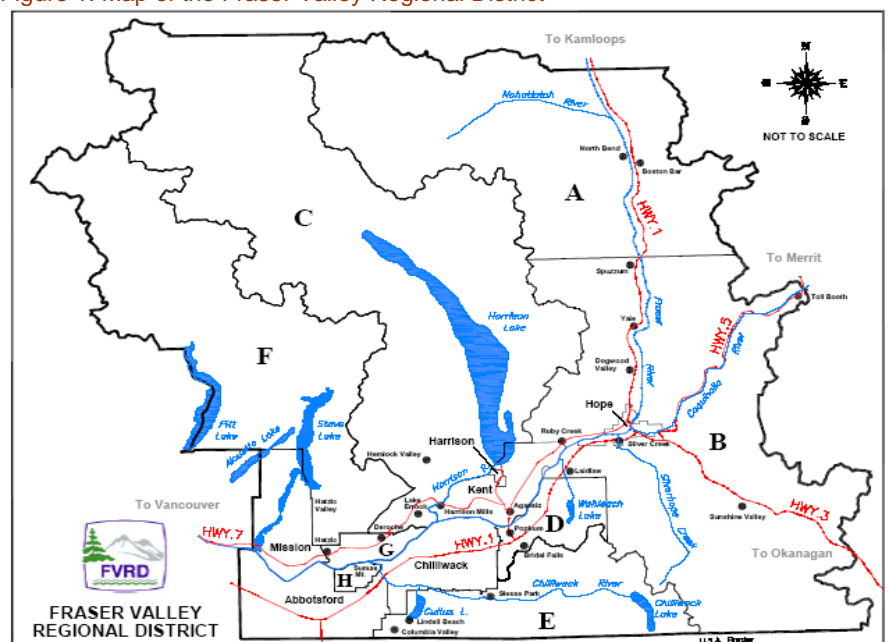


1.2 Background and Scope

1.2.1 Geographic Location

The District of Mission has a total area of 225.78 sq. km and as depicted in [Figure 1: Map of the Fraser Valley Regional District](#), the District is bounded to the north by BC Electoral Area F, to the south by the City of Abbotsford, to the east by Electoral Area G, and to the west by Maple Ridge. The community is conveniently located 70 km east of Vancouver, and a 15-minute drive from the Canada/U.S. border.

Figure 1: Map of the Fraser Valley Regional District



Source: FVRD website (www.fvrd.bc.ca)

1.2.2 Fraser Valley Regional District and Mission

The Fraser Valley Regional District was formed in 1995 by the amalgamation of Central Fraser Valley, Dewdney-Allouette and Fraser Cheam Regional Districts. The District is a partnership of local government members, including the Cities of Chilliwack and Abbotsford, the Districts of Mission, Kent and Hope, the Village of Harrison Hot Springs, and eight BC electoral areas (A-H).

The Fraser Valley Regional District is the third most populous region in British Columbia with an estimated 2004 population of 260,247 people. The region has a history of growth, having increased in size by more than 100,000 people over the past 20 years¹. According to Statistics Canada, the Fraser Valley Regional District's population increased 6.8% between census years 1996 and 2001 and continued growth is forecast for the Region.

While the Fraser Valley Regional District is approximately 14,000 sq. km. in size, over 90% of the region's population resides on less than 1% of the land base. Only a small portion of the region is considered suitable for development due largely to the local topography, **Figure 2: Map of the Fraser Valley Regional District's Topography**. As such, the region faces extreme growth pressures that demand growth management and strategic land use planning.



Figure 2: Map of the Fraser Valley Regional District's Topography



¹ Choices for Our Future. Regional Growth Strategy for the Fraser Valley Regional District. 2004

The growth pressures experienced in the Fraser Valley Regional District are spread across its member communities, including the District of Mission, as evidenced by the community's rate of population growth. According to Statistics Canada, Mission experienced a 2.5% increase in population between 1996 and 2001. Mission's attractive quality of life, urban and rural living experiences, and spectacular natural setting, continue to act as attractions for newcomers to the community.

1.3 Vision and Goals for the Future

Looking ahead to the future, the vision for the District of Mission is as follows:

Mission is a healthy community that has a balance of residential, commercial, and industrial land uses, amongst an abundance of parkland and natural open space. It is known as a community-oriented, affordable, and safe community. Mission has a mix of housing types, offering choices to people of all incomes, lifestyles, and age groups. Community neighbourhoods reflect principles of sustainable development. The downtown is a vibrant place with a distinct identity that attracts residents and visitors in search of unique shopping and living experiences. The number of local industries and jobs has increased over the years to allow more residents to live and work in Mission. Natural and cultural resources provide recreation and tourism opportunities that have contributed to the attractive quality of life and the strong local economy.

The overall purpose of the updated OCP is to provide a policy framework that contributes to the sustainable growth and development of Mission, while strengthening individual and collective well-being through balanced and integrated actions that are mindful of social, cultural, economic, and environmental attributes of the community.

The goals of the OCP are designed to reflect the diverse attributes of the community, keeping in mind the principles of sustainability. The OCP's goals are summarized as follows:

- To achieve sustainable growth; balancing economic, environmental and social principles
- To increase the number of local employment and shopping opportunities through commercial and industrial development
- To manage the natural environment
- To develop housing alternatives which reflect the diverse needs of the community's current and future residents
- To ensure that development provides public spaces, open spaces, and parkland that contribute to the value of the public realm
- To enhance transportation choice through the development and enhancement of an integrated, multi-modal transportation system



- To enhance the community's character and economic well-being through waterfront development and downtown revitalization and sustainable development
- To maintain and enhance the quality of life that will continue to encourage people to live, work, and visit Mission
- To involve the public in all stages of the development and implementation of the OCP

1.4 Public Participation Process and Community Vision

According to s. 879 (1) of the *Local Government Act*, one or more opportunities must be provided for consultation with persons, organizations and authorities the local government considers to be affected by an OCP. Recognizing the importance of public participation as part of the OCP development process, the District of Mission sought multiple opportunities for community engagement, using a variety of public participation techniques. The insert describes the different methods that were used to engage the public in the plan preparation process.

Methods Used to Engage the Public

- ◆ Project Steering Committee
- ◆ Open Houses
- ◆ Public Workshops
- ◆ District Website
- ◆ Public Newsletter and Notices
- ◆ Community Questionnaire
- ◆ Media Communications

■ Project Steering Committee

The District of Mission Council appointed a Project Steering Committee in January 2005. The Committee was comprised of 14 individuals representing a diverse cross-section of the community including, representatives from residential associations, environmental groups, key agencies, business organizations, cultural groups and other stakeholder interest groups.

The diversity of the Committee allowed for valuable and objective input toward the development of the updated OCP. Members of the Committee provided direction to the planning exercise throughout the process and provided valuable input into the initial drafts of OCP policy and the Final Draft OCP. Committee members participated actively in Project Steering Committee meetings, Open Houses and Public Workshops.



■ District of Mission Website - OCP Update Project

The District website was populated with information concerning the OCP Update Project throughout the process to ensure that citizens of Mission were kept informed of the plan development process. Frequent updates to the website ensured that the public was notified of upcoming events and that input received at the Open Houses and Public Workshops were shared with the public on a timely basis.



■ Open Houses and Questionnaire – Issues and Opportunities

The OCP Project Team held Open Houses on the evening of May 12, 2005 and during the day on May 14, 2005 at the Stave Falls Elementary School and Heritage Park Secondary School respectively. Members of the Stantec Consulting team, Mission's planning staff and representatives of the Project Steering Committee hosted this first set of Open Houses with approximately 100 members of the general public attending.

The Open Houses represented an opportunity for local residents to learn about the OCP Update Project's planning process and share their ideas regarding issues and opportunities for the future development of Mission.

The public was notified of the Open Houses by means of the following (as was the case for all subsequent public participation events):

- newspaper advertisements in three local papers - two weeks in advance and one week in advance
- an update on the Project Website
- interviews on the project by local newspaper reporters
- distribution of approximately 5,000 letters to school children to take home to their parents
- distribution of newsletters to Council, District of Mission staff, stakeholder groups' and agencies
- contact by telephone and/or email of stakeholder groups
- poster advertisements at business and community locations throughout the community

In order to spark questions and discussion on the public's vision of the future, presentation boards were on-site which outlined the existing land uses in the community and presented information and questions on a diverse range of issues, including:

- population growth
- residential development
- the downtown, waterfront and commuter rail areas
- jobs and industrial development
- schools and institutions
- parks and open spaces, arts
- culture and heritage
- the environment, forestry and agriculture
- transportation and infrastructure

The series of key questions related to these topics were designed to engage the public with a view to learning about local values, issues and opportunities. These questions were also included in a community questionnaire developed to solicit citizens' opinions. The questionnaire was distributed at the Open Houses and posted on the District's project website.



The response rate to the questionnaire was not sufficient enough to serve as a scientific representation of community perceptions of local issues and opportunities. Nonetheless, it provided valuable qualitative data that was considered as part of the larger body of knowledge that came forward through the public consultation process.

■ Ideas Workshops – Shaping the Options

Key stakeholder groups and the general public were invited to participate in Public Workshops that were held in July 2005. Particular stakeholder groups were invited to certain workshops because of the specialized knowledge and expertise their members in the topic. The workshops were held in various locations in the community, including: Longhouse, Mission Library, Heritage Park Secondary School and Silverdale Hall. The “Topic Workshops” focused on the following issues:

- Jobs and Economic Development
- Seniors, Aging Population and Persons with Disabilities
- Arts, Culture and Heritage
- Environment

Approximately 25 to 35 people attended each workshop, which lasted three hours. At each of these interactive brainstorming sessions, the participants divided into small groups to exchange ideas and to respond to a set of questions prepared by the OCP Project Team.

The small groups had approximately two hours to review and discuss the questions. Each group had a note-taker to record the answers, a timekeeper to ensure that the group responded to all the questions within two hours, and a reporter to share the group’s findings with all workshop participants. While each reporter presented the highlights of their small group sessions, all of the participants had the opportunity to offer additional comments.

At the workshop, presentation boards, orthographic maps, land use maps, street maps and topic-specific maps were on display. Participants were encouraged to use the maps to clarify their thoughts and ideas.

A “General Public Ideas Workshop” was held at the end of the workshop series to provide an opportunity for citizens to express their ideas on a broad range of issues, some of which were not covered in the initial set of workshops.

Workshops were also conducted with the leadership classes of three Secondary Schools to seek input on youth issues. The Youth Workshops were an important part of the OCP update process because they gave youth the opportunity to share their ideas on Mission. At the workshops the students formed small groups to discuss the following topic areas considered to be important to youth: The Downtown; Arts, Culture and Heritage; Parks, Recreation and Open Space; and Transportation and the Environment.



During the lunch hour following each Youth Workshop, a booth was set up in the foyer of the high school so that the OCP Project Team member could talk to the students and ask them to fill out a survey questionnaire.

Following this series of workshops, the results of the sessions were posted on the OCP Update Project section of the District's website.

■ Open Houses – Draft Objectives, Policies and Actions

Open Houses were held on the evening of October 20, 2005 and during the day on October 22, 2005 at City Hall and Heritage Park Secondary School respectively, to present some of the key, initial objectives, policies and actions emerging from the OCP update process. The same notification methods were used as with the May Open Houses. Presentation boards were on hand to communicate draft objectives, policies, and actions for all subject areas of the OCP. Participants in the workshops engaged in discussion with members of the OCP Update Project team and some participants also provided input by way of a questionnaire.



1.5 Conformance with Provincial Law

This document has been designed to address the content requirements of the *Local Government Act* as specified in s. 877. Specifically, the OCP includes the requisite statements and map designations for the planning area, respecting the following key items:

- ◆ the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years
- ◆ the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility uses
- ◆ the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction
- ◆ restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development
- ◆ the approximate location and phasing of any major road, sewer and water systems
- ◆ the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites
- ◆ other matters that may, in respect of any plan, be required or authorized by the minister



This document has been designed to include housing policies of the local government respecting affordable housing, rental housing and special needs housing, as required by section 877 of the *Local Government Act*. It has also been developed to be consistent with the *Agricultural Land Reserve Act* and the Regulations and orders of the Agricultural Land Commission.

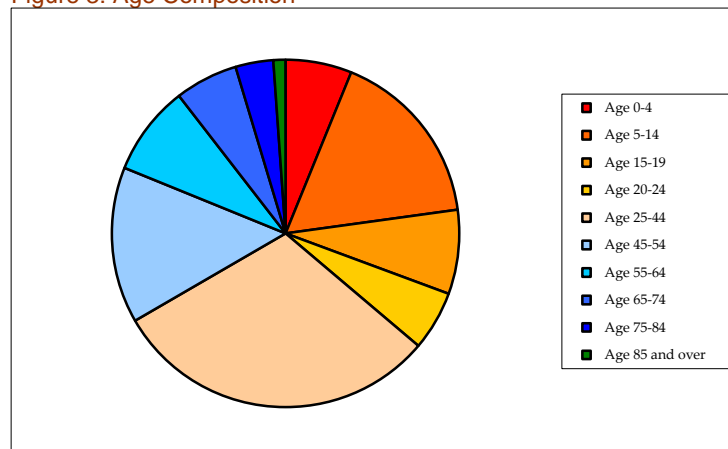
1.6 Population Demographics

1.6.1 Age Composition

According to Statistics Canada (2001 Census), the median age in Mission is 36.4 years. This represents a higher median age than Abbotsford (35.1 years) and a lower median age as compared to Maple Ridge (36.7 years), the Fraser Valley Regional District (36.6 years), and the Province (38.4 years).

As illustrated in **Figure 3: Age Composition**, the largest age cohort in Mission is Age 25 to 44 (30.46%), followed by Age 5 to 14 (16.65%). Similarly, the largest age cohort in the Province is Age 25 to 44 (30.06%). However, the second largest age cohort in the Province is Age 45 to 54 (15.35%), indicating that Mission has a younger population than the provincial average.

Figure 3: Age Composition



Source: Statistics Canada, Census 2001

Between 1996 and 2001, individuals in the under 15-year age group formed the largest group of movers, both to Mission and within it. The parents of children in this age group made up the next largest shares of both internal and external movers to Mission (25 - 34 and 35 - 44 age groups). This pattern is indicative of families migrating to the region, with over 76% of those who moved to Mission between 1996 and 2001 being under the age of 45 years.

An examination of 2003 and projected 2031 populations identifies that the largest percentage increase is projected to be in the two oldest age groups (Age 55 to 64 and Age 65+), with increases of 135% and 210% respectively. While growth is projected in the older segments of the population, it is important to note that the Age 0 to 14 group is projected to remain as the largest population group in Mission².

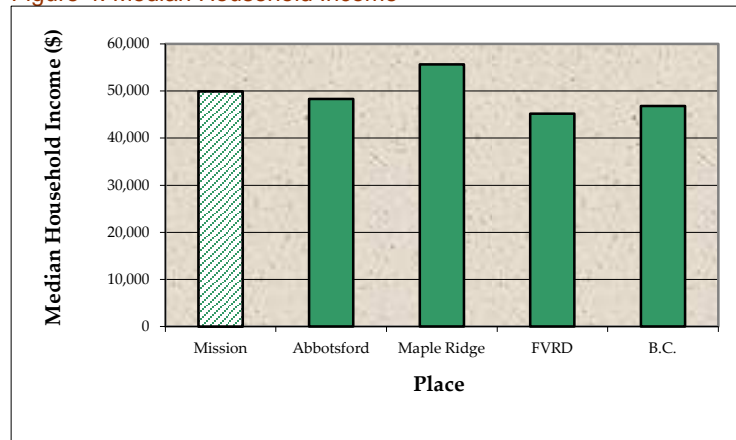
² Urban Futures, *The Fraser Valley Regional District: Population Growth and the Context for Managing Change* (Note, the population for Mission includes the District Municipality of Mission, Fraser Valley F, G, and local Indian Reserves)

1.6.2 Family and Household Characteristics

According to Statistics Canada (Census 2001), the District of Mission has a total of 10,705 private households. The community has an average household size of 3.1 persons, as compared to the B.C. average household size of 2.5 persons per household.

As illustrated in **Figure 4: Median Household Income**, Mission's median household income is \$49,905. This income level is higher than Abbotsford's median household income (\$48,319) and lower than that of Maple Ridge (\$55,632). As compared to the Fraser Valley Regional District and the Province, Mission's median household income is higher by \$4,703 and \$3,103 respectively.

Figure 4: Median Household Income

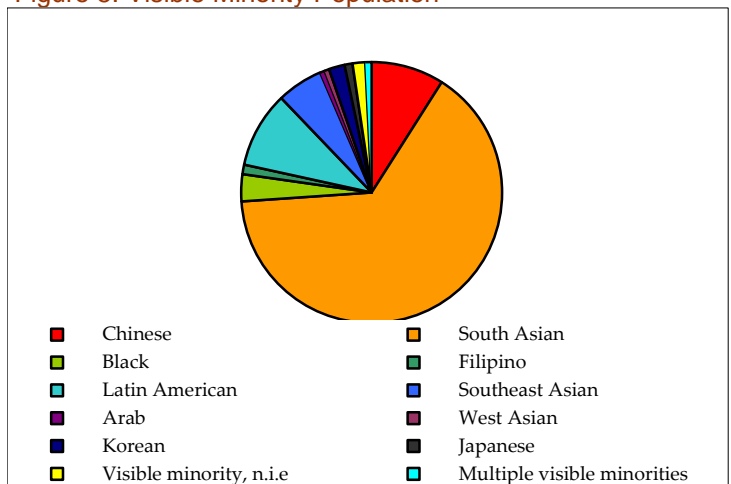


Source: Statistics Canada, Census 2001

1.6.3 Diversity and Language

According to Statistics Canada (Census 2001), 8.37% of Mission's population is considered a visible minority, whereas 91.65% of the population is not considered a visible minority or is identified as Aboriginal self-reporting. Mission's visible minority population is considerably lower as compared to the Province. 21.62% of B.C. population is comprised of visible minority groups. As illustrated in **Figure 5: Visible Minority Population**, the largest visible minority group in Mission is South Asian (64.65%), followed by Latin American (9.38%) and Chinese (8.98%).

Figure 5: Visible Minority Population



Source: Statistics Canada, Census 2001

The aboriginal population is higher in Mission as compared to the provincial average. 4.87% of the community's population is aboriginal, whereas 4.39% of the Province's population is aboriginal.

In terms of language(s) first learned and still understood, or mother tongue, the majority (86.07%) of Mission speaks English only. A further 1.31% speak French only, 0.15% speak French and English, and 12.47% speak Other Languages. The latter refers to responses in the 2001 Census that indicate single responses of a non-official language and multiple responses. Multiple responses refer to cases where one of the languages is either English or

French, in combination with one non-official language. Whereas 12.47% of Mission's population speak Other Languages, 25.38% of the Province speaks Other Languages.

1.6.4 Housing and Affordability

According to the most recent census data (2001), Mission had a total of 10,710 dwelling units.

As illustrated in **Table 1: Existing and Projected Housing Stock**, Mission's existing housing stock is comprised largely of single detached dwellings (74.3%). There has been a slow move toward providing a range of housing choice that includes multi-family residential units. During the early to mid 1980s, less than 100 multi-family residential dwellings were built in Mission. By 2003, the housing stock contained 1,403 apartments, representing 10.7% of the total housing stock.

Table 1: Existing and Projected Housing Stock

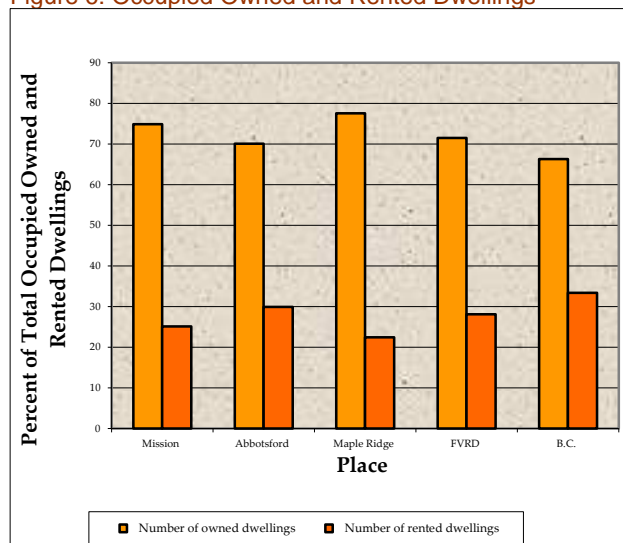
Housing Type	2003 Housing Stock		2031 Projections		Percent Change (2003 to 2031) (%)
	Dwelling Units	Percent of Total Dwelling Units (%)	Dwelling Units	Percent of total Dwelling Units (%)	
Single Detached	9,743	74.3	17,618	67.8	80.0
Other Ground Oriented	1,971	15.0	3,782	14.5	92.0
Apartments	1,403	10.7	4,602	17.9	228.0
Total	13,116	100.0	26,003	100.0	98.0

Source: Urban Futures

Between 2003 and 2031, the stock of dwelling units in the community is projected to increase two-fold between from 13,116 units to 26,003 units – an expansion of 98%. In keeping with the current predominance of single detached units, the largest portion of future additions is projected to be single detached units. Of the 2031 total housing stock, 67.8% is projected to be comprised of single detached units³.

The average value of a dwelling in Mission in March 2006 was \$304,182. This figure is lower than the average price of a dwelling in all areas of the Fraser Valley Regional District (\$442,726). Mission's average dwelling price was also 17.6 per cent lower than that of Abbotsford (\$369,167) in March 2006. The source of this information was obtained from the MLS Summary, March 2006 – Fraser Valley Real Estate Board.

Figure 6: Occupied Owned and Rented Dwellings



Source: Statistics Canada, Census 2001

Three quarters of dwellings in Mission are owner-occupied (74.88%), versus one quarter of which are rented (25.12%). As illustrated in **Figure 6: Occupied Owned and Rented Dwellings**, the percentage of owned dwellings

³ Urban Futures, The Fraser Valley Regional District: Population Growth and the Context for Managing Change, Part II, 2005.

in Mission as compared to the Fraser Valley Regional District and the Province is 3.38 and 8.57% higher respectively.

As noted in Section 1.62, Family and Household Characteristics, the median household income in Mission is \$49,905. On monthly basis, this median household income equates to \$4,158.75. Housing is generally considered affordable if 30% or less of one's income is spent on housing costs. Based on Mission's median household income, an affordable housing cost is \$1,247/month. As illustrated in **Table 2: Monthly Housing Payments and Affordability**, Mission residents paid an average monthly payment of \$705 on rent. Conversely, an average monthly payment of \$1,011 was spent per month on occupied dwellings (e.g. mortgage payments). Based on average monthly payments paid for both rented and occupied dwellings, housing in Mission is considered to be affordable.

Table 2: Monthly Housing Payments and Affordability

	Average Monthly Payments (\$)	
	Rented Dwellings	Occupied Dwellings
Mission	705	1 011
Abbotsford	705	966
Maple Ridge	783	1 071
FVRD	688	902
B.C.	751	904

Source: Statistics Canada, Census 2001

1.6.5 Educational Attainment

Residents of Mission generally have lower than average education levels as compared to the Province, as illustrated in **Table 3: Education Level of Working Age Groups**. However, Mission identifies as having a higher percentage of residents who have some type of trades certificate or diploma than as generally seen in the Province. At the university level, a noticeably smaller percentage of Mission residents aged 20 – 34 years and 35 - 64 years have a certificate, diploma or degree in both age groups than is generally observed in the Province.

Table 3: Education Level of Working Age Groups

Education Level	Mission		B.C.	
	20-34 years	35-64 years	20-34 years	35-64 years
Less than Grade 12 certificate	21.30%	25.50%	14.60%	21.10%
High School and some postsecondary	38.50%	26.40%	34.40%	23.40%
Trades certificate or diploma	11.60%	20.40%	10.50%	14.30%
College certificate or diploma	16.40%	19.10%	17.00%	18.60%
University certificate, diploma or degree	12.30%	8.70%	23.50%	22.60%

Adapted from Mission Manufacturing Opportunity Scan (2005). Source: Statistics Canada, Census 2001.

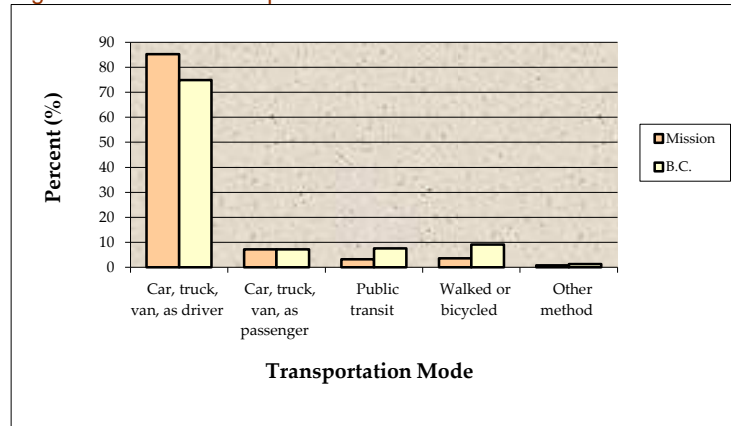
1.6.6 Place of Work and Transportation to Work

According to Statistics Canada's most recent census data, 8.31% of Mission's employed labour force 15 years and over worked at home, as compared to 9.1% of the Province's labour force that worked at home.

As illustrated in **Figure 7: Mode of Transportation to Work**, the most

common mode of transportation for employed persons from Mission commuting to/from work was reported as "Car, Truck, Van, as Driver" (85.26%). This percentage is high as compared to the Province, where 74.96% of persons are traveling by this same mode of transportation. Further noted is the large differential between Mission and the Province in terms of the percentage of persons who walk or bike to work at 3.57% and 9.07% respectively. The percentage of Mission residents who walk or bike to work is also lower as compared to Abbotsford (4.72%) and Maple Ridge (4.80%).

Figure 7: Mode of Transportation to Work



Source: Statistics Canada, Census 2001

1.6.7 Labour Force Indicators

According to Statistics Canada, the unemployment rate in Mission was 8.1% in 2001. As illustrated in **Table 4: Labour Force Indicators**, this rate is 0.5% lower than the Fraser Valley Regional District, and 0.4% lower than the Province. A comparison of Mission, the Fraser Valley Regional District, and the Province reveals that the unemployment rate is higher among females versus males.

Table 4: Labour Force Indicators

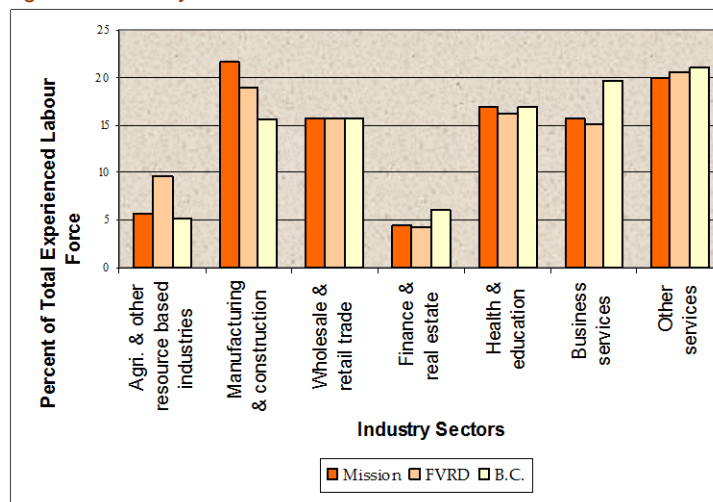
Labour Force Indicators	Mission			FVRD			B.C.		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
Employment rate	60.8	67.3	54.5	59.4	65.9	53.2	59.6	64.3	55.1
Unemployment rate	8.1	6.7	9.6	8.6	8.2	9.0	8.5	9.0	8.0

Source: Statistics Canada, Census 2001

1.6.8 Industry

As illustrated in **Figure 8: Industry Sectors**, the greatest activity in Mission is seen in the Manufacturing and Construction Industries sector (21.64%), followed by Other Services (19.92%), and Health and Education (16.85) industry sectors. The Fraser Valley Regional District's top three industry sectors mirror those of Mission, with the exception being that the Other Services sector leads (20.56%) as the most active sector, followed by Manufacturing and Construction (18.85%), and Health and Education (16.1%). Similarly, in the Province, the Other Services sector leads (21.06%) as the top industry sector, however, Business Services is the second most active industry sector (19.63%) followed by Health and Education (16.86%).

Figure 8: Industry Sectors



Source: Statistics Canada (Census 2001)

1.7 Population Growth

According to BC Statistics, between 1921 and 2004, Mission's population increased from 3,025 persons to just fewer than 34,000 persons. This population increase represents an average annual growth rate of approximately 2.9%.

Mission's historical average growth rate is consistent with more recent growth patterns in the community, as illustrated in **Table 5: Population Change**. According to the 1996 and 2001 census, Mission had a population of 30,519 persons and 31,272 persons respectively, representing a 2.47% increase in population. This rate of growth is substantially lower as compared to growth seen between census years 1991 and 1996. Similar to Mission, albeit to a lesser degree, a slow in growth occurred throughout B.C. with rates of growth decreasing from 14.85% (1991 to 1996) to 4.9% (1996 to 2001).

Table 5: Population Change

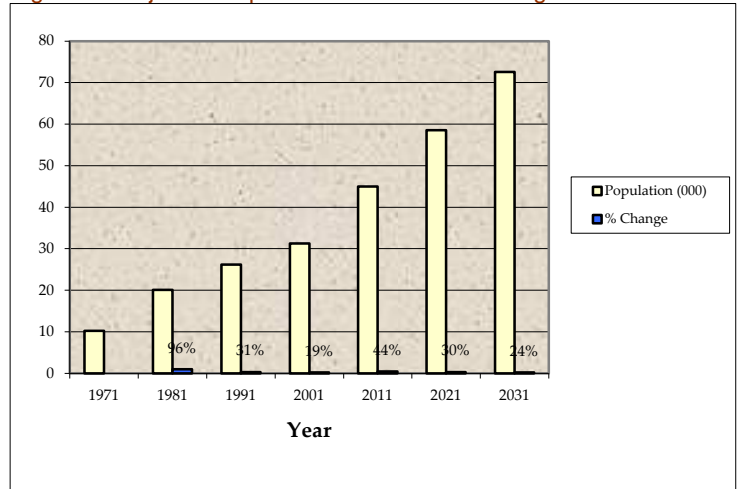
Year	Mission	
	Population	% Change
1991	26,202	
1996	30,519	16.48%
2001	31,272	2.47%

Source: Statistics Canada

Since 1996 the B.C. population has increased by approximately 8%, or 0.87% per year. Over this same time period, Mission has grown at a slower rate – 7%, or 0.75% per year. While recent growth in Mission has occurred at a slower pace as compared to the rest of the Province, Mission has made great strides in the past two years (2003 – 2005). This growth is projected to continue as people immigrate to the Province and/or relocate from the Vancouver-Lower Mainland area. It is possible that the District of Mission's population will double over the next 20 years, reaching a population of over 60,000 persons.

According to population projections by Urban Futures, Mission's population is expected to increase to 72,534 persons by the year 2031⁴. As illustrated in **Figure 9: Projected Population and Percent Change**, the community's rate of growth over the next 26 years is not expected to match that which occurred between 1971 and 1981 at which time Mission's population increased by 96%. Nonetheless, substantial growth is expected, with a 44% projected increase between 2001 and 2011, followed by lower increase of 30% (2011 - 2021) and 24% (2021 - 2031)⁵.

Figure 9: Projected Population and Percent Change



Source: Statistics Canada and Urban Futures

1.8 Regional Context Statement

In 2005, The Fraser Valley Regional District adopted a Regional Growth Strategy, entitled *Choices for Our Future*, providing a regional growth management framework to ensure a liveable region. 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 the growth challenges highlighted in **Section 1.2.2 Fraser Valley Regional District and Mission**, the Regional Growth Strategy includes a set of growth management goals, which are listed 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 s. 866 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. As such, the following describes the linkages between the OCP and the Regional Growth Strategy.

⁴ The projected population is for the District Municipality of Mission, Fraser Valley F, G and local Indian Reserves.

⁵ Urban Futures, The Fraser Valley Regional District: Population Growth and the Context for Managing Change, January 2005.

The Regional Growth Strategy’s goal to “Increase Transportation Choice and Efficiency” is supported by related strategies to increase transportation choice and efficiency throughout the Fraser Valley Regional District. A clear link is seen between these strategies and the OCP’s goal to “To enhance transportation choice through the development and enhancement of an integrated, multi-modal transportation system”. **Part II, Chapter 6, Enhancing Mobility Choices** includes policies to provide a safe, balanced, and integrated transportation system that gives consideration to all modes of transportation including, pedestrian circulation, public transit, private vehicle use, cycling and other transportation alternatives. Transportation efficiencies are encouraged through road network policies. The OCP contains policies to support the upgrading of a down-scaled transportation route through the waterfront area (from Home Street to the Murray Street / 1st Avenue intersection) using the existing bridge over the CPR tracks, and the continued expansion of the Lougheed Highway on the western end of Mission. The policies also reflect an understanding that as Mission continues to grow and develop, it will become increasingly more important to undertake transit-supportive land use planning and development to achieve an efficient transportation system that is balanced with other transportation alternatives; ultimately providing transportation choice to persons of all interests, incomes, and abilities.

The Regional Growth Strategy includes a goal to “Support and Enhance the Agricultural Sector” with a view to managing the Fraser Valley Regional District’s agricultural land. The OCP is responsive to this broader, regional objective through policies contained in **Part II, Chapter 3, Strengthening the Local Economy. Section 3.4, Agriculture** of this chapter provides policy direction to protect and enhance land of agricultural capability and potential, recognizing that agriculture is an important component of Mission’s land base and an important contributor to the total area of agricultural land in the province.

Part II, Chapter 2, Building Liveable, Sustainable Neighbourhoods also responds to regional objectives through policies that are intended to apply the principles of sustainable development by encouraging a wide variety of higher density development forms, infill housing, cluster developments and other innovative housing types. These alternatives translate into more efficient use of land, and in turn, conservation of natural resources including agricultural lands. In this same manner, the policies contained within **Part II, Chapter 2 Building Liveable, Sustainable Neighbourhoods** respond to the Regional Growth Strategy’s goal of “Manage Urban Land Responsibly”. **Part II, Chapter 4, Developing the Community Core** also responds to regional objectives since its policies support an ongoing process of Downtown revitalization and redevelopment in the Commuter Rail and Waterfront Areas. Coordinated planning and development efforts in these areas are illustrative of responsible urban land management and sustainable planning, as exemplified through a long-term vision of mixed-use, higher density, and transit-oriented design.

Increase Transportation Choice and Efficiency



Support and Enhance the Agricultural Sector



Manage Urban Land Responsibly



One of the Regional Growth Strategy's goals is to "Develop a Network of Sustainable Communities". Mission's OCP supports this regional goal, as demonstrated by the statement *"The overall purpose of the updated OCP is to provide a policy framework that contributes to the sustainable growth and development of Mission ..."*. The OCP recognizes the value of interweaving principles of sustainability into local policies. The Regional Growth Strategy notes that sustainability will be achieved in part by providing opportunities for residents to live and work in the same community or region. This regional goal is particularly relevant given Mission's objective to increase its industrial land base to increase opportunities to both live and work in the community, as illustrated in [Section 3.3, Industrial Development of Part II, Chapter 3, Strengthening the Local Economy](#).

Develop a Network of Sustainable Communities



Choices for Our Future identifies "Protect the Natural Environment and Promote Environmental Stewardship" as a goal for the Fraser Valley Regional District. Mission's OCP also recognizes the value of environmental protection and stewardship, as evidenced by one of its overarching goals – *"To protect the natural environment"*. The OCP's policies, as seen in [Part II, Chapter 1, Protecting the Natural Environment](#), reflect this goal through policies which support actions including resources management (water, air, gravel, forest), environmentally responsible land development, and land use planning for floodplain and hazard land areas. It is acknowledged that one of Mission's greatest challenges during the course of the planning period will be to accommodate growth in such a way that minimizes the impact on the natural environment. To address this challenge, the OCP calls for the adoption of an overall Environmental Management Approach to development in Mission.

Protect the Natural Environment and Promote Environmental Stewardship



The Regional Growth Strategy calls for protection of the Fraser Valley Regional District's rural and recreational lands through its goal, "Protect and Manage Rural and Recreational Lands". The OCP reflects this regional goal, as demonstrated in [Part II, Chapter 2, Building Liveable Neighbourhoods](#) and [Part II, Chapter 4, Developing the Community Core](#) which include policies in support of development alternatives (e.g. intensification, infill development, cluster development) which reduce the built footprint, in effect, protecting rural land and creating opportunity for more recreational lands. [Part II, Chapter 5, Improving Community Facilities and Services](#) provides policies to support the protection and management of recreational lands. Partnerships among Mission, the Fraser Valley Regional District and other stakeholders, have been, and will continue to be critical to protecting and managing parks, recreational areas and open spaces, and ultimately, improving livability.

Protect and Manage Rural and Recreational Lands



Mission is well situated from an economic development perspective such that it is in close proximity to Vancouver and neighbouring Greater Vancouver Regional District (GVRD) municipalities, as well as the Canada/U.S. border. One of the goals of the Regional Growth Strategy is to

“Achieve Sustainable Economic Growth”. The OCP echoes this goal and includes economic development policies in **Part II, Chapter 3, Strengthening the Local Economy** which support the objective of achieving a strong economy that sustains a diversified balance of local and export based jobs and businesses in different sector areas.

One of the goals of *Choices for Our Future* is “Manage Water, Energy Resources, and Waste Responsibly”. The Regional Growth Strategy states that responsible water, energy, and waste management will occur through public awareness, innovation and local solutions, and inter- and intra-regional infrastructure coordination. **Part II, Chapter 6, Enhancing Mobility** and **Part II, Chapter 7, Providing for Infrastructure** reflect this understanding through policies that support public awareness, including the sharing of Best Management Practices, collaborative efforts among different levels of government, and policies that support a reduction in energy use through the land use decisions that support transportation alternatives.

1.9 Plan Organization

The Mission Official Community Plan is organized into three Parts: Part I - Introduction, Part II - Policies and Part III - Implementation. The Appendix consists of the Development Permit Areas. The different parts of the Plan are described below.

Part I – Introduction

The introduction to the Plan provides an overview of the Plan Update Project and the Official Community Plan that resulted from the process. This Part provides background on the District of Mission and the Fraser Valley Regional District, outlines a Vision for the future development of Mission and explains the overall goals of the new Plan.

The public participation process used to engage the public in the preparation of this Plan is described and the content requirements of Official Community Plans, according to the *Local Government Act*, are defined.

Part I also presents a demographic overview of the Mission population and discusses population projections for the community, looking forward as far as 2031. The final section includes a regional context statement that identifies how the Mission OCP addresses and complies with the Region’s goals as set out in the Fraser Valley Regional District’s *Choices for Our Future*, the document that provides the framework for managing growth across the region.

Part II – Policies

Part II of the Plan is the core of the document, outlining the policy direction and strategic actions that will guide the development of Mission over the

Achieve Sustainable Economic Growth



Manage Water, Energy Resources, and Waste Responsibly



next five years and beyond. There are a total of 33 topics covered within this Part of the Plan, organized under the following seven chapter headings:

- Protecting the Natural Environment
- Building Liveable Neighbourhoods
- Strengthening the Local Economy
- Developing the Community Core
- Improving Community Facilities and Services
- Social Development
- Enhancing Mobility Choices, and
- Providing for Infrastructure

Within these chapters, each topic area is introduced with a brief discussion of the topic in terms of background information, issues and opportunities. This introductory section is followed by an Objective statement regarding the subject and a series of Policies which outline the recommended strategies, land use development requirements, corporate projects, cooperative processes and other initiatives and actions proposed for that particular topic.

The OCP maps are introduced in this Part of the Plan as they relate to the various policy areas. The maps describe and define the following:

OCP Map 1	Land Use Designations and Neighbourhood Plan Areas
OCP Map 1a	Mission Urban Infill Area
OCP Map 1b	Cedar Valley
OCP Map 1c	Silverdale Urban Neighbourhood Plan #1
OCP Map 2	Transportation and Gravel Resources
OCP Map 3	Municipal Services and Infrastructure
OCP Map 4	Trail Systems Map
OCP Map 5	Development Permit Areas
OCP Map 5a	Fraser River Development Permit Areas

The above-noted maps are incorporated into, and form part of the OCP.

Part III – Implementation

Part III presents a recommended organizational framework to implement the policies and initiatives contained in the OCP. The roles and responsibilities of the key stakeholder groups, including Council, District staff, government departments, community organizations and the citizens of Mission are discussed.

An Action Plan is presented in chart form, providing the list of key actions to be accomplished over the five-year period of the Plan and beyond. These actions, which result from the policies in the Plan, are described in terms of whether they are to be acted upon within the short term, the medium term, and the long term or on an ongoing basis. The chart also identifies the District department and organizations that will be assigned lead, supporting or partnership roles in undertaking each of the actions. It is indicated that the timeframes and lead role assignments are initial estimates only and that the Action Plan will require ongoing review and adjustment.

Finally, Part III presents a framework for monitoring, evaluating and reporting on the achievements of the implementation activities identified in the Action Plan.

Appendix – Development Permit Areas

The Appendix presents the policy objectives and rationale for including Development Permit guidelines in the OCP and contains Development Permit Area guidelines for 15 development permit categories within Mission. The areas covered by the Development Permit Area guidelines are shown on **Map 5**.

1.10 Land Use Strategy

Land use designations form an integral part of an Official Community Plan and are broad guides for permitted land uses. Each land use designation allows certain zones that are permitted within the designation. This section of the policy document can be referenced to each of the Maps listed above and defines what the intent of each of the land use designation shall be. Generally, and because the District of Mission is a large land mass, the area is divided into two major regions, Rural and Urban.

Rural Areas

Rural areas include following Official Community Plan Land Use designations:

- Rural
- Rural Residential
- Industrial

Rural and **Rural Residential** designations, generally, are intended to preserve and enhance a rural, or country-like, lifestyle where lots are larger, servicing is not present (municipal water, sanitary and storm) and agricultural pursuits are encouraged.

Urban Areas

As defined in the FVRD's Regional Growth Strategy for the Fraser Valley Regional District "Choices for our Future", Urban areas are stated as Urban Growth Boundaries. The policy document states,

"The Urban Growth Boundary Map represents a long-term policy perspective to guide decision making over the next 20 to 30 years, as of April 2004."

The Urban area includes the following Land Use designations in Mission's Official Community Plan:

- Suburban (where one municipal service is provided)
- Urban
- Urban Residential
- Urban Compact/Multiple Residential
- Industrial
- Commercial
- Downtown Core
- Waterfront (including the Commuter Rail Area)

Urban areas are intended to provide a land base in which to build complete communities where a full range of services, housing options, shopping and working opportunities are readily available. The Urban area is generally characterized by having full services (municipal water, sanitary and storm) and densities are generally greater than what one would find in the Rural area.

New Urban areas, including those areas designated as a **Neighbourhood Plan Area**, will be required to be planned through a Neighbourhood Planning process where a variety of land uses may be identified and might have a range of lot sizes from rural to urban in density, depending on the site. Additional considerations may include school sites, public facilities and spaces, parks, commercial and/or industrial designations.

Neighbourhood Plan Areas

Neighbourhood Planning areas take the form of many different names and have different intentions. Currently, there is one neighbourhood plan, Cedar Valley Comprehensive Development Plan (Map 1b), in place; one neighbourhood plan underway, Silverdale Neighbourhood #1 Neighbourhood Plan (Map 1c); and numerous other areas that will be

planned within the context of a neighbourhood plan area. These areas may include:

- Central Core including the Waterfront,
- Hatzic/North Hatzic,
- Ferndale,
- Stave Falls,
- Silverdale Urban and Urban Reserve,
- Silverdale Community
- Silverhill, and
- Keystone.

Generally, some of the Rural areas that have been identified as possible neighbourhood planning areas can be planned using a Local Area Plan process where the level of detail may not be as involved as a full Neighbourhood Plan or a Comprehensive Development Plan given its comparative lower density than Urban areas, where a more comprehensive plan is required.

Other Land Use Designations

Other Land Use Designations found throughout the District of Mission, whether Rural or Urban, also form part of the Official Community Plan. These are as follows:

- Public/Institutional
- Historical Site
- Parks, Recreation and Open Space
- Recreation Commercial
- Agricultural Land Reserve
- Municipal Forest

Land Use Designations and Density

The following table provides a guide to minimum and maximum land use densities to be allowed on the net area of developable land. For specific requirements regarding land use and densities, please refer to the Zoning Bylaw.

Table 6: Land Use Designation Density

OCP Designation	Min. Density	Max. Density	Notes
RURAL AREA			
Rural	n/a	1 upha (0.4 upa)	
Rural Residential	n/a	1.5 upha (0.6 upa)	
URBAN AREA			
Suburban	n/a	3.0 upha (1.2 upa)	
Urban Residential	7.5 upha (3 upa)	25 upha (10 upa)	May require a density bonus provision
Urban Compact Residential	15 upha (6 upa)	30 upha (12 upa)	May require a density bonus provision
Multiple Residential	20 upha (8 upa)	135 upha (54 upa)	May require a density bonus provision
Commercial	n/a	135 upha (54 upa)	Density Bonusing may be considered
Downtown Core	n/a	272 upha (110 upa)	Density Bonusing may be considered
Waterfront (Commuter Rail)	n/a	272 upha (110 upa)	Density Bonusing may be considered

Note: Through the Neighbourhood Planning process, “Rural” area designations may be planned within an “Urban” designated area.

Pre-existing uses, buildings and structures which do not conform to the policies or designations of this OCP may be recognized in the zoning bylaw and that recognition will be considered consistent with this OCP. New development, beyond what is already legally non-conforming, must conform to the policies and designations in this OCP.

1. PROTECTING THE NATURAL ENVIRONMENT

1.1 Environmentally Responsible Land Development

The District of Mission, as a rapidly growing community is very aware of the need to manage future land development in an environmentally sustainable manner. The District of Mission works closely with several provincial and federal agencies and departments to encourage environmentally sustainable planning and management of land. Recent successes in effective environmental management in Mission include:

- the Cedar Valley Environmental Management Plan and accompanying Memorandum of Understanding with the Department of Fisheries and Oceans
- the watercourse mapping inventory
- municipal property acquisition within the Silverdale Creek Parkway Corridor, including innovative acquisition partnerships with groups such as Ducks Unlimited Canada
- the environmental template to be used to guide neighbourhood planning, over time, within the Silverdale Urban Residential Area

Beyond responsible environmental stewardship of its land base, and retention of the community's natural attributes, Mission seeks to maintain its small town character as it evolves into a more 'Complete Community'. Collectively, these aspirations convey the desire of Mission residents to strive for a high level of environmentally sustainable planning, otherwise known as 'smart growth'. To achieve these goals, the District will continue with the environmental management approaches currently in place and will add an evaluation tool, known as a smart growth checklist, to evaluate growth and development proposals.

Smart Growth and the Environmental Development Checklist

The intent of Mission's smart growth checklist is to review growth and development proposals from the basis of whether or not they meet the high environmental standards that Mission wishes to maintain as it continues to grow and evolve. The checklist provides a guide for developers and landowners towards achieving sustainable development projects. The checklist is a practical tool for evaluating smart growth principles, as set out by Smart Growth BC, that includes:

1. mix land uses
2. build well designed, compact neighbourhoods
3. provide a variety of transportation choices
4. create diverse, affordable housing options
5. encourage growth in existing communities
6. preserve open spaces and environmentally sensitive areas
7. protect and enhance agriculture lands

Sustainable Development

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

World Commission on Environment and Development (WCED). *Our common future*. Oxford: Oxford University Press, 1987 p. 43.

Where the goals are to:

- Maintain **environmental integrity** to ensure the health and security of human communities and life-sustaining ecosystems.
- Ensure **social equity** to enable the complete fulfillment of all men and women, development of communities and respect for diversity.
- Aim for **economic efficiency** to create an innovative and prosperous economy that is ecologically and socially responsible

8. utilize smarter and cheaper infrastructure and green buildings
9. foster unique neighbourhood identity
10. nurture engaged citizenship

By using the checklist, the municipality can establish a consistent approach to be followed in reviewing each project that is to be developed within the community. The checklist will assist Council when considering applications.

Cedar Valley Environmental Management Plan

Through the adoption of the Cedar Valley Environmental Management Plan in 1996, the District established its first comprehensive environmental planning approach to land development. The intent of the Plan is to protect and preserve environmentally sensitive area locations as urban development occurs in Cedar Valley. The Plan includes the following objectives:

- protect environmentally sensitive areas
- enhance opportunities for urban development
- achieve agreement on an environmental management approach
- create development process efficiencies
- achieve commitment from the Department of Fisheries and Oceans and the District of Mission to adopt and respect the Environmental Management Plan

The document was updated in 2005 and a Memorandum of Understanding between the District of Mission and the Department of Fisheries and Oceans was signed to confirm the commitment to the process.

The sustainable development guidelines in the Cedar Valley Plan included the following:

- identifying developable versus non-developable land and preserving approximately 1/3 of the entire development area for open space, environmental preservation and parks
- integrating pedestrian greenways between schools, residential areas and other key community locales
- optimizing utility of land by using different forms of density for single family lots as well as varied high density forms of residential projects
- ensuring the integrity of the natural environment remains intact

Silverdale Urban Residential: Environmental Management Approach

In 2005 the District moved forward with its environmentally responsible development approach in adopting a comprehensive set of sustainable development policies and guidelines regarding the development of the Silverdale Urban Residential Area. The policy requires development in the 3400-acre area to proceed on a phased basis, through the approval of Neighbourhood Plans.

The Neighbourhood Plan preparation process requires ongoing public consultation and the extensive, comprehensive environmental, social and economic analysis of the area to ensure the highest possible environmental standards are met. Council's policy states that the intent of the process is to "establish a planning framework that will result in the Silverdale Urban Residential development representing the most advanced, innovative and liveable planned community within the Lower Mainland area."

The environmental analysis in the Silverdale area is based on a comprehensive watershed approach and prior to commencing a Neighbourhood Plan, the District requires an inventory be taken identifying locations of watercourse areas, headwaters, wildlife corridors and tree canopy cover. The primary objective of the environmental management studies is to identify and protect Environmentally Sensitive Areas, including:

- watercourses and the streamside or riparian areas, and associated ravines
- water bodies (lakes, wetlands and marshes) and the associated foreshore or riparian areas
- aquifer recharge areas
- rare and endangered vertebrate and plant species
- wildlife trees and greenway linkages/wildlife corridors

Requirements of the Neighbourhood Plan process include an extensive list of environmental mapping, environmental studies and protection plans, background/update reports, land use studies, transportation studies and municipal servicing studies. Additional requirements include such studies as a public consultation communications plan, heritage, culture and archaeological analyses, a renewable energy technology study, a landscape design study, a community-wide feasibility study, a community facilities study, financial impact studies as well as several other specific assessments and studies.

The impact of growth pressures on the District's natural setting is a serious concern to residents. Environmental management efforts will be key to finding a balance between growth and development activities and preservation and protection of the natural environment such that Mission can look toward a sustainable future. The following policies are designed to support the proactive objective of adopting an Environmental Management Approach to development in Mission.

OBJECTIVE

Adopt an overall management approach that values the environment when developing in Mission.

POLICIES

Collaborative Approach to Environmental Protection and Management

Policy 1.1.1. Coordinate the District's environmental protection and management initiatives with regional, provincial, federal government departments and agencies.

Annual Environmental Management Forum

Policy 1.1.2. Conduct an annual environmental management forum, working with all local environmental stewardships groups, to provide for the exchange of information and the further development of community based environmental initiatives.

Smart Growth Principles and an Environmental Development Checklist

Policy 1.1.3. Employ smart growth principles and use an environmental development checklist to identify strengths and weaknesses in new developments. Through this approach, any new development would be evaluated on a number of general criteria to determine if it:

- is located near existing infrastructure
- increases the range of housing options
- protects open space, farmland and environmentally sensitive areas
- contributes to a mix of land uses and/or a well designed, compact neighbourhood
- enhances choices for getting around (e.g. walking, cycling, transit)
- fosters social interaction and unique neighbourhood identity

Identifying and Mapping Environmental Values

Policy 1.1.4. Identify environmental values and map environmental features in the District of Mission so that this information can be used and refined for planning processes and for evaluating development proposals. In particular, the following environmental features should be mapped:

- watercourses including streams, creeks, rivers, wetlands, sloughs, ditches, lakes and groundwater recharge areas, which may comprise fish habitat
- known occurrences of endangered, threatened or vulnerable aquatic species, particularly those listed under the *Species at Risk Act*

Cedar Valley Environmental Management Plan

Policy 1.1.5. In the review of development applications in the Cedar Valley area, protect environmentally sensitive areas and manage rainwater through the application of District Policies and the Cedar Valley Environmental Management Plan, involving:

- acquiring and protecting environmentally sensitive areas
- acquiring and developing parkland
- integration of pedestrian greenways
- optimizing land use
- varying densities for single family and multi-family areas
- ensuring the integrity of the natural environment remains intact.

SmartGrowthBC



Silverdale Environmental Management Approach

Policy 1.1.6. Implement an Environmental Management Approach for the Silverdale Urban Residential area, through Neighbourhood Plans that involve:

- identification of environmentally sensitive areas
- a comprehensive watershed approach
- ongoing public participation
- extensive, comprehensive environmental, social and economic analysis and monitoring.

Protection of Environmentally Sensitive Areas

Policy 1.1.7. In the review of development proposals in Environmentally Sensitive Areas, apply the District's policies and bylaws regarding:

- watercourses, streamside or riparian areas, ravines
- water bodies (lakes, wetlands and marshes)
- aquifer recharge areas
- rare and endangered vertebrate and plant species
- wildlife trees and greenway linkages/wildlife corridors

Energy Efficient Building Design

Policy 1.1.8. Encourage energy efficient building design.

Assessment of High Impact Industry

Policy 1.1.9. Continue to require Environmental Impact Assessments for high impact industry.

Environmental Education and Partnerships

Policy 1.1.10. Support environmental education and partnerships occurring within the community.

1.2 PROTECTING WATER RESOURCES

Mission is located along the Fraser River – a water resource that has been central to the development of the community given its industrial legacy. The river continues to have an industrial function, but increasingly, it is being viewed in terms of the opportunities it presents for mixed-use residential and commercial waterfront development. As uses intensify along the Fraser River, it will become increasingly more important to protect the river and its tributaries through practices such as rainwater management, buffer systems, development control, etc. These resource management practices will protect natural habitat and help to preserve one of the community's greatest eco-tourism and recreation amenities that supports activities such as sturgeon and salmon fishing.

The following policies provide for the protection of Mission's water resources, including the Fraser River, but also other surface and ground water resources in the watershed areas of Mission.

OBJECTIVE

Protect the District's water resources and encourage reduction of water consumption.

POLICIES

Water Resource Management

Policy 1.2.1. Ensure that water resource management initiatives are explored prior to development so as to preserve watercourses, wetlands, manage groundwater.

Rainwater Management

Policy 1.2.2. Apply the District's Rainwater Management policy by incorporating best management practice measures into the design of subdivisions (e.g. groundwater recharge systems) with the objective to maintain the mean annual flows in watercourses.

Low Impact Development

Policy 1.2.3. Require new developments to incorporate low impact development elements to manage rainfall at the source.

Water Conservation

Policy 1.2.4. Promote water conservation and develop programs to reduce water consumption.

1.3 IMPROVING AIR QUALITY

There are a number of factors that contribute to poor air quality including automobile emissions, industrial emissions, outdoor burning, etc. Some contributors to poor air quality are also linked to climate change. In fact, 82% of human-made greenhouse gas emissions come from energy-related carbon dioxide emissions resulting from petroleum and natural gas. In brief, these emissions are linked to both smog (poor air quality) and climate change. Clearly, there is a link between local activities, regional air quality, and global climate change. In order to mitigate these impacts a collaborative approach is required among different levels of government and community stakeholders across the entire Lower Mainland area, including Mission. The following policies provide direction to improve air quality locally in Mission, as well as regionally and globally.

OBJECTIVE

Work with other levels of government, neighbouring jurisdictions, businesses and other stakeholders to improve local and regional air quality through collaborative initiatives and the development of a local air quality management program.

POLICIES

Regional Cooperation

Policy 1.3.1 Work in cooperation with the Fraser Valley Regional District, the Greater Vancouver Regional District, neighbouring municipalities, Whatcom County, businesses and other stakeholders to support and implement the Fraser Valley Regional District Air Quality Management Plan.

Best Practices in District Operations

Policy 1.3.2 Establish and follow ‘best management practices’ for air quality management for District operations to reduce the negative air quality impacts, and further, examine options to introduce energy efficient systems in District buildings and infrastructure and examine options for using alternative fuel vehicles for District operations.

Outdoor Burning

Policy 1.3.3 Continue to regulate and manage outdoor burning.

Dependence on the Automobile

Policy 1.3.4 Reduce dependence of the automobile by supporting public transit, transit oriented development (TOD), and alternative transportation modes.

Community Based Programs

Policy 1.3.5 Encourage and support community based programs to prevent pollution.

New Technologies for Industry

Policy 1.3.6 Encourage local industry and businesses to investigate and adopt new technologies to reduce air pollution.

Air Quality and Tree Retention

Policy 1.3.7 Recognize the District’s Tree Retention/Replanting Program for its contribution to improving air quality within the municipality.

Energy Efficient Development

Policy 1.3.8 Develop and incorporate energy efficient site design guidelines into the District’s development approval process.

1.4 STEWARDSHIP OF GRAVEL RESOURCES

Aggregate (sand, gravel and crushed bedrock) is a non-renewable resource. As such, the development and use of aggregate must be carefully planned to ensure long-term availability of appropriate quality material at reasonable cost and with minimal impacts.

There are active commercial gravel pit operations in Mission, as identified in **Map 2, Transportation System and Gravel Pits**. The District owns two of these operations, one is owned by the Crown, and four operations are privately owned. In 1997, the estimated production volume was approximately 697,866.9 tonnes, representing 5% of the Lower Mainland's demand for gravel.

Mission's gravel production is mostly absorbed by the local market. While there is no anticipated decrease in the demand for aggregate, gravel pits have a limited lifespan that must be considered. The reclamation and end use of gravel pits is important from a social, economic, and environmental perspective, and integral to long-term community planning efforts.

The following policies provide direction in terms of managing gravel operations within the District with a view to minimizing short- and long-term impacts.

OBJECTIVE

Manage gravel operations to minimize their impacts.

POLICIES

Management of Existing Gravel Operations

Policy 1.4.1. Continue to manage the technical, safety and environmental impacts of existing gravel pit operations as well as impacts on adjacent properties.

New or Expanded Gravel Pits

Policy 1.4.2. Evaluate applications for new or expanded gravel pits based on potential operating impacts upon adjacent residential neighbourhoods and other land uses, noise levels and traffic impacts on municipal roads.

Continuous Rehabilitation of Gravel Sites

Policy 1.4.3. Support the continuous rehabilitation of gravel extraction sites to reduce the visual impact of the operations on the community.

Reclamation of Gravel Sites

Policy 1.4.4. Support a variety of options for the reclamation of gravel sites, including conversion to residential, institutional, parkland and/or rural area industrial/business use.

Aggregate within Agricultural Land Reserve

Policy 1.4.5. Identify opportunities for improving the long-term potential of land through the reclamation of land for agricultural use in cases where some or all of the aggregate resources have been removed and the topsoil layers in their original layers have been replaced.

Regional Planning

Policy 1.4.6. Continue to collaborate with the FVRD to work toward a coordinated, region-wide plan for aggregates.

1.5 DEVELOPMENT IN THE FLOODPLAIN

Mission is at risk of experiencing the detrimental effects of natural hazards, including flooding, particularly given its location in relation to the Fraser River. The largest recorded flood event of the Fraser River happened in 1894. This flood resulted in residential areas moving “up the hill” and the establishment of a 200-year floodplain boundary. The floodplain area, approximately 400 ha, extends generally in a southerly direction from the Lougheed Highway to the Fraser River, as seen on **Map 1**. Land use areas within the floodplain include industrial, the Waterfront Area, the Commuter Rail Area, and part of the Downtown.

After the flood of 1948, a major flood control project was established to construct dykes elevated and broad enough to withstand the extremely high water levels along the Fraser River. Despite the existing extensive system of dykes and drainage facilities adjacent to the Fraser River, the risk of a flood greater than the 200-year hazard still exists. There is also a risk of dyke failure and local flooding behind the local dykes. These events could result in property damage, including loss to valuable farmland, and loss of life.

Floodplain management policies, bylaws guidelines and regulations have been developed for Mission to address the potential health and safety risks from flooding. The following policies address floodplain management and have been developed for Mission to address the potential health and safety risks from flooding.

Efforts to provide for public safety and protection of property can be achieved through flood hazard management programs that involve a combination of strategic efforts to increase public awareness about flood hazards, establishment of floodproofing standards for new development, local government land use planning, and regulation of subdivision approvals. The following policies address floodplain management.

OBJECTIVE

Protect people and property from the risk of flooding.

POLICIES

Floodproofing New Development

Policy 1.5.1. Continue to identify floodplain areas that are subject to floodplain requirements, including the 200-year Fraser River floodplain, alluvial fans, creeks, lakes and other watercourses and ensure all new development within the floodplain is adequately flood proofed.

Floodplain Development Requirements

Policy 1.5.2 Development on a floodplain shall be in accordance with the District of Mission Floodplain Management Bylaw.

Maintaining and Upgrading the Fraser River Dyke

Policy 1.5.3. Maintain the existing dyke at the Fraser River and determine what modifications may be required to mitigate the effects of flooding on existing and future development within the floodplain.

Fraser River Development Permit Area

Policy 1.5.4 Development located within the Fraser River Development Permit Area, identified on OCP Map 5a, shall meet the requirements of the Development Permit Area Guidelines and the District of Mission Floodplain Management Bylaw.

1.6 DEVELOPMENT ON HAZARD LANDS

Mission's steep, sloping terrain, heavy rainfall, and the ongoing alteration of the natural environment through development activity and industrial activity, may lead to soil erosion. The effects of soil erosion are multi-fold including, rapid surface water runoff and in turn, flooding (with impacts on agriculture, local economy, etc.), depletion of groundwater (with impacts on drinking water) and landslides. Collectively, these natural hazards pose a threat to health and safety. Planning and development decisions impact the extent to which natural hazards serve as a threat. The following policies are designed to manage the risk of development on hazardous lands, particularly in steep slope areas.

OBJECTIVE

Manage the risk of development on hazardous lands, primarily lands with steep slopes.

POLICIES

Evaluation of Development on Hazard Lands

Policy 1.6.1. Evaluate development on lands deemed to be dangerous through site-specific considerations; where appropriate, require developers to provide a site-specific geotechnical evaluation to ensure proposed developments on hazard lands will not be detrimentally affected.

Lands Where Development is Prohibited

Policy 1.6.2. Development on potentially hazardous lands shall be prohibited where a report from a qualified professional has not identified the site as safe for the use intended.

Development on Hazard Lands

Policy 1.6.3. Development on hazardous lands shall meet the requirements of the Geotechnical Hazard Lands Development Permit Area Guidelines.

Policy 1.6.4. Prohibit development on lands subject to hazards where a report submitted by a qualified professional has not identified the land as being safe for the use intended.

Rainwater Management

Policy 1.6.5. Require all development to deal with rainwater management on site as per the District's "best management practice" requirements to reduce peak flow-related erosion of the site or adjacent sites.

1.7 FOREST LANDS

Mission is unique in that it is home to a large Municipal Forest, an area of approximately 10,400 ha which covers over 40% of the District. This natural resource is an amenity that is unparalleled within Lower Mainland communities.

The Municipal Forest is made up of municipal and provincial crown-owned land. The District has had a Tree Farm Licence since 1958 and recently renewed it to 2024. Through this licence, harvesting patterns are locally controlled and managed. Surplus revenues from the forestry operation accrue to the municipality and have been directed to various municipal programs such as arts and culture and the construction of a Fire Hall and a new library. The forest industry also creates both direct and indirect employment opportunities, while supplying local wood manufacturers with raw materials.

Further to the economic benefits associated with the Municipal Forest, one cannot underestimate the environmental value of the area that provides habitat to different species of flora and fauna. The sheer size and prominence of the Municipal Forest provides the community its natural

character and also contributes to local sense of place. The Municipal Forest also serves as a recreation amenity. There are over a dozen hiking and multi-use trails, separate trail facilities for horses and mountain bikers, and several lakes and various picnic spots. Other outdoor activities available to the public include fishing, forest education and interpretation, and hunting in designated areas. Recreation activity in the Municipal Forest has consistently increased over the past 20 years.

The following policies are focused on the preservation and protection of the Municipal Forest, as well as integrated management.

OBJECTIVE

Preserve and protect the Municipal Forest and manage the integration of environmental and recreation uses.

POLICIES

Collaborative Approach to Forest Management

Policy 1.7.1. Coordinate forest management through ongoing communication and planning involving the Forestry Department, Ministry of Forests and Range, BC Hydro, local residents and the RCMP.

Importance of the Municipal Forest

Policy 1.7.2. Recognize the importance of the Municipal Forest to the District; maintain and protect forestry use and logging operations as well as other non-timber resources such as mushrooms.

Recreation Use Plans

Policy 1.7.3. Work with the appropriate local organizations as well as provincial and federal departments to prepare Recreation Use Plans for areas such as Rolley Lake, the Florence Lake Forestry Road area west of Stave Lake etc.

Managing Uncontrolled Access to the Forest

Policy 1.7.4. Work with the appropriate provincial and federal departments to reduce the detrimental effects of uncontrolled public access of the Municipal Forest; develop a recreational management strategy to achieve this objective.

Managing Interface Fire Hazard

Policy 1.7.5. Define the risk areas for interface fires as Hazardous Development Permit Areas, beginning with those adjacent to the Municipal Forest, and identify measures to mitigate those risks as a plan of action to implement the recommendations in the District of Mission Community Wildfire Protection Plan. Utilize funding provided by the Ministry of Forests and Range through the Community Wildfire Prevention Plan program for this purpose.



Neighbouring Jurisdictions

Policy 1.7.6. Manage the Municipal Forest in a manner that does not adversely impact neighbouring jurisdictions (i.e. Electoral Area 'F' of the FVRD, Hatzic Valley), and in such a way that allows for ongoing consultation and collaboration as required.

1.8 CLIMATE CHANGE and REDUCING GREENHOUSE GAS (GHG) EMISSIONS

Climate change is a global issue, caused by daily activities of billions of humans - primarily through the consumption of fossil fuel energy. The 2007 Intergovernmental Panel on Climate Change concluded that observed climate change trends to date are more likely than not human-caused and the expectation is that human-caused impact in the future is “virtually certain”.

As part of its Climate Action Plan, the provincial government enacted the Local Government (Green Communities) Statutes Amendment Act (also known as Bill 27), in 2008, which amended some key acts including the Local Government Act and Community Charter. One of the main components of this new legislation is the requirement for local governments to include specific and measurable targets for reducing GHG emissions in their Official Community Plans (OCP) by May 31, 2010 along with supporting policies and actions to meet these targets.

The District of Mission signed the BC Climate Action Charter in 2008 which voluntarily commits the District to becoming carbon neutral in terms of its corporate GHG emissions (energy used to operate buildings, vehicle fleet, water and sewer services). Although not required by Bill 27, the District is including corporate reduction targets in the OCP to demonstrate leadership within the community.

The following actions, policies and targets fulfill the requirements of Bill 27.

OBJECTIVE

Reduce the District's corporate GHG emissions by 10% over 2008 levels by December 31, 2015.

Reduce the District's community wide GHG emissions by 20% below 2007 levels by December 31, 2020 and by 80% below 2007 levels by December 31, 2050.

POLICIES

Actions to Achieve Targets

Policy 1.8.1. The District of Mission will complete the implementation of the Corporate Energy Action Plan and proceed with completing the

milestones of the Federation of Canadian Municipalities' Partners in Climate Protection Program.

Policy 1.8.2. The District of Mission will complete a Community Energy and Emissions Plan and proceed with completing the milestones of the Federation of Canadian Municipalities' Partners in Climate Protection Program.

2. BUILDING LIVEABLE NEIGHBOURHOODS

2.1 NEIGHBOURHOOD CHARACTER

The District of Mission is blessed with a very wide variety of rural, suburban and urban lifestyle choices, with a broad range of housing forms and styles being available to meet the diverse needs of the community. Residents have expressed a strong appreciation of Mission's small town atmosphere and the variety of recreational opportunities available within close proximity. Projected growth in Mission's housing stock over the next three decades as forecasted by The Fraser Valley Regional District: Population Growth and the Context for Managing Change (2005), is based on projections of the Mission resident population growing to 71,621 by 2031 (approximately a doubling of population over this period). While Mission is expected to see its 65 + population grow the most over this period, both absolutely and relatively (by 210%), the under 15 age group is also expected to grow substantially, adding 5,833 individuals between 2003 and 2031.

The housing projections (See Table 1: Existing and Projected Housing Stock in Part I, Introduction) suggest Mission's housing stock will also approximately double over this period, from 13,116 dwelling units in 2003 to 26,003 units in 2031.

The projections indicate that single detached units, with an 80% increase, will still be the dominant housing form, but would make up a slightly smaller percentage of total units in 2031. Other ground oriented ('young family suitable') housing would double in numbers, holding about steady at its current proportionate level. Multi-family units, are forecasted to increase by nearly 230% to become a significantly more important proportion of the housing stock. This would be expected with an aging population.

The series of residential policies contained in this OCP are a critical component of the effort to ensure that a range of housing options will continue to be in place for future residents and that high quality housing and neighbourhoods will be built and maintained. The District works with the private sector in the many facets of providing housing for a variety of income levels, family structures, age groups and lifestyles. This includes providing for many different housing forms, tenures and densities in a wide array of rural, suburban and urban settings.

The District strives to achieve neighbourhoods that are attractive, safe, have lots of green space, good pedestrian and transportation networks and are well connected to schools, shopping, community facilities, amenities and services. The policies in this section of the Plan are primarily aimed at achieving:

- an application of the principles of sustainable development through encouraging a wide variety of higher density development forms, infill housing, cluster developments and other innovative housing types; and
- an emphasis on the quality of design of neighbourhoods, encouraging varied streetscape designs, preservation of the natural environment, convenient pedestrian access, design features which reinforce community identity and social interaction and so forth.

OBJECTIVE

Develop liveable, complete, safe, sustainable neighbourhoods with a strong sense of community and where the natural environment is highly valued and where high quality neighbourhood design, building design and landscape design promotes a wide variety of housing choice.

POLICIES

■ DESIGNING WITH NATURE

Preserving Natural Features

Policy 2.1.1. Ensure residential developments are planned compatibly with the natural attributes of each site, with the objective of preserving and protecting natural features such as ravines, wetlands, watercourses, natural topography of the site, views, vistas and mature vegetation.

Retaining and Replanting Trees

Policy 2.1.2. Ensure new developments provide for the retention of significant trees and replanting of new trees in accordance with the District of Mission's Tree Retention and Replanting Policy. Where applicable, boulevard street trees are to be provided in addition to the requirements of the Tree Retention and Replanting Policy. Lot grading designs should incorporate the trees being retained and/or replanted.

Energy Efficient Building Design

Policy 2.1.3. Require proponents of residential development projects to consider energy efficient building design.

Permeable Surfaces and Natural Landscaping

Policy 2.1.4. Encourage the use of permeable surfaces wherever possible (e.g. prohibit large paved yard areas) and encourage naturescaping (the practice of natural landscaping, or gardening with native plants) on single family and multi-family residential properties.

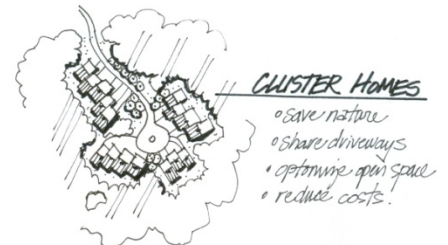
Sustainable Development

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

World Commission on Environment and Development (WCED). *Our common future*. Oxford: Oxford University Press, 1987 p. 43.

Where the goal is to:

- Maintain **environmental integrity** to ensure the health and security of human communities and life-sustaining ecosystems.
- Ensure **social equity** to enable the complete fulfillment of all men and women, development of communities and respect for diversity.
- Aim for **economic efficiency** to create an innovative and prosperous economy that is ecologically and socially responsible



Towards More Sustainable Residential Development

Policy 2.1.5. Pursue a multi-faceted residential strategy, involving efforts to make more optimal use of the dwindling land base, through supporting such development forms and initiatives as:

- higher density forms of development
- urban infill development
- smaller urban lot sizes
- appropriate massing of houses according to lot size
- cluster developments to avoid building on steeply sloping lands and to protect environmentally sensitive lands
- innovative and proven package treatment systems for rural area septic effluent disposal
- mixed use commercial-residential developments in commercial and industrial areas

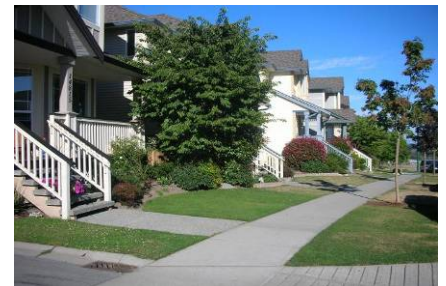


■ NEIGHBOURHOOD DESIGN

Measures to Reinforce Community Identity

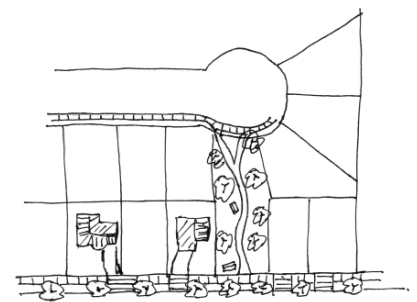
Policy 2.1.6. Reinforce community identity through a variety of means such as:

- Developing and maintaining varied streetscape design
- Creating community gathering spaces (e.g. small parks, “village squares”)
- Encouraging community use of community centres and local schools
- Highlighting heritage features through signage, preservation etc.
- Supporting a range of services close by for convenience
- Providing safe and convenient access within neighbourhoods
- Providing special signage, gateways and other unique urban design features



Pedestrian Linkages within Single Family Residential Areas

Policy 2.1.7. Provide for pedestrian linkages to nearby parks, schools and other community facilities within new single-family residential developments, where a high degree of safety is possible through involvement of the RCMP in the design and through using Crime Prevention Through Environmental Design (CPTED) principles.



Design Subdivisions to Respect Topography

Policy 2.1.8. When cul-de-sacs are necessary due to topography and pedestrian linkages are important, the linkage should be through parkland rather than a narrow pathway.

Locate Parkland Strategically

Policy 2.1.9. Where possible, locate parkland adjacent to Environmentally Sensitive Area (ESA's) to increase protection, adjacent to schools to share the land area or incorporate tot parks as pedestrian links between neighbourhoods.

Design Features to Enhance Social Interaction

Policy 2.1.10. Encourage design features such as front porches and street orientation that enhance social interaction and contribute to the ambience of the neighbourhood.

Improving Streetscapes in Residential Neighbourhoods

Policy 2.1.11. Ensure residential streetscapes provide for varied housing setbacks wherever possible, to contribute to the aesthetic quality and interest of residential streets.

Maintaining Regular Lot Configurations

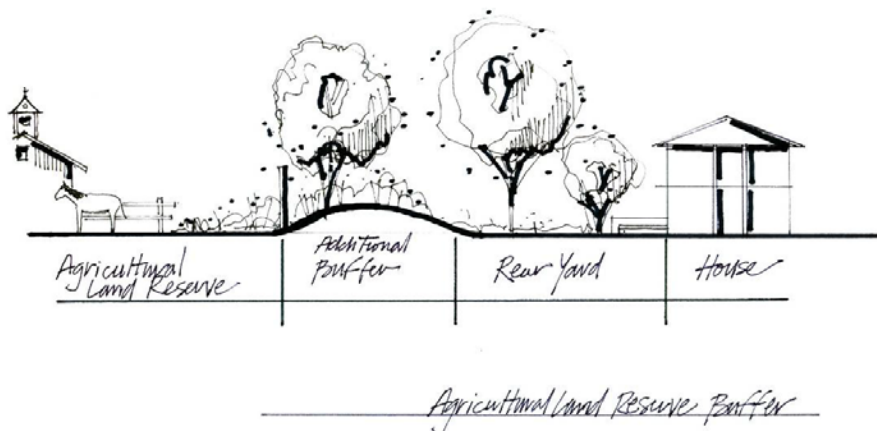
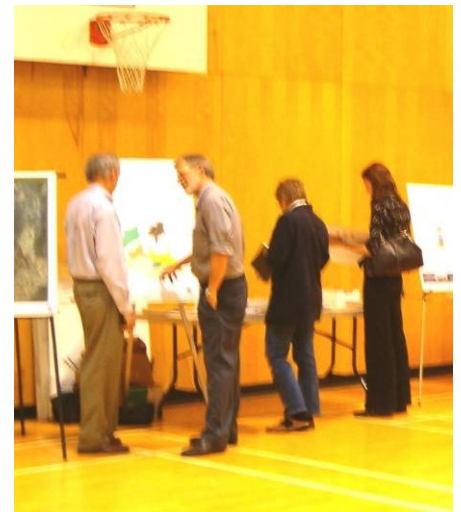
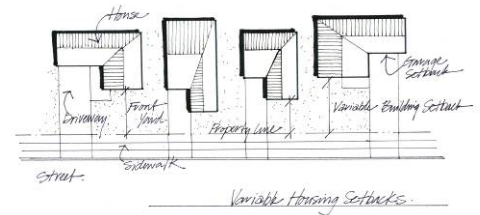
Policy 2.1.12. Ensure that new residential lots created through subdivision maintain regular lot line configurations, wherever feasible.

Environmental, Social and Economic Impacts of New Development

Policy 2.1.13. Evaluate new residential development proposals on the basis of their impact to local quality of life and the extent they preserve the environmental assets of the site and contribute to the social and economic well being of the community.

Residential Lands Adjacent to Agricultural Land Reserve Lands

Policy 2.1.14. Use a range of tools to minimize and mitigate land use conflicts when urban residential development is adjacent to Agricultural Land Reserve (ALR) lands.



2.2 PLANNING AREAS

Identified in the section are policies regarding Planning Areas. Area planning is an important component in achieving orderly development in any given area and can be defined in two broad terms, Neighbourhood Planning and Local Area Planning. Neighbourhood Plans are comprehensive plans where everything from servicing, road layouts, land uses, densities and design guidelines are planned. Local Area Plans are generally, less specific, but look at an area's development potential and identifies key planning issues, principles and objectives.

The Waterfront and Commuter Rail Area represent a significant opportunity for Mission to achieve urban land intensification for over 50 ha (124 ac) of land designated for high-density residential and mixed commercial/residential uses and industrial uses.

Policies are included for the Hatzic/North Hatzic, Cedar Valley and Silverdale areas in this section as these areas have been involved in, or will be involved in comprehensive Neighbourhood Planning exercises with a particular focus on environmental planning.

Local Area Plans will be considered for other areas such as Stave Falls, Steelhead, Ferndale and Keystone.

OBJECTIVE

Develop comprehensive Neighbourhood Plans that place an emphasis on sustainable development and develop Local Area Plans in areas where comprehensive Neighbourhood Plans are not needed.

POLICIES

■ HATZIC / NORTH HATZIC

Neighbourhood Plan for Hatzic and North Hatzic

Policy 2.2.1. Consider the preparation of a Neighbourhood Plan for the Hatzic / North Hatzic areas, involving area residents in the planning process. The Neighbourhood Plan process will address various issues including residential land use options, provision for parkland, engineering servicing requirements, public participation, provision of a neighbourhood commercial centre, safety and environmental preservation issues. Prior to a Neighbourhood Planning process occurring, the following policies apply to development on an interim basis:

- New residential development must occur with complete municipal services in accordance with the Subdivision Control Bylaw standards.

- Consider subdivision applications that propose lots smaller than traditional Hatzic lots on a site by site basis.
- Consider one-storey garden apartments, senior townhouse and retirement village proposals on a site specific basis through the rezoning process.

■ CEDAR VALLEY

Cedar Valley Comprehensive Development Plan (1996)

Policy 2.2.2. Develop the Cedar Valley area generally in accordance with the principals outlined in the Cedar Valley Comprehensive Development Plan and the Cedar Valley Environmental Management Plan with land uses as set out on **Map 1b**.

Progress Monitoring

Policy 2.2.3. Undertake a monitoring process for evaluating the implementation of the Cedar Valley Environmental Management Plan.

Protection of Environmentally Sensitive Areas

Policy 2.2.4. Acquire all areas identified as Environmentally Sensitive through purchase or dedication, or by protection by covenant; at the time of development, the developer shall compensate for all Environmentally Sensitive Areas identified for removal as determined by the Cedar Valley Environmental Management Plan.

Development Phasing in Cedar Valley

Policy 2.2.5. Urban development of Cedar Valley must occur in a phased, orderly sequence, in accordance with the four development phases identified by the Cedar Valley Comprehensive Development Plan. In order for urban development to move from one phase to the next, Council must approve the commencement of the new phase of development, and either one or both of the following conditions should be met:

- 75% build-out of the allocated dwelling unit density for the subject phase has occurred
- 75% of the residential land use area for the subject phase has been developed

Development Outside of the Phasing Sequence

Policy 2.2.6. Urban development outside an identified phase area may occur if such development will remedy failing septic field systems or upon Council consideration to adjust phasing boundaries based on a significant community benefit.

Urban Residential - Compact Cluster Development

Policy 2.2.7 The Compact Cluster designation within the Cedar Valley Comprehensive Development Plan is designed to accommodate strata developments that shall manage all rainwater on site. The built form may take a variety shapes and forms including but not limited to:

- Multiple Family Townhouse
- Compact Single Family Strata (bare land or traditional)
- Compact Single Family Strata with carriage homes and/or granny flats

■ SILVERDALE

Silverdale and Silverdale Community Neighbourhood Plans

Policy 2.2.8. Development in the both the Silverdale and Silverdale Community areas will be initiated through individual Neighbourhood Plans. Applications to commence the Neighbourhood Plan process shall be considered based on proposed neighbourhood areas determined as an outcome of the Neighbourhood One process. Development prior to completion of a Neighbourhood Plan is limited to the densities allowed under existing zoning or in accordance with existing suburban and rural designations within the OCP.

Policy 2.2.8.a. Development proposals on the following parcels are exempt from Policy 2.2.8.:

29550 Lougheed Highway
Parcel Identifier: 000-951-421
Lot D, Except: part dedicated road on plan BCP15055; District Lot 435 Group 1 New Westminster District Plan 12792

29560 Lougheed Highway
Parcel Identifier: 000-604-399
Lot C, Except: part dedicated road on plan BCP14742; District Lot 435 Group 1 New Westminster District Plan 12792

Secondary Planning Area

Policy 2.2.9. As an outcome of the Neighbourhood One process, the following applies to the Secondary Planning Area;

- the principles, goals and objectives and many of the policies relating to Silverdale Neighbourhood One;
- subject to a review of policies respecting neighbourhood planning, property owners in the secondary area can commence the planning process by providing or completing studies in accordance Table 7 for their subject lands;

- property owners are encouraged to consider collaborative efforts encompassing at least a single development precinct incorporating watercourses and natural areas as part of an application;
- where existing studies have not provided sufficient information, further study is required based on the terms of reference for the initial studies, which must be met, except as agreed to by the District, based on experience with the initial studies; and
- studies applicable to the Secondary Study Area are listed in Table 8, and provide information which is available when considering development in the Secondary Area.

Table 7 – Studies – Secondary Study Area

	Studies Completed for Neighbourhood One planning area		Apply to Secondary Study Area
9.0	Environmental		
9.01	Stream Surveys & Mapping		No
9.02	Fisheries Assessment		
9.03	Fisheries Setback Zones		
9.05	Climate Studies		
9.06	Water Quality		
9.04	Tree Management	x	Partially
9.07	Vegetation and Habitat		No
9.08	Wildlife		No
9.09	Special Species Status		No
9.10	Wildlife Corridors	x	Partially
9.11	Natural Features Plan		No
9.12	Special Status Species Plan		No
9.13	Environmental Protection Plan		
9.14	Environmental Monitoring Plan		
9.15	Stewardship		
11.01	Geotechnical		No
11.02A	Hydro-geological - Overview	X	Yes
11.02B	Hydro-geological - Neighbourhood Level		No
11.03	Landslide Risk		No
12.0	Area Wide Transportation	X	Yes
13.0	Transportation Demand Management	X	Yes
14.0	Neighbourhood Transportation	x	Partially
15.0	Bulk Water Supply		Yes
16.0	Trunk Sewer System	x	Partially
17.0	Integrated Stormwater Management Plan - Stage 1	X	Yes
	Integrated Stormwater Management Plan - Stage 2	x	Partially
	Integrated Stormwater Management Plan - Stage 3	x	Partially
18.0	Slope Analysis & Map	x	Partially
19.0	Archaeological Study Part 2 & 3	X	Yes
20.0	Park & ESA Acquisition	X	Yes
21.0	Energy Technology	X	Yes
22.0	Stream & Rainfall Monitoring (included in Environmental Studies)		
23.0	Water Metering (by District policy)		
24.0	Alternate Standards	X	Yes
25.0	Community League Feasibility	X	Yes
26.0	Projected Retail Demand	X	Yes
27.0	Future Employment Needs	X	Yes
28.0	Leisure & Community Facilities	X	Yes
29.0	Finance/Cost Recovery Strategy	X	Yes
30.0	Landscape Design Strategy	x	Partially
31.0	Housing Market Study	X	Yes
32.0	Geotechnical and Environmental Opportunities & Constraints & Map		No

**Table 8 – Additional Studies –
Secondary Study Area**

Other Studies Relating to Secondary Study Area	
DoM Maps	
Contour	Low resolution, On site surveys required for slope, top-of-bank, etc
Drainage	General, info in N1p studies requires supplementation
OCP	Use guide, goals & Objectives
Environmental Base Map	Low resolution environmental assessment Site specific studies required
N1 Primary area Plan	Principles, Goals, Objectives, Policies mostly transferable

Chance Find Procedure

Policy 2.2.10. The District shall utilize and require the procedure set out in Study 19.0 Guidelines for Archaeological Chance Find Management for Development Activities at Neighbourhood One, Silverdale, British Columbia. District Inspectors as well as applicants for any works involving excavation shall be provided with and be required to comply with this provision. The provision applies to public works and utilities as well as development and construction

Silverdale Planning Area

Policy 2.2.11. The area of Silverdale designated as “Urban” within the Neighbourhood Planning Area on **Map 1c**, indicates its potential for future urban uses including: residential (i.e. single family residential and multi-unit residential), suburban and/or rural residential, neighbourhood commercial, employment, institutional, school, parks, recreation, and natural open space uses.

Policy 2.2.12. Considerations for the next neighbourhood include:

- a logical extension of adjacent services with appropriate capacities,
- utilize drainage watersheds as a boundary where possible to facilitate gravity flows of drainage and sanitary sewage, and
- incorporate a sufficient area of land to support neighbourhood infrastructure such as a catchment for an elementary school”.

Neighbourhood Planning Triggers

Policy 2.2.13. Neighbourhood Planning in the Silverdale area, as defined on **Map 1c**, shall not be commenced or considered until the following principles are met:

- 75% of the property owners within a “planning area” have an “urban” designation, or
- 75% of the land area within a “planning area” have an “urban” designation, and
- Council has, by resolution, endorsed a “planning area” boundary that considers watershed boundaries and
- Council has, by resolution, endorsed commencement of the neighbourhood planning process.

Public Infrastructure, Parks and Open Space in Silverdale

Policy 2.2.14. All public infrastructure services for water, sanitary sewer, rainwater, roads, parks, public recreation, and natural open space required for urban density development within the Silverdale area shall be paid by the developer, and located on public land or on property provided by the developer.

■ SILVERDALE NEIGHBOURHOOD ONE

Silverdale Neighbourhood One Plan (2008)

Policy 2.2.15. Develop the Silverdale Neighbourhood One area generally in accordance with the principals, goals, objective, policies including the range of housing types and densities identified on the Concept Plan outlined in the Silverdale Neighbourhood One Plan (2008), and with land uses set out on **Map 1c**.

Land Use and Density

Policy 2.2.16. Within each precinct outlined on **Map 1c**, the number of units of an individual dwelling type may vary by a maximum of 25% from the number in the grey columns of Table 9, except where the number of a dwelling type is between 1 and 20 units, in which case the number of units may vary by up to 10 units. The total number of dwelling units within each precinct may not vary by more than 15% from the total precinct number set out in Table 9.

Policy 2.2.17. Notwithstanding Policy 2.2.16., the Country Residential Precinct unit numbers may only vary down from the total number of 45 units for the total area of all Country Residential Precincts combined.

Table 9: Dwelling Unit Counts by Precinct Based on Concept Plan

Precincts	Single Family	Townhouse	Apartment	Total Precinct
Jamieson North	80	38		118
Jamieson Ridge	104	4		108
Hillside	69	0		69
Village North	6	112		118
Gunn Slopes	169	42		211
Promontory	105	20		125
Cliffside	18	22		40
The Village	0	36	249	285
Parkway	84	24		108
Olson Knoll	179	74		253
Country Residential	45			45
Total	859	372	249	1480
	58.0%	25.2%	16.8%	100%

Note: The numbers in Table 9 are exclusive of secondary dwellings, which include secondary suites, coach houses and garden cottages.

Development Permit Area

Policy 2.2.18. Development within the Silverdale Neighbourhood One area is guided by a Development Permit Area, which may include guidelines as prescribed by Part 26 Section 919.1 of the *Local Government Act*.

Policy 2.2.19. The Development Permit requirement may be replaced for Intensive Residential Development where there is a Statutory Building Scheme registered on Title where the District of Mission determines that the form and character elements outlined in the Development Permit Area guidelines have been achieved.

■ CENTRAL CORE DEVELOPMENT AREA

Overall Strategy and Plan for the Central Area

Policy 2.2.20. Facilitate high-density residential development in the Downtown, Commuter Rail and Waterfront Areas in conjunction with an overall comprehensive development strategy and plan using and incorporating elements from the *MissionCity Downtown Action Plan* for the larger central area of Mission. (cross reference Policies 4.1.10 and 4.2.4)

■ RURAL/RURAL RESIDENTIAL AREAS

Local Area Plans for Rural Areas

Policy 2.2.13. Consider the preparation of Local Area Plans for the rural locations of Stave Falls, Steelhead, Ferndale and the Keystone areas. The Local Area Plan process will address a variety of issues including residential land use options, provision for parkland, engineering servicing requirements, public participation, safety, interface fire hazards and environmental preservation issues.

Managing Development Expectations

Policy 2.2.14. Servicing adjacent to a property does not automatically trigger increased development potential above the current Land Use designation.

2.3 HOUSING CHOICE AND QUALITY

Mission has a wide variety of Rural, Rural Residential and Suburban communities, including the following areas: Hatzic/North Hatzic, Israel Bench, Silverdale Community, Silverdale, Ferndale, Keystone, Silverhill, Stave Falls and Steelhead (see **Map 1**). Each one of these communities is unique and offers a different living experience. Each area presents different opportunities and challenges.

Mission's rural areas have experienced slow but steady growth over the last few years and for most areas, with the exception of Silverdale, this pace of growth is expected to be maintained over the next several years. Some of the key issues that have to be addressed in rural areas include issues related to:

- appropriate minimum lot sizes for residential development
- providing for strata cluster development only where extraordinary environmental, topographical and engineering requirements are needed

- the pressures related to requests for more dense or urbanized forms of development
- the approval of second dwellings on rural properties
- arsenic in the water table in a large portion of the Ferndale area and the question of how to bring municipal water to the area
- guidelines for allowing private sewage disposal systems
- the need for development to have a proven water supply of sufficient quantity and adequate quality
- the need for an interface fire hazard policy
- the need for guidelines for building housing on sloping lands
- the need for Local Area Plans for Rural areas to deal with issues on a local basis, involving residents in a community public participation process

In addition to the Rural, Rural Residential and Suburban areas, the primary residential areas in Mission are identified as Urban where infrastructure and services are in place to handle greater densities and where capacity exists for infill and intensive development that is both economically and environmentally viable. It is important to plan for future growth in designated urban areas to prevent incremental development; it is equally important to encourage compatible intensification of developed areas in order to take advantage of existing service capacity, create sustainable densities, and to reduce the pressure on the urban edge. The urban residential fabric should reflect a mix of residential densities and integrated neighbourhoods, which provide for a healthy, diverse, complete community.

OBJECTIVE

Provide for a variety of residential lifestyle options in Mission through facilitating the creation of high quality, diversified development in the Rural, Rural Residential, Suburban, and Urban areas.

POLICIES

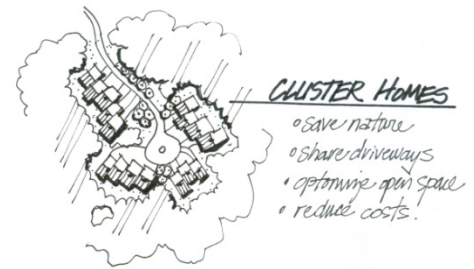
■ RURAL/RURAL RESIDENTIAL AND SUBURBAN AREAS

Minimum Lot Sizes for Residential Areas

Policy 2.3.1. Rural, Rural Residential and Suburban area provide a large lots housing choice with lot sizes that respect the rural nature of the area and may add additional buffering to environmentally sensitive areas and agricultural lands. In general, larger lot sizes shall be retained in the Rural area to support agriculture, Rural Residential designated densities shall be maintained to support hobby farming and rural lifestyles, and smaller rural lots shall be supported in the Suburban area to provide acreage residential lifestyle options.

Cluster Housing Development

Policy 2.3.2. Encourage strata cluster housing development within Suburban Residential, Rural Residential and Rural designated areas where clustering preserves mature vegetation, environmentally sensitive areas and open space areas.



Secondary Dwelling Units in Rural Areas

Policy 2.3.3. Consider site specific rezoning to provide for a secondary dwelling unit on properties that are designated Rural or Rural Residential.

Proven Water Supply in Areas Without Municipal Water Service

Policy 2.3.4. Ensure that all future residential lots that are subdivided in areas without municipal water are provided with a proven water supply of sufficient quantity and adequate quality (Guidelines for Canadian Drinking Water Quality), before final approval of the subdivision.

■ SINGLE FAMILY RESIDENTIAL

Innovative Single-Family Residential Projects

Policy 2.3.5. Encourage and facilitate innovative single-family residential developments that incorporate the following types of elements:

- cluster development which preserves special characteristics such as mature vegetation, watercourses/ravines or makes a significant contribution to a designated park
- a broad mix of residential lot sizes (i.e. including "small lots") with superior design management and an appropriate interface with existing neighbourhoods
- provision of parkland, trails, walkways, bicycle paths, etc.
- mixed use development, including local commercial services
- streetscape enhancements through varied setbacks, high quality landscaping, innovations within the road right-of-way such as sidewalk location and consolidation of driveway access points
- provision of a detailed building design scheme



Compact Lots

Policy 2.3.6. Compact single-family residential lots is considered to be an intensive residential development with the design managed through a Development Permit Area and is to include vehicle access to the property from a lane.

Single-family Residences with Secondary Dwelling Unit

Policy 2.3.7. Consideration will be given to proposals for the development of single-family residences with secondary dwelling units,



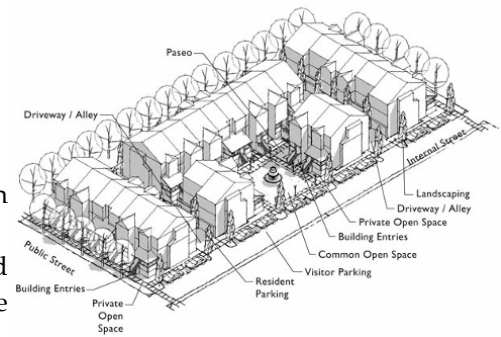
including secondary suites, coach houses or granny flats, on new development sites, where development applications shall be evaluated as intensive residential on a site-specific basis.

■ MULTIPLE FAMILY RESIDENTIAL

Innovative Multi-Family Development

Policy 2.3.8. Encourage the use of innovative low density multi-family development for sites which are topographically constrained or contain significant environmental features; the following requirements are to be applied to developments in these areas:

- cluster housing concepts
- rowhouse design as fee simple option
- net density of approximately 30 to 40 units/ha (12 to 16 units/ac)
- retention of a minimum of 15% of the site as natural, undeveloped open space over and above required Environmental Sensitive Area protection
- retention of all areas of the site with a grade exceeding slopes identified in the site assessment by a qualified engineer with appropriate expertise as requiring protection, as natural, undeveloped open space.



Multi-Family Residential in Neighbourhood Commercial Nodes

Policy 2.3.9. Encourage multi-family residential development adjacent to, or as a component of, neighbourhood commercial nodes within the urban area, with densities ranging from 30 units/ha (12 units/ac) to 52 units/ha (21 units/ac), subject to a development permit process review of design, massing and other considerations.

High Density Residential in the Core of the Community

Policy 2.3.10. Encourage higher density residential development and mixed-use commercial/residential development. The approval of these development proposals are subject to a development permit process review of design, massing, public view corridors, public and semi-public spaces, pedestrian access throughout the Downtown, Commuter Rail and Waterfront areas, and other considerations.

High-Density Transit-Oriented Commuter Rail Neighbourhood

Policy 2.3.11. Encourage the development of a transit-oriented, high-density neighbourhood in the Commuter Rail Area that capitalizes on the location of the West Coast Express Station; encourage development with a mix of high-density residential, institutional, light industrial/business uses, office and mixed residential/commercial uses. (cross reference Policies 4.2.7, 3.3.11 and 3.3.12)



■ MIXED USE

Mixed Use in Commercial and Industrial Areas

Policy 2.3.12. Provide for proposals with mixed-use commercial/residential use in highway commercial and regional shopping centre areas and in industrial/business park areas, evaluating them on a site-specific basis as part of a site-specific zone review process.

2.4 INFILL RESIDENTIAL

One of the most effective techniques for fighting urban sprawl in a community is to pursue as many different forms of infill housing and mixed commercial/residential forms of housing as possible. There are a number of advantages to encouraging infill development, including:

- it provides economic efficiencies through using existing infrastructure and services
- it provides more affordable housing choices to young families, and single and low income households
- it provides for more interesting and varied urban neighbourhoods, with a broader range of housing forms, styles and tenures
- if done sensitively, it can provide virtually invisible densification of neighbourhoods
- it wards off urban sprawl and consequently helps preserve the natural environment

Having a variety of infill housing types in a neighbourhood helps ensure their 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.

The policies in this section address the need for more infill housing options for Mission residents and the home building development industry. They also address the need for sensitive guidelines for the integration of multi-unit buildings into existing neighbourhoods in order to ensure compatibility with the existing housing.

Infill housing can be in many forms, including: single-family homes built on smaller lots; multi-family developments consisting of low density townhouse, triplex, fourplex, sixplex and apartment buildings designed and built in such a way to be compatible with the existing neighbourhood.

In addition to supporting more traditional infill housing forms, the Plan also supports such housing forms as coach houses, granny flats, secondary suites, multi-family residential as a component of neighbourhood commercial, and mixed-use commercial/residential in highway commercial, regional shopping centre and industrial/business park areas.



OBJECTIVE

Encourage a variety of infill residential development forms in conjunction with the application of Smart Growth development principles.

POLICIES

■ SINGLE FAMILY AND MULTI FAMILY RESIDENTIAL INFILL

Compatibility Criteria for Infill Development

Policy 2.4.1. Evaluate proposals for infill residential development, based upon their degree of compatibility with the character of the immediate neighbourhood, with particular attention to:

- 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 and addition of new landscaped areas;
- The upgrading of existing dwellings



Managing Form and Character

Policy 2.4.2. All infill development will require a Development Permit to manage form and character and deal with minor variances that may occur when building within a well established neighbourhood.

Alternative Forms of Infill Development

Policy 2.4.3. Foster infill development by considering alternative housing developments that are planned compatibly with existing neighbourhoods and that make optimal use of developable land.



Secondary Dwelling Units

Policy 2.4.4. Encourage secondary dwelling units as a form of infill housing. Secondary dwelling units may be considered on lots 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 clearly be ancillary to the primary use.



2.5 AFFORDABILITY, ACCESSIBILITY, RENTAL, SENIORS AND SPECIAL NEEDS HOUSING

The availability of affordable housing in a community is an important factor of a community's quality of life. Lack of affordable, rental, seniors and special needs housing can have a serious impact on the development of a balanced community and it can seriously 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 issues in everyday lives. 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 lives.

Economic factors such as housing prices, interest rates and wage levels impact housing affordability. In Mission, as elsewhere in the Lower Mainland, housing prices have increased significantly in the last 15 years, while incomes have generally not kept pace with prices. This has resulted in an affordability problem.

Recent data from B.C. Statistics highlights the status of many local residents' capability to afford adequate housing. A demographic analysis of the local population reveals that in 2001, in the Mission Local Health Area, 26.4% of local homeowners and 47% of renters were deemed to be in an "economic hardship" situation, paying more than 30% of their income on housing. The local statistics are 27% higher than the provincial average for homeowners and about 6.6% higher for renters. On the other hand, in 2001, 25% of the households in Mission were rental, in comparison to 33.7% for the BC average.

Given this understanding of the limited economic capability of many local residents to pay for housing, it becomes obvious that many individuals in Mission can be deemed in need of some form of more affordable housing.

Secondary dwelling units (like coach houses, granny flats, and secondary suites) are important sources of rental housing in smaller towns and in rural areas. They are one of the most cost-effective ways of providing affordable rental housing in communities where there is a relatively low supply of conventional rental housing. At the same time, a secondary dwelling unit also benefits the homeowner, reducing carrying costs by up to 25%. Often this extra income makes a significant difference in making housing more affordable for homeowners, allowing them to stay in their existing neighbourhood.

There is definitely a need to provide for many affordable housing choices for young families (first time home buyers), single parent families, single person households, persons with special needs and seniors in particular. Although

options are available for the more affluent seniors, low-income seniors have limited, if any, choice.

The policies in this OCP outline the following approaches and strategies to provide for more affordable, rental and special needs housing:

- Collaboration amongst local housing organizations and networks, and funding strategies involving the provincial and federal governments
- Research and the setting of housing targets
- Support infill housing forms, secondary dwelling units, etc.
- Use housing agreements and density bonuses
- Support co-op housing, mixed market/non-market housing
- Encourage housing that provides for “aging-in-place”
- Reduce or waived fees for non-market seniors housing
- Facilitate special needs housing proposals
- Adopt guidelines that address issues of accessibility of housing and neighbourhood design for persons with disabilities

OBJECTIVE

Facilitate the provision of affordable, rental, seniors housing and special needs housing in a variety of types, tenures and price ranges to meet the needs of the community.

POLICIES

■ AFFORDABLE AND RENTAL HOUSING

Housing Choice for Different Lifestyles and Income Levels

Policy 2.5.1. Encourage the development of a variety of housing types, tenure, accessibility and cost to provide for a diversity of lifestyles and income levels.

Collaborative Approach to Achieving Affordable Housing

Policy 2.5.2. Work collaboratively with local housing organizations and networks to develop and implement an affordable housing strategy for Mission; Organizations include the Fraser Valley Housing Group, non-profit groups, social agencies, community groups, the provincial government (Housing Department of the Ministry of Forests and Range), federal government (CMHC) and the development industry.

Affordable Housing through Innovative Housing Forms

Policy 2.5.3. Facilitate the development of affordable, rental and special needs housing through supporting multi-family housing developments, small house/small lot housing, secondary suites, duplexes in appropriate locations, mixed market/non-market housing projects, coach houses, granny flats and other innovative housing forms.

Housing Agreements

Policy 2.5.4. Encourage the provision of affordable, rental and special needs housing within multi-family developments through the use of housing agreements and the granting of density bonuses.

Increase Affordable Housing Inventory

Policy 2.5.5. Explore a Housing Legacy Fund approach as a mechanism for acquiring single family, multiple family and secondary dwelling unit, where development contributes to the Fund and is used to purchase units, and research methods for sustaining a housing inventory that is managed, monitored and maintained by a society or non-profit organization.

Mixed Market/Non-Market Affordable Housing

Policy 2.5.6. Encourage innovative forms of affordable housing including mixed market/non-market housing developments.

Affordable Housing Provisions in Neighbourhood Plans

Policy 2.5.7. 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.

■ HOUSING FOR SENIORS AND FOR PERSONS WITH DISABILITIES

Locational Criteria for Seniors Housing

Policy 2.5.8. Provide for a broad range of housing types and tenures for seniors, to encourage seniors to remain in the community. Encourage seniors housing to be located close to shopping, health services, and transit and community facilities.

Variety of Seniors Housing

Policy 2.5.9. Promote and encourage a wide variety of housing types and price ranges for seniors housing, including:

- townhouse designs with master suites and laundry on the ground floor
- sponsored housing types in condominium and high rise developments
- assisted living facilities
- co-housing
- small lot single family developments

Universal Access

Policy 2.5.10. Develop Universal Access guidelines that list elements that must be included in 10% of the units in all multiple family developments to ensure Universal Access to housing for seniors and persons with disabilities.

Aging-In-Place for Seniors

Policy 2.5.11. Encourage seniors housing that provides for “aging-in-place” (e.g. housing that provides a range of services, ‘universal’ housing



design that can be readily modified in terms of door widths, safety features, etc.).

Seniors Housing and Special Needs

Policy 2.5.12. Encourage seniors housing designed to accommodate persons with special needs and persons with disabilities.

Non-Market Seniors Housing

Policy 2.5.13. Consider incentives for seniors housing rezoning applications, on a case-specific basis, where community housing goals are being met.

Designing for Persons with Disabilities

Policy 2.5.14. Adopt design guidelines that address issues of accessibility for persons with disabilities in the design of neighbourhoods, buildings, parks, services, amenities and transportation systems and facilities in the community.

■ SPECIAL NEEDS HOUSING

Special Needs Housing

Policy 2.5.15. Develop a strategy for special needs housing, integrating smaller scale projects into the community, in conjunction with overall community need; housing could include emergency shelters for homeless persons, emergency transition housing, transition housing, and group homes for persons with mental and physical disabilities or behavioural problems. The review process for special needs housing proposals will include a public consultation process involving local residents.

3. STRENGTHENING THE LOCAL ECONOMY

3.1 ECONOMIC DEVELOPMENT AND TOURISM

Mission's commercial and industrial sectors have seen slow but steady growth in recent years, supported by steady growth in the residential sector. The commercial sector has expanded in recent years with the addition of the Junction Shopping Centre in 1999, improvements to the Mission Hills Shopping Centre and the more recent upsurge of new, small retail businesses opening in the Downtown core. While Mission is constrained by a lack of strategically located and serviced industrial land, the development of the Silver Creek Business Park in 2005 opened up 15 ha of land for a wide range of light industrial and business uses.

Mission has good transportation infrastructure to support the development of its commercial and industrial sectors, with direct access to the Lougheed Highway, Highway No. 11, and easy access to the Trans Canada Highway and U.S. Interstate No. 5. It is also supported by the existence of the Canadian Pacific Railway, the West Coast Express commuter rail and its close proximity to the Abbotsford International Airport.

One of the most significant opportunities for the strengthening of the commercial and industrial sectors is the potential that exists for development of Mission's Waterfront Area as a mixed use residential, commercial, institutional and light industrial area.

The municipality has an abundance of natural beauty that is conducive to sport fishing, hiking, camping and resort community development among other tourism development opportunities.

Mission's local economy faces a number of challenges, including a limited supply of industrial and business park lands, a shortage of local employment opportunities, issues relating to maintaining a strong downtown and Mission's close proximity to a major regional commercial centre, Abbotsford. Despite these challenges, there is an atmosphere of optimism for the future of Mission's economy and a number of economic initiatives are currently underway.

With a view to strengthening local economic development and tapping into the community's economic potential, Mission's Economic Development Select Committee commissioned a consulting group in 2002 to develop an Economic Development Strategy. The Strategy identified the following economic development goals and objectives:

- Expand the economy into new and growing sectors, as well as developing new opportunities within existing sectors

- Create new, long-term quality jobs that provide opportunities for the local labour force
- Recognize the value of the natural environment, heritage and cultural resources in the continued sustainable development of the community
- Enhance the sense of community while preserving the small town lifestyle
- Continue efforts to enhance Downtown investment and development
- Maintain and enhance the Quality of Life of the community

Linked to the aforementioned goals, was an economic development action plan. This strategic document was developed to focus on economic development, tourism, and film. In 2003, the Economic Development Select Committee hired an Economic Development Officer to implement the strategy. Central to moving forward with local economic development will be the implementation of the Economic Development Strategy, supported through the land use policies and actions contained herein.

One of the recommended actions of the economic development action plan was to prepare a community marketing strategy. This action was implemented in 2004 when an Economic Development Marketing Strategy was developed to direct all future advertising and promotional efforts for the Economic Development Select Committee. The strategy identified that based on major activity measures, tourism is a growing industry in Mission. It was further noted that the contribution tourism made to total community income increased three-fold between 1991 and 2001. Despite this marked increase in tourism-derived community income, the community has “very limited but high-quality tourism product which creates the potential to increase tourism interest in the area ...” (*Economic Development Marketing Strategy, 2004*).

Local, nature-based tourist attractions include the Fraser River, Stave Lake, Rolley Lake Provincial Park and the Municipal Forest. Other tourist attractions include the Mission Raceway Park, Westminster Abbey, the Clarke Foundation Theatre, Longhouse, the Mission Museum, the Mission Music Festival and the Power House at Stave Falls. While these local attractions possess significant tourism appeal, there is a need for more effective joint marketing efforts to attract more destination type tourism traffic to the area.

Mission has the potential to become the gateway for the “Mighty Fraser Country”, and to become a staging area for a wide range of outdoor recreational pursuits, including sport fishing, boating, camping, hiking, horseback riding and so forth. A strong ecotourism sector could be complimented by tourism that is directed toward arts, culture, and heritage resources including sites such as the Longhouse.

OBJECTIVE

Achieve a strong, balanced, economy that supports a diversity of local jobs and businesses in all economic sectors.

POLICIES

■ ECONOMIC DEVELOPMENT AND JOBS

A Collaborative Approach to Attracting Investment

Policy 3.1.1. Coordinate the District's economic development and investment attraction initiatives with regional, provincial, federal government departments and agencies, as well as other private sector or interest based economic development and tourism organizations.

Implementing the Economic Development Strategy

Policy 3.1.2. The Economic Development Officer should work with District staff, Council, the Economic Development Select Committee and local stakeholders to implement the recommendations of the *Mission Economic Development Strategy (2002)*.

Marketing, Business Retention and Business Recruitment

Policy 3.1.3. Implement the recommendations of the *Economic Development Marketing Strategy (2004)* and the *District of Mission Manufacturing Opportunity Scan (2005)* and undertake further research on economic development strategies as necessary. Actively pursue follow up action on marketing and business retention and recruitment activities.

Downtown Economic Development

Policy 3.1.4. The Economic Development Office should maintain as one of its primary mandates, the marketing, promotion and economic development of the Downtown and work with all stakeholder groups to help foster downtown revitalization.

Building on Mission's Strengths

Policy 3.1.5. Recognize what is "unique" about Mission - the natural, heritage, and cultural resources – and build on these assets to guide economic development efforts in the community.

Retaining Land for Commercial and Industrial Use

Policy 3.1.6. Develop and expand the commercial and industrial tax base in part, through the retention of lands designated for commercial and industrial uses and the designation of new areas for commercial and industrial uses.

Creating Local Jobs

Policy 3.1.7. Create, maintain, and diversify local, high-value, jobs to achieve a greater balance in the number of persons living and working in

Mission as compared to those who are living in Mission and working in other locales.

Film Industry Promotion

Policy 3.1.8. Promote Mission as a film industry location to grow this sector of the local economy. Work with the Fraser Valley Regional District and member communities to promote the Fraser Valley Region as a film industry location and standardize regional permit processes and fees for the film industry activity.

■ INFRASTRUCTURE FOR ECONOMIC DEVELOPMENT

Infrastructure to Support Economic Growth

Policy 3.1.9. Maintain and enhance municipal water, sewer and transportation infrastructure in relation to commercial and industrial lands to support economic growth.

West Coast Express Commuter Rail Service

Policy 3.1.10. Actively pursue with West Coast Express a greater frequency of trips between Mission and Vancouver, including weekend service and two-way travel. (cross reference policy 6.3.3)

Residential, Commercial and Industrial in the Commuter Rail Area

Policy 3.1.11. Build on the presence of the West Coast Express by providing a mix of residential, commercial, and light industrial uses in the Commuter Rail Area so as to create a new live-work environment.

■ TOURISM DEVELOPMENT

Tourism Development and Marketing

Policy 3.1.12. Work in cooperation with the Mission Regional Chamber of Commerce Tourism Committee to establish tourism development and marketing plans to identify, develop and promote tourism opportunities. Coordinate tourism development and marketing activities with the implementation of the Economic Development Strategy and the Economic Development Marketing Strategy.

Local Tourism Features

Policy 3.1.13. Identify existing local tourism features and market them to grow the tourism industry. Build the local tourism industry around environmental, arts, culture, and heritage resources.

Marketing Tourism Opportunities for Seniors

Policy 3.1.14. Anticipate changing demographics and consider the aging traveler in tourism development.

Ecotourism Opportunities

Policy 3.1.15. Create a market niche for Mission by developing ecotourism opportunities through partnerships and marketing activities.

Regional Tourism Markets

Policy 3.1.16. Target the regional (Lower Mainland area) and short-haul tourism markets, particularly in the area of ecotourism.

Agri-tourism

Policy 3.1.17. Develop the agri-tourism sector of the tourism industry through partnerships and marketing activities.

Scenic 7 Route

Policy 3.1.18. Work in collaboration with the communities along Highway No. 7 and other tourism organizations to actively promote the “Scenic 7” route as an important tourism destination route.

Linking Tourism Attractions

Policy 3.1.19. Develop a “tourism trail”, as part of the proposed District-wide trail system within Mission; provide a special focus on linking the Downtown with a multi-use trail system along the Fraser River, the Waterfront Area, Westminster Abbey, Fraser River Heritage Park, Longhouse site and other places of interest.

Tourism Accommodation

Policy 3.1.20. Encourage an increase in the number and variety of tourism accommodation businesses in the form of hotels, motels, bed and breakfasts, country inns, tourist homes, fishing lodges and cabins, resorts, campgrounds and recreation vehicle (RV) parks.

Camping Facilities and RV Sites

Policy 3.1.21. Encourage the development of recreation vehicle (RV) park sites in Mission. Undertake an inventory of potential RV sites in Mission and advertise the availability of potential sites to facilitate development. In addition, approach the provincial government regarding the potential for developing RV sites and campground facilities within Mission.

Signage for Tourism Attractions

Policy 3.1.22. Develop and implement a tourism signage plan to improve wayfinding to tourism attractions.

Tourist Information Kiosk

Policy 3.1.23. Provide a tourist information kiosk in the Downtown to improve the level of visitor service that can be provided.

3.2 COMMERCIAL DEVELOPMENT

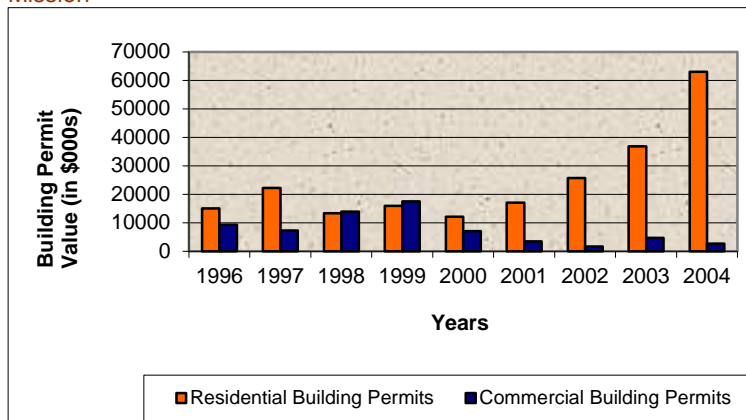
Commercial lands are found in the Downtown, the Junction Shopping Centre, Mission Hills Shopping Centre, along the Lougheed Highway and in neighbourhood commercial centres adjacent to residential areas throughout Mission. The Commuter Rail Development Area and the Waterfront Area are two areas with major potential for future commercial, mixed-use development.

Mission's retail commercial environment changed markedly in 1999 with the development of the Junction Shopping Centre. While this shopping mall has taken commercial activity away from the Downtown, it has provided for a more complete range of shopping choices for people living in and around Mission. The Downtown is presently in the process of change and downtown stakeholders are working hard to re-position the Downtown within Mission's overall commercial landscape. (As the Downtown is recognized as being of significant importance to the community, a separate chapter has been devoted to the topic - Chapter 4: Strengthening the Community Core.)

Business license activity has remained steady over the past seven years. In 2004, there were 1,554 licensed businesses in Mission, with home-based businesses making up approximately one third of the licences in the community. In recent years, investment in the commercial sector has been mostly in the form of retail and service oriented businesses.

Due to the steady residential growth of recent years, and a change in the character of the municipality, with a younger and family oriented population, Mission has significant investment opportunities and business expansion potential. However, as illustrated in **Figure 10: Residential and Commercial Building Permits (1996-2004) in Mission**, commercial development has not kept pace with residential development.

Figure 10: Residential and Commercial Building Permits (1996-2004) in Mission



Source: Adapted from the District of Mission community profile (www.mission.ca/Page408.aspx) Source: BC Stats

Commercial building permits reached a peak in 1999 primarily due to the development of the Junction Shopping Centre. Since its peak in 1999, the value of commercial building permits has steadily decreased – a decrease of approximately 50% over seven years. The gap between residential and commercial building permits has increased as the value of residential building permits has increased 145% over the same time period. The community faces the challenge of balancing residential growth with that of commercial and industrial growth to ensure a more complete community.

OBJECTIVE

Encourage a wide range of commercial businesses and maintain a diversity of commercial retail, office and service sector locations in Mission to provide for local, neighbourhood, community-wide and regional needs.

POLICIES

■ A DIVERSITY OF COMMERCIAL OPPORTUNITIES

Neighbourhood Commercial Areas

Policy 3.2.1. Encourage the development of neighbourhood commercial centres that provide for the personal service and daily shopping needs of residents in the surrounding neighbourhoods. Discourage service stations and gas pumps being located in these areas.

The Downtown Core

Policy 3.2.2. Encourage the development of specialty retail, personal service commercial, office, institutional and arts, cultural and tourism uses in the Downtown that contribute to the rich character and small town atmosphere existing in the area. Encourage commercial uses that cater to regional and community-wide markets and those that serve the needs of the neighbouring area residents and the Downtown's worker population.

Highway Commercial and Regional Shopping Centres

Policy 3.2.3. Provide for commercial uses that serve the local and regional population to locate in regional shopping centre locations and in highway commercial areas on a site-by-site basis. Limit strip retail and large warehouse retail businesses to existing commercial use areas.

Office Use Locations

Policy 3.2.4. Encourage office uses to locate in the Downtown (preference for above street level), Waterfront and Commuter Rail areas while allowing small scale office use in neighbourhood commercial and auto-oriented commercial areas.

Site Coverage of Commercial Buildings

Policy 3.2.5. Require commercial developments to provide as much significant site building coverage as feasible. Encourage commercial



developments to provide a minimum building site coverage of 30% of the site area, so as to generate enhanced assessed values of commercial sites and positively contribute to municipal tax revenue.

Review of Mixed Use Commercial / Residential Development

Policy 3.2.6. Consider mixed commercial/residential use development proposals on a site-specific basis through a Comprehensive Development Zone review process.

Site Design for Mixed Use Development

Policy 3.2.7. Require that site design considerations for mixed commercial/residential use developments address the 'fit' of the project within its surrounding environment. Site design considerations must include provision for a more liveable community, elements of green useable open space, natural features, pedestrian orientation and other site design factors.

■ QUALITY OF DESIGN

Design Review for Achieving a High Standard of Commercial Development

Policy 3.2.8. Require all commercial development proposals within Mission to be subject to a Development Permit process for design to achieve a high standard of site and structure design. Landscaping, signage, parking, amenity features and outside storage plans shall be in accordance with guidelines established for specific development permit areas.

Design of Commercial Uses in Residential Areas

Policy 3.2.9. Commercial uses in residential areas must incorporate design elements of building form, character and scale that are compatible with the existing neighbourhood, quality site landscaping, vegetative buffers, limited and aesthetically designed signage, crime prevention design principles, and design that is sensitive to the issue of light pollution and noise.

Maintain an Attractive and Clean Commercial Area

Policy 3.2.10. Work with the Communities in Bloom Association, mall owners, the Downtown Business Association, the Chamber of Commerce and Adopt-A-Block to develop and implement an overall strategy to address visible site litter and pollution, unsightly storage, and inadequate landscaping.

Limits to Commercial Signs

Policy 3.2.11. Encourage commercial signs that are integrated into the architectural design of the building via the Development Permit process and discourage freestanding signs except in the case where multiple tenants exist and share one freestanding sign. Limit freestanding signs to one freestanding sign.



Coordination and Design of Commercial Signage

Policy 3.2.12. Commercial signage should reflect a coordinated, visually aesthetic appearance that does not detract from the use and enjoyment of existing and proposed buildings and sites in the surrounding area.

■ NEIGHBOURHOOD COMMERCIAL AREAS

Intent of Neighbourhood Commercial Areas

Policy 3.2.13. Require Neighbourhood Commercial sites to serve a specific adjacent residential market and to be a land use that is compatible with the residential character of the neighbourhood.

Minimum Site Size of Neighbourhood Commercial Areas

Policy 3.2.14. Require Neighbourhood Commercial proposals to consist of a suitable area to accommodate adequate on-site parking, landscape and amenity areas, safe access and egress, and buffering for adjacent land uses.

Design Requirements for Neighbourhood Commercial Areas

Policy 3.2.15. Require Neighbourhood Commercial development to incorporate design elements of building form and character that are in keeping with its neighbourhood, to provide superior site landscaping, screening and buffers for adjacent land uses and to utilize limited and attractive signage. Require these developments to incorporate crime prevention design considerations and to address associated issues of light nuisance, noise, litter and appropriate operating hours.

■ HIGHWAY COMMERCIAL AND REGIONAL SHOPPING CENTRES

Quality of Design in Commercial Areas

Policy 3.2.16. Require developments within the commercial areas to comply with high standard site, building, landscape and signage design, in accordance with the Development Permit Guidelines contained in the OCP.

Mixed Use in Highway Commercial and Regional Shopping Centre Areas

Policy 3.2.17. While highway commercial and regional shopping centre areas shall be primarily oriented to service commercial uses, proposals for mixed-use commercial/residential use will be considered as part of a Comprehensive Development Zone review process and will be evaluated on a site-specific basis.

3.3 INDUSTRIAL DEVELOPMENT

Approximately 1.2% (305 ha) of Mission's land area is comprised of industrial land. These industrial lands are primarily concentrated in the southern portion of the urban area, along the Lougheed Highway / Canadian Pacific Railway corridor and the Keystone and Steelhead areas.

Manufacturing is a major industry in Mission, generating a significant number of jobs and contributing to the community's tax base. There is a diversity of products being manufactured in Mission, with concentrations in wood and housing products. (See **Figure 8: Industry Sectors** in Part I, Introduction). Over 41% of the manufacturing labour force is employed by the wood processing industry.

Similar to trends seen nationally and across North America, Mission is seeing faster job creation in service sectors rather than in goods-producing industries like manufacturing. A recent report indicated that the top five manufacturers in Mission produced over 650 jobs and make up 35% of the total manufacturing labour force. Given the decline in the manufacturing sector, coupled with the dominance of five key manufacturing companies, there is both an opportunity to grow and diversify the manufacturing sector in Mission.

A recent report on population growth, the *Fraser Valley Regional District: Population Growth and the Context for Managing Change, Urban Futures (2005)*, predicted that Mission would see a substantial increase in employment between now and 2031. The report projected that the number of jobs would increase by 127%, from the existing 14,454 jobs to 32,754 jobs. In order to fulfill the projected increase in industrial-based jobs over this period, there will need to be a substantial increase in the amount of land designated for industrial use over the next 25 years.

The benefits of pursuing industrial development include, but are not limited to, tax revenue generation, employment creation, and more efficient use of land and existing infrastructure through land intensification as opposed to urban sprawl.

The District of Mission recently commissioned two studies that focussed on strategies and actions to attract new industry to Mission. Key to moving forward with industrial growth and diversification will be the efforts devoted to implementing the recommendations from these reports.

The *District of Mission Economic Development Marketing Strategy report (2004)* outlined a five-year marketing strategy and two year promotional plan. It emphasized the importance of creating a community 'brand' or unique identity to market the community, identified key markets for promotional activity (including tourism, film and non-tourism opportunities) and

provided innovative marketing ideas. The report contained a number of very specific recommendations on initiatives to undertake within the overall strategic program.

The *District of Mission Manufacturing Opportunity Scan (2005)* report included a brief socio-economic overview of Mission, analyzed the current local manufacturing profile and identified those manufacturing sectors that will best fit the area and best utilize the community's strategic assets. The District's Economic Development Office and the Economic Development Select Committee of Council are currently active in implementing the findings of this report.

OBJECTIVE

Provide a diverse supply of industrial and business park sites in Mission to support a wide range of industrial activities in order to strengthen the local economy and increase employment opportunities for Mission residents.

POLICIES

Land Supply for Industry

Policy 3.3.1. Encourage a wide range of industrial uses and maintain a diversity of designated, zoned and serviced industrial and business areas to ensure adequate land is available to meet present needs and future demand for industrial development.

Support for Local Industries

Policy 3.3.2. Support the retention and expansion of local industrial businesses as an important component of the community's future industrial base.

Promotion of Job Intensive Industries

Policy 3.3.3. In implementing the recommendations of the Economic Development Marketing Strategy, emphasize promotional efforts on attracting those industries to Mission that are job intensive and provide for higher land use densities. Encourage new types of knowledge-based, high technology and non-polluting industries to locate in Mission.

Alternative Locations for New Industrial Sites

Policy 3.3.4. Explore options for developing additional rural industrial and business park sites, giving consideration to alternative methods of providing for municipal services including sanitary sewer and water. Undertake an analysis of potential alternative locations where large plots of land could be developed for this purpose, based on a range of locational criteria including accessibility and proximity to already built up areas.

Campus-style Business Parks

Policy 3.3.5. Develop and promote concepts for new industrial areas such as high quality, planned campus-style business parks with an emphasis on environmental features and attractive amenities.

Intensify Underutilized or Vacant Industrial Areas

Policy 3.3.6. Consider incentives for encouraging owners of vacant or underutilized, designated industrial areas in circumstances where development of the land through the extension of services would result in intensified use and substantial economic and employment benefits to the municipality.



Private Sector and Partnership Initiatives

Policy 3.3.7. Encourage industrial development initiatives by the private sector, initiatives which are innovative and could result in an expanded range of rural, suburban and urban industrial and business park sites. Consider developing partnership arrangements with the private sector to expedite the provision of new industrial sites.

Improving the Visual Appearance of Industrial Areas

Policy 3.3.8. Develop and implement an overall strategy to address visible site litter and pollution, unsightly storage, inadequate landscaping and higher standard site design requirements on industrial sites.

Compatibility of Industrial Uses

Policy 3.3.9. Ensure the compatibility of new industrial development with surrounding land uses in terms of such factors as site design, building design, landscaping, noise, odour and transportation / traffic circulation.

Design Review for Industrial Development

Policy 3.3.10. Ensure all future and expanded industrial developments comply with Development Permit Area guidelines for building appearance, site landscaping, signage, outside storage and parking provisions through the Development Permit review process.

Industrial Development in the Waterfront and Commuter Rail Areas

Policy 3.3.11. Encourage the development of a mix of medium and high-density residential, institutional, retail commercial, office, mixed residential/commercial uses as the primary uses in the Waterfront and Commuter Rail Development Areas. Also provide for the development of light industrial/business uses in the area, while ensuring compatibility with surrounding land uses.

Guidelines for Industry in the Waterfront and Commuter Rail Areas

Policy 3.3.12. Develop new design, use and location criteria and guidelines for industrial uses in the Waterfront and Commuter Rail Areas as part of undertaking a Comprehensive Central Area Development Plan for the Downtown, Waterfront and Commuter Rail areas. Encourage mixed-use

developments and an intensification of site building coverage in these areas (cross reference Policies 2.3.10 and 2.3.11).

3.4 AGRICULTURE

Agriculture in Mission is an important component of the community's character and is an important contributor to the local economy. Even though only 3% of the local labour force is employed in the agricultural industry, there continues to be a well-grounded understanding of the "value of natural capital" that comes from the working landscape.

Today, 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.

Agriculture is protected by several significant pieces of provincial legislation including the *Agricultural Land Commission Act* and the *Farm Practices Protection (Right to Farm) Act*. The former sets the legislative framework for the establishment and administration of the Agricultural Land Reserve. The District of Mission has been working cooperatively with the Agricultural Land Commission for a number of years to maintain the farming integrity of the Agricultural Land Reserve lands in Mission.

Mission has just over 200 parcels of land in the Agricultural Land Reserve, totalling approximately 1,018 ha, or 9% of the community's land base. This amount of Agricultural Land Reserve land is relatively low as compared to other municipalities such as Abbotsford, which has 74% of its land area in the Agricultural Land Reserve.

Agriculture lands in Mission are primarily in small, isolated pockets, with the largest land holding being located on the flats on the western edge of the urban area (approximately 285 ha). Of the 1,018 ha of Agricultural Land Reserve land in Mission, 209 parcels (57%) are not farmed and have no improvement, while 43% have building improvements assessed at a value greater than \$25,000 on the property.

While Mission may have a comparatively low supply of Agricultural Land Reserve land, it is still an important component of the Mission land base, as well as an important contributor to the total area of agricultural land in the province. This is particularly true given the dwindling supply of productive agricultural land and the considerable population growth pressures that exist, particularly in the Lower Mainland. Most other jurisdictions in North America are struggling to have what Mission already has – protected agricultural land. Food security is an important issue that cannot be underestimated.

Background on the Agricultural Land Reserve

The Agricultural Land Reserve was established in 1973 to control, manage and preserve lands with agricultural capability. Since 1973, approximately 5% of B.C.'s total land area has been placed in the Agricultural Land Reserve.

The Agricultural Land Reserve can be thought of as a provincial land use zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are regulated. The Agricultural Land Commission must approve subdivision and non-farm use authority prior to municipal review.

- ♦ The Lower Mainland represents 2.7% of the total land area of British Columbia.
- ♦ The Lower Mainland is responsible for over 75% of the province's gross farm receipts.

Economic opportunities for agricultural products should increase in the future, along with the increased market that comes from steady population growth in the area. In addition, growth in areas like agri-tourism and agri-recreation are seen as potential opportunities. Lower Mainland communities including Pitt Meadows and Surrey, as well as the District of Kent and some Vancouver Island communities have recently begun to develop their agri-tourism sectors.

The District of Mission supports the growth and enhancement of the agriculture industry. The significance of agriculture to a community like Mission goes beyond economics and has broader implications for the community's wildlife habitat, lifestyle, community character, local food security, and the environment.

OBJECTIVE

Protect and enhance land with agricultural capability and potential in the District of Mission.

POLICIES

Agricultural Land Commission Regulation

Policy 3.4.1. All uses and subdivision of Agriculture Land Reserve land must be in accordance with the *Agricultural Land Commission Act*, regulations thereto, and orders of the Agricultural Land Commission.

Support for the Agricultural Land Commission

Policy 3.4.2. Although not precluding changes, support the Agricultural Land Commission mandate to maintain the farming integrity of lands designated as Agriculture Land Reserve land by exploring alternatives before supporting changes to the ALR.

Collaboration on Regional Agricultural Issues

Policy 3.4.3. Work with the Agricultural Land Commission to address agricultural related issues identified in the Fraser Valley regional Growth Strategy.

Uses in the Agricultural Land Reserve

Policy 3.4.4. Encourage the provision of a full range of agricultural and complementary uses in the ALR and encourage value-added activities that can improve farm viability such as cottage industry businesses.

Policy 3.4.5. Preserve contiguous areas of agricultural land and avoid severance by recreation, parks, transportation and utility corridors.

Policy 3.4.6. Upon application to subdivide ALR lands, minimum lot sizes should be large enough to provide a broad range of agricultural uses and should be at least as large as larger lots in the area. Subdivisions should

be designed to accommodate and promote agricultural uses for which the immediate area is best suited.

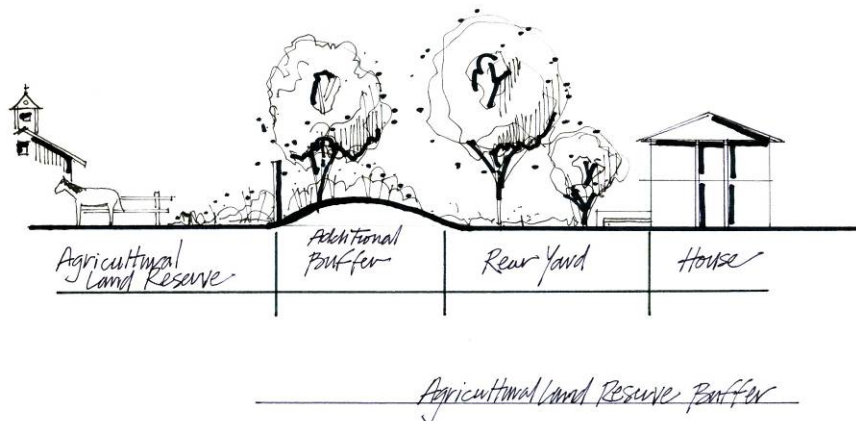
Land Use Adjacent to Agricultural Lands

Policy 3.4.7. Recognize and protect the needs and activities of farm operations when considering adjacent and nearby land uses.

Policy 3.4.8. Encourage adjacent land uses that are compatible with agricultural uses and that promote the principles of Smart Growth. Consider the use of disclosure statements (via a restrictive covenant) on titles of new developments adjacent to agricultural areas, informing landowners of the possibility of noise, dust and odours arising from normal farm practices. At the same time, ensure that the impact of adjacent development on agriculture lands, such as water runoff from uplands, is minimized.

Managing Urban / Agricultural Land Use Interfaces

Policy 3.4.9. Discourage urban development abutting Agricultural Land Reserve lands, and where necessary, require separation of the land uses with setbacks and landscaped and bermed buffers. Landscaped buffer specifications are provided through the Agricultural Land Commission.



Density Transition Adjacent to Agricultural Land Reserve

Policy 3.4.10. Consideration should be given to a density transition where urban development is proposed adjacent to Agricultural Land Reserve property.

Recreation Trails and Farmland

Policy 3.4.11. Where recreation trails pass through agricultural lands, ensure they are designed so as to minimize disruption and other impacts on agricultural activity.

Coordinated Action on Agriculture Issues

Policy 3.4.12. Support public education, awareness, dialogue and input on agricultural issues in Mission and work with an agricultural group, the

Agricultural Land Commission, the Ministry of Agriculture and Lands and the Fraser Valley Regional District to develop strategies and action plans for the ongoing improvement of Mission's agriculture sector.

Financial Incentives to Use Underutilized Agricultural Land

Policy 3.4.13. Request that the Ministry of Agriculture and Lands take a stronger role in providing financial incentives and assistance programs to promote the economic viability of farming underutilized agricultural lands.

Environmentally Friendly Farming Practices

Policy 3.4.14. Encourage eco-friendly farming practices through the coordination of farming and environmental protection efforts (e.g. habitat protection, water use management, drainage management).

Policy 3.4.15. Promote participation in the Environmental Farm Planning Program.

Agricultural Heritage and Tourism Initiatives

Policy 3.4.16. Pursue better use of vacant and underutilized Agricultural Land Reserve lands by promoting the integration of farming with other environmental, heritage and economic community goals. Promote initiatives related to agri-tourism, agriculture heritage preservation and the local processing of agricultural products.

Partnership Opportunities with the University College of the Fraser Valley

Policy 3.4.17. Encourage partnerships with the agricultural community, senior governments and private enterprise to promote the agricultural sector.

Policy 3.4.18. Explore partnership opportunities with the University College of the Fraser Valley to grow the agri-tourism industry.

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.

For more information visit the BC AgriTourism Association website at: <http://www.agritourismbc.org/>

4. DEVELOPING THE COMMUNITY CORE

4.1 A STRONG DOWNTOWN

Downtown Mission has a small town, historic character that draws clientele from both within the community and, for certain specialty stores, beyond Mission's boundaries. Approximately 100 businesses are located within the Downtown.

The Downtown's main street, 1st Avenue, is characterized by one and two storey older buildings of varying ages and styles and has a mix of retail stores, restaurants, offices, financial services and specialty stores. Railway Avenue's primary function is to move traffic, but it has service retail, small specialty retail and second storey office space in older buildings, some in need of upgrading.

Further to the above uses, there are several institutional uses in the Downtown such as the public library, community archives and museum, as well as a number of social service providers. The Downtown is Mission's financial centre, with chartered banks located along 1st Avenue. The post office and banks have a strong presence and provide a significant draw to the Downtown.

The Downtown, especially 1st Avenue, is a very pedestrian-oriented area with a high potential for improvement given the human scale of its buildings, its compact form, its hillside setting and its situation between older residential areas to the north, west and east, and areas with a high potential for redevelopment to the south.

At the present time, the Downtown's physical environment is generally in need of upgrading. A recent review of the Downtown indicated there is no dominant retail theme, anchor tenants, or agglomeration of quality businesses to attract shoppers on a regular basis.

There has been a relatively high vacancy rate in the Downtown over the last several years. This can be attributed to a combination of factors, one of the most significant being the competition from large format commercial centres such as the Junction Shopping Centre and the Mission Hills Shopping Centre. Despite the Downtown's high vacancy rates in recent years, there have been a number of acquisitions of vacant properties in the Downtown within the last year and a number of new specialty stores opening up, creating a general atmosphere of optimism amongst those involved in improving the Downtown.

There are a number of groups in Mission enthusiastically committed to improving the Downtown, including the Downtown Business Association, the Chamber of Commerce, the District of Mission Downtown Coalition and the District of Mission Economic Development Office.

Downtown revitalization is a key component of Mission's overall economic development efforts. In 2001 the Mission Downtown Retail Market Study

was commissioned to provide recommendations for the Downtown commercial core area. The study identified that there should be a focus on “creating a merchandising mix that provides either a unique or complementary shopping experience compared to major shopping centre competition in the Lower Mainland” (Hume Consulting Corporation and Commercial Marketing Inc., 2001, 35).

The 2002 Mission Economic Development Strategy also made recommendations for economic development in the Downtown.

The implementation of the strategies outlined in both of the above studies, as well as the recommendations contained in the OCP, will be key to the long-term vitality of the Downtown.

OBJECTIVE

Recognize the Downtown as the heart of the community and support an ongoing process of improvement to ensure the continued vitality and historic character of the Downtown and its integration with the waterfront and commuter rail areas.

POLICIES

■ DOWNTOWN ORGANIZATIONS AND STAKEHOLDERS

Collaborative Initiatives for Downtown Revitalization

Policy 4.1.1. The Economic Development Office will work with the Downtown Business Association, the Chamber of Commerce, and Downtown stakeholders to develop collaborative initiatives to create a vital downtown. Support public and private reinvestment in the Downtown in recognition of its importance to the community.

Partnerships with Key Downtown Stakeholders

Policy 4.1.2. Promote partnership arrangements between the District and key stakeholders to revitalize the Downtown; involve downtown area employees in discussions regarding the improvement of downtown services and facilities.

Maintaining the Downtown as a Business Improvement Area

Policy 4.1.3. Support the Mission Downtown Business Association and its commitment to maintain the Downtown as a Business Improvement Area (BIA). Cooperate with Business Improvement Area British Columbia (BIABC) in its networking, outreach and lobbying efforts on behalf of downtown improvement.

■ DOWNTOWN INITIATIVES AND STRATEGIES

Tax Incentives for Building Upgrades and New Construction

Policy 4.1.4. Encourage and support the upgrading of buildings and the construction of new buildings within the Downtown Business Improvement Area, using the District's Revitalization Tax Exemption Bylaw as a key mechanism for this purpose.

Upgrading of Storefronts

Policy 4.1.5. Encourage the upgrading of storefronts in the Downtown; review improvement proposals in accordance with the MissionCity Downtown Design Development Permit Area Guidelines to achieve timeless architecture that emphasizes the human scale.

High Quality Streetscapes in the Downtown Core

Policy 4.1.6. Use the MissionCity Downtown Design Development Permit Area Guidelines in Part IV – DEVELOPMENT PERMIT AREAS to guide high quality streetscape improvements in the downtown core.

Design of Downtown Entrances

Policy 4.1.7. Develop design concepts and implement high quality landscaping, tree planting and gateway features on the major access roads leading into and out of the Downtown, namely: 1st Avenue and Railway Avenue in accordance with the *MissionCity Downtown Action Plan* and the MissionCity Downtown Design Development Permit Area Guidelines.

Sidewalk Cafés and Sidewalk Advertising

Policy 4.1.8. Encourage the use of public sidewalks by downtown businesses wishing to provide sidewalk cafés, outdoor seating, retail displays and portable signs; administer this activity through the District's "Business Use of Public Sidewalks in the Downtown Core" policy.

Strategic Development of the Downtown and Central Area

Policy 4.1.9. Integrate growth of the Downtown with the redevelopment of the Commuter Rail and Waterfront areas. Strongly encourage redevelopment in these areas, in a strategic, phased manner.

Central Area Comprehensive Development Plan

Policy 4.1.10. Undertake a Central Area Development Plan for the Downtown, Commuter Rail and Waterfront areas. Adopt a new bold vision and future land use concept and design guidelines for the entire central area using the following documents and studies:

- Waterfront Development Concept Plan (1992)
- the Mission Landing Waterfront Concept Plan (2006)
- the Waterfront and Brownfield Redevelopment Study – Technical Overview (2009)



- the Market and Feasibility Studies (Phases 1, 2, 3 and 4) completed in 2012, and
- build on the vision and content of the *MissionCity Downtown Action Plan* (2013)

The emphasis of the new Plan is to be on establishing a new vision for the area, determining financial feasibility and developing implementation strategies.

Cost Benefit of Central Area Redevelopment

Policy 4.1.11. Undertake a cost benefit analysis of development options as part of the Central Area Development Plan study process to assess the tax benefits to be achieved from the redevelopment and to determine how the municipality could become involved in investing in and supporting the redevelopment initiative. As part of implementing the *MissionCity Downtown Action Plan*, an Incentive Program was developed, which included, among other things, reduced development application fees, tax exemption options and a reduction in residential parking requirements to a minimum of one (1) parking space per residential unit within the downtown plan area.

■ MARKETING AND PROMOTION

Downtown Marketing

Policy 4.1.12. Develop a program to market the Downtown as the heart of Mission, with the emphasis on the diversity of its specialty retail, professional office and residential opportunities and include relevant opportunities from the Incentive Program intended to stimulate development.

Developing a Niche Market for the Downtown

Policy 4.1.13. Encourage the development of a niche retail market in the Downtown that is distinct from competing large format retail located west of the Downtown. Involve a number of stakeholder groups in this process to re-position the Downtown as a focus of specialty shops and services.

Marketing and Business Retention and Recruitment Actions

Policy 4.1.14. Implement the recommendations of the *Mission Downtown Retail Market Study* (2001) and the *Economic Development Marketing Strategy* (2004) and undertake further research on downtown revitalization strategies as necessary. Actively pursue follow up action on marketing, promotional and business retention and recruitment activities.

Owner Occupied Businesses

Policy 4.1.15. Encourage the retention and recruitment of owner occupied businesses in the Downtown.

Absentee Landlords

Policy 4.1.16. Maintain strong communication ties with absentee landlords and involve them in improvement plans and initiatives.

Special Events and Attractions

Policy 4.1.17. Support special events, ongoing programs and attractions that help sustain the downtown business environment.

■ DOWNTOWN CHARACTER, USES AND FACILITIES

Continuous Street Front Retail

Policy 4.1.18. Provide for continuous street front retail shopping in a compact pedestrian environment in the Downtown, focusing retail uses on the ground floor that fronts onto 1st Avenue along the three-block stretch between Horne Street and Grand Street. Encourage the infill of vacant sites in the Downtown.

Major Offices, Public Administration and Institutional Uses

Policy 4.1.19. Actively encourage the development of major office, public administration and institutional uses within or adjacent to the Downtown as the first location for consideration in the community, provided adequately sized parcels are available.

Offices, Support Services and Educational Facilities

Policy 4.1.20. Encourage the location of support services in the Downtown in sectors such as education and training, community-based health, social services organizations, information based businesses and professional services.

Retail at Ground Level

Policy 4.1.21. Encourage residential, office and institutional uses to locate on the upper floors of downtown buildings to maintain prime ground level space for retail uses fronting on 1st Avenue.

Relocating City Hall to the Downtown

Policy 4.1.22. Explore the option of relocating City Hall and other civic facilities to the Downtown or to the Waterfront Area; consider these options as part of the process of preparing the Central Area Comprehensive Development Plan.

An Arts and Cultural Centre in the Downtown

Policy 4.1.23. Encourage the development of a major new Arts and Cultural Centre, (which could include a Museum and Art Centre), with the preferred location being in the Downtown area. On an interim and pilot basis, explore a temporary art centre in the Downtown for local artists and for use by Mission arts groups.

High Density Residential in the Downtown

Policy 4.1.24. In order to increase the number of people living downtown, encourage higher density residential development and mixed-use commercial/residential development to a maximum of five (5) storeys within the Downtown area. The approval of these development proposals would be subject to a development permit process review of design, massing, public view corridors, public spaces, and other considerations. (Cross reference to Policy 2.3.10)

■ DOWNTOWN IMAGE AND QUALITY OF DESIGN

Pedestrian Oriented Development

Policy 4.1.25. Ensure development in the Downtown is pedestrian-oriented, compact, and intensively developed.

Distinctive Streetscape Elements

Policy 4.1.26. Encourage the use of special street furniture, street paving, street markings, street name signs, light standards, banners, colours and landscaping to create a distinctive environment and sense of place. When developing the detailed design plan for public spaces, incorporate the actions in the *MissionCity Downtown Action Plan* and elements in the MissionCity Downtown Design Development Permit Area Guidelines.



Historical and Contemporary Themes for Downtown Development

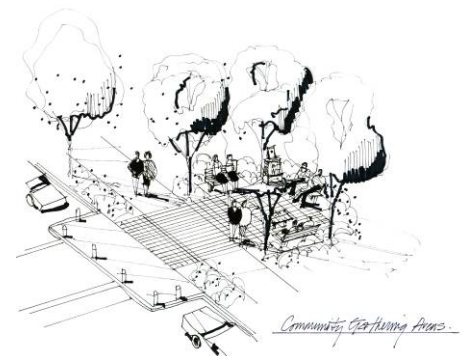
Policy 4.1.27. Promote historical and contemporary themes to guide the Downtown's image enhancement program.

Acquisition of Land for Downtown Open Space

Policy 4.1.28. Using the *MissionCity Downtown Action Plan*, initiate development of high quality open space, small park or urban plaza in the Downtown area, in order to provide for a natural public gathering place for Downtown visitors, tourists and area residents and employees. Acquire land for the park and develop it, either through District funding or through a partnership with Downtown stakeholder groups.

The Downtown Park Concept

Policy 4.1.29. Consider a plaza feature in the public right-of-way on Welton Street between 1st and 2nd Avenues, (a concept recommended in the 1990 *Downtown Mission Concept – A Study of Improvement Potential* report and refined in the *MissionCity Downtown Action Plan* (2013)), as one of the open space areas in the Downtown. Consult with the Mission Arts Council and other stakeholders.



Greening the Downtown

Policy 4.1.30. Develop a detailed design for streetscapes and plazas in accordance with the *MissionCity Downtown Action Plan* and elements in the MissionCity Downtown Design Development Permit Area Guidelines.

Consult with staff who are tasked with maintaining the streetscapes and plazas and stakeholders, including but not limited to, business owners and Communities in Bloom.

Transportation Improvements in the Downtown

Policy 4.1.31. In conjunction with the Transportation Master Plan process for Mission, examine the need to improve downtown traffic circulation and to provide for enhanced pedestrian, vehicular, public transit and bike facilities in the Downtown area; implement any necessary improvements on a systematic, phased basis.

Barrier Free Pedestrian Access

Policy 4.1.32. Identify all necessary improvements to the Downtown pedestrian environment in terms of the needs of persons with physical, sight or hearing disabilities; implement improvements including curb cuts for barrier free wheelchair access, auditory and Braille pedestrian signals and other improvements on a systematic, phased basis.

Downtown Parking

Policy 4.1.33. Maintain a public parking system in the Downtown that offers ample on-street parking and affordable off-street parking in safe and visible locations, with appropriate directional signage to it.

A Downtown Public Art Program

Policy 4.1.34. Facilitate the display of a wide variety of public art in the Downtown, with possibilities including the installation of displays to exhibit art on a revolving basis, developing a program for private businesses to display art, creating a special “artwalk” event, and encouraging artwork, murals, flowers and sculpture on storefronts, sidewalks and in building foyers. Collaborate with the Mission Arts Council to develop and implement a Downtown Public Art Program.

Design Guidelines for Crime Prevention

Policy 4.1.35. Explore opportunities to improve the safety of downtown area pedestrian routes and open spaces; encourage design that enhances security by applying Crime Prevention Through Environmental Design principles.

Improved Directional Signage

Policy 4.1.36. Improve directional signage to and within the Downtown to facilitate wayfinding to parking, amenities, and points of interest.

Special Events and Attractions

Policy 4.1.37. Actively encourage a variety of events and activities to be held in the Downtown to increase the vibrancy of the Downtown; encourage activities such as the Farmers Market, parades, programmed festivities and the seasonal use of street vendors, buskers and other entertainers. Work in collaboration with local stakeholders to garner community support.

■ AREAS ADJACENT TO THE DOWNTOWN

Diversity in Downtown “Transition Areas”

Policy 4.1.38. Encourage the residential and commercial transition areas immediately adjacent to the Downtown to develop as diverse, high quality residential, commercial and mixed-use neighbourhoods with strong physical, social and cultural links to the Downtown.

Business Uses in Homes Adjacent to the Downtown

Policy 4.1.39. Provide for business uses such as retail, offices and restaurants in existing homes located within one block, or approximately 80 m, of the northern and western boundaries of the Downtown commercial core. Require that proposals address site design issues such as signage, parking, façade alterations and function to ensure compatibility with the residential character of the neighbourhood.

Downtown East Commercial Expansion Area

Policy 4.1.40. Encourage the Downtown East Expansion Area to develop as a primarily commercial area while providing for mixed use commercial / residential development. Developments that provide zero lot line building setbacks, small landscaped and public open space areas and on site parking are encouraged. The approval of development proposals in this area, identified as Area J on **Map 5** would be subject to a development permit process review of design, massing, siting, pedestrian circulation, landscaping, signage and other considerations.

Compatibility and High Quality Design in Downtown East

Policy 4.1.41. Encourage development proposals in the Downtown East Expansion Area to emphasize high quality design and to respect 1920s and 1930s Edwardian design characteristics and mixed-use forms similar to existing development in the Downtown. Architectural features such as bay windows, pitched roofs, facades with a historic appearance, canopies, awnings, attention to window and storefront design and patio areas in front of buildings are encouraged.

4.2 THE WATERFRONT AND COMMUTER RAIL AREAS

The Downtown is located adjacent to two areas, the Commuter Rail Area and the Waterfront Area, which have outstanding potential for development as high density, mixed use urban neighbourhoods. Recently there has been considerable public interest in capitalizing on the potential of these two areas. At the same time, there has been an atmosphere of renewed hope for the revitalization of the Downtown.

Given the geographic proximity and interrelatedness of the three central city areas, it will be necessary to coordinate planning and development efforts in these areas in a comprehensive, phased approach.

The Waterfront Area

The Waterfront Area is a 44.1 ha (109 ac) area extending along the Fraser River, south of the Downtown, Commuter Rail and central industrial areas. The boundaries of the area are: the Mission Raceway Park on the west, the CP railway tracks on the east, Highway 11 on the north and the Fraser River on the south.

The area is comprised of two general areas, with the CPR north-south rail line being the dividing line between a developed, primarily industrial/commercial (13.4 ha) area on the east and an undeveloped (30.7 ha) area to the west.

The potential redevelopment of the waterfront has been a longstanding topic of interest to Mission residents. In 1992, the *Waterfront Development Concept Plan*, was completed, focussing on the area between the CPR rail line and Horne Street. The Plan called for the development of a mixed-waterfront environment focused around an improved Harbour Avenue Park.

The Concept Plan identified potential for multifamily residential uses, waterfront retail and services, specialty office, waterfront oriented industries, marina expansion, waterfront tourist-related uses and possibly small hotel, civic uses and public recreation uses and activities.

Despite the significant potential for the Waterfront area to become a landmark area for the District of Mission, there are a number of obstacles that have to be overcome in this developed area of the waterfront before development can occur. The area is divided up and encumbered by embankments required for highway, railway and dike purposes and there are issues around servicing costs, roadway access, floodplain requirements and fragmented land ownership.

Furthermore, a new development vision and implementation strategy is required for the waterfront area, which now includes the large 30.7 ha site west of the CPR tracks.

The Commuter Rail Area

The Commuter Rail Area is a 16.7 ha (41.3 ac) area located in the Fraser River floodplain, bounded on two sides by rail tracks, and on the south side by Highway 11 right-of-way. Currently, it is a low intensity, light industrial / commercial area.

The Mission City Concept Plan and Strategy Plan: Commuter Rail Development Area report, which was completed in 1996, recognized the redevelopment opportunities resulting from the potential integration of the area with the Downtown and Waterfront areas. The Plan called for the area to be redeveloped as a high-density residential, mixed-use area, to maximize on the redevelopment opportunities resulting from the presence of the West Coast Express Commuter train station and the area's proximity to the Downtown core, the Waterfront Area and the Fraser River.

While the concept plan, Development Permit Area guidelines and OCP policies continue to provide the direction for residential and mixed-use development to occur in the area, no such redevelopment has taken place.

OBJECTIVE

Actively encourage the redevelopment of the Waterfront and Commuter Rail Areas as high-density residential and mixed-use urban neighbourhoods, with a high quality, heritage sensitive, pedestrian oriented environment and strong connections to the Downtown.

POLICIES

■ WATERFRONT AND COMMUTER RAIL AREA DEVELOPMENT

An Exceptional Waterfront Community

Policy 4.2.1. Encourage the development of the Waterfront Area as an exceptional, high quality waterfront residential neighbourhood that is connected with the Commuter Rail and Downtown areas and well integrated with the overall central urban area of Mission. The expanded boundaries of the Waterfront Area are as follows: the Mission Raceway Park on the west, the CP railway tracks on the east, Highway 11 on the north and the Fraser River on the south.

Commuter Rail Area - An Urban Residential Neighbourhood

Policy 4.2.2. Encourage the development of the Commuter Rail Area as a transit oriented urban residential neighbourhood that is connected with the Downtown and the Waterfront areas and well integrated with the overall central urban area of Mission.

Land Uses in the Waterfront and Commuter Rail Areas

Policy 4.2.3. Encourage multi-family residential as the preferred type of development in the Waterfront and Commuter Rail Areas. Provide for other uses in the area, including:

- commercial uses that cater to area residents, the community at large and the regional market
- mixed residential/commercial
- offices
- institutional uses,
- parks and open space,
- light industrial/business uses that are compatible with an urban residential neighbourhood
- expanded marina uses and possibly a houseboat community

Central Area Development Plan

Policy 4.2.4. In preparing a Central Area Development Plan for the Downtown, Waterfront and Commuter Rail Areas, use the policies contained in this OCP to inform the Plan as well as the following key reports previously prepared for the areas:

- the *Downtown Mission Concept – A Study of Improvement Potential* (1990) report
- the *Waterfront Development Concept Plan, Mission, B.C.* (1992)
- the *Downtown Mission Façade Guidelines* (1994) report
- the *Mission City Concept Plan and Strategy Plan: Commuter Rail Development Area* (1996)
- *Mission Landing Waterfront Concept Plan* (2006)
- the *MissionCity Downtown Action Plan* (2013)

Through the new planning process, undertake a major review and update of the goals and objectives, development concepts, design guidelines and implementation strategies as contained in the abovementioned reports.

The emphasis of the new Plan is to be on implementation strategies, financial feasibility and the establishment of a new bold vision for the area.

Variety of Multi-Family Residential

Policy 4.2.5. Facilitate the provision of a variety of multi-family residential development forms in the Waterfront and Commuter Rail Areas, in terms of unit size, price and forms of tenure, including social housing.

Compatibility of Light Industrial Uses

Policy 4.2.6. Permit light industrial uses in the Waterfront and Commuter Rail Areas where they are compatible with adjacent existing land uses. The approval of these proposals would be subject to a development permit process review of design, massing, siting, parking, pedestrian circulation, landscaping, screening and other considerations.

■ BUILT FORM AND DESIGN QUALITY

High Rise Building Forms in the Waterfront and Commuter Rail Areas

Policy 4.2.7. Provide for the intensification of land use in the Waterfront and Commuter Rail Areas in line with Smart Growth principles. Allow building heights to be greater than buildings elsewhere in the municipality, so that these areas will be visually distinctive from the rest of the municipality and provide an urban “skyline” for Mission’s waterfront.

Siting of Buildings to Maintain Viewscapes

Policy 4.2.8. Require high-rise residential buildings in the Waterfront and Commuter Rail Areas to be carefully planned and sited so that the obstruction of public views from the Downtown and from public view points in residential areas are minimized. To maintain viewscapes to the Fraser



River, staggered building heights from the south to the north are encouraged.

Floodproofing of Development

Policy 4.2.9. As the Waterfront and Commuter Rail Areas fall within the floodplain, apply all existing municipal floodproofing requirements on new development.

Pedestrian Oriented Design of Buildings

Policy 4.2.10. Building design in the Waterfront and Commuter Rail Areas should contribute to the pedestrian orientation of the areas through establishing a pedestrian scale, through articulated building design at ground level and through building façade design that promotes pedestrian interest.

Screening Parking from the Street

Policy 4.2.11. Where residential structures have at grade parking, require landscape buffers on site to screen parking from the street. Screening of parking may be achieved by the installation of berms and planting or by use of a combination of screen walls and planting. Extensive landscaping on the remainder of residential sites is also encouraged.

■ THE PUBLIC ENVIRONMENT

Creating An Urban Street Environment

Policy 4.2.12. Develop a street environment throughout the Waterfront and Commuter Rail Areas that is appropriate to an urban residential neighbourhood, recognizing the streets' role as open space and as vehicle and pedestrian corridors.

Maintaining the Original Townsite Street Grid

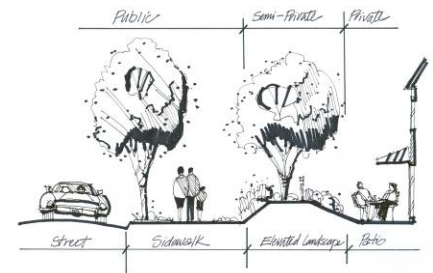
Policy 4.2.13. Take advantage of the urban residential scale of the original Mission townsite street grid in the Waterfront and Commuter Rail Areas, as appropriate redevelopment of the areas' streets is a vital step in creating a new role for these areas.

Acquiring and Developing Parks and Public Open Space

Policy 4.2.14. Secure and develop as much park space and public open space in the Waterfront and Commuter Rail Areas as can be done in a cost effective manner, as this is needed to complement and support the residential development of these areas.

Special Street Elements to Create a Sense of Place

Policy 4.2.15. Encourage the use of special paving, street markings, street furniture, light standards, street name signs, banners, gateway monuments and landscaping to create a sense of place in the Waterfront and Commuter Rail Areas.



A Safe Public Environment

Policy 4.2.16. Apply Crime Prevention Through Environmental Design (CPTED) principles to the design of the public environment to enhance security for people living, working, and shopping in the Waterfront and Commuter Rail Areas.

Landscaping Rail Lines and Major Roadways

Policy 4.2.17. Require that transportation corridors be designed and existing corridors enhanced with vegetative buffers and significant landscaping to minimize or eliminate the visual effects the rail lines and the Highway Bypass that run through the Waterfront and Commuter Rail Areas and incorporate them into the fabric of the area.

Public Safety and Beautification of Railway Rights-of-way

Policy 4.2.18. Request CP Rail to implement improvements to their right-of-way and railway track areas in the central area of Mission, including the following projects:

- landscaping and beautification of the railway land located opposite and to the south of James and Grand Street.
- provision of a continuous, linear landscaping and fencing corridor on both sides of the CP Rail tracks to ensure public safety.

Clean Up of Lane Creek

Policy 4.2.19. Approach the Ministry of Environment with regard to authorization and financial assistance in "cleaning up" Lane Creek, which is located to the immediate south of the CP Rail tracks. In addition, approach environmental groups to help undertake the clean-up.

■ PEDESTRIANS, VEHICULAR TRAFFIC AND PARKING

Pedestrian Links to the Downtown and Waterfront Areas

Policy 4.2.20. Develop specific pedestrian routes through the Commuter Rail Area between the Downtown and the Waterfront areas.

Commuter Rail – Waterfront Links that Involve Highway 11

Policy 4.2.21. Where opportunity exists to link the Commuter Rail Area to the Waterfront Area under or at the grade of the Highway Bypass, make the pedestrian or road passageway safe and functional for vehicles and pedestrians.

Vehicle Access to and from the Downtown and Waterfront

Policy 4.2.22. Maximize access points and choices for local vehicle circulation between and within the Commuter Rail Area, the Waterfront Area and the Downtown.

Scaled Down Bypass Through the Waterfront and Commuter Rail Areas

Policy 4.2.23. Request that the Ministry of Highways examine the feasibility of alternative routes and scale of the “Mission Highway Bypass” through the Waterfront and Commuter Rail Areas (cross reference Policy 6.2.7), with appropriate connections to the Downtown area and consider a level crossing of the railway. When and if this new bypass option is deemed feasible, the District should acquire the land freed up by the new concept and use the land as a catalyst to help initiate redevelopment in the area.

Full Pedestrian and Vehicle Access

Policy 4.2.24. When and if the redesigned Highway Bypass route is constructed, design the project so that full pedestrian and vehicle access to and from the Waterfront and Commuter Rail Areas is incorporated into the design.

■ SPECIFIC COMMUTER RAIL AREA DESIGN CONSIDERATIONS

Options for Upgrading the Pedestrian Bridge

Policy 4.2.25. Consider options for upgrading and providing extensions to the existing pedestrian bridge crossing the railway tracks at the West Coast Express station that improves the accessibility.

Integration of the Commuter Rail Station into Multi-Use Development

Policy 4.2.26. Ensure any comprehensive, multi-use development in the immediate vicinity of the commuter rail station integrates the rail station, including patron parking, into the development.

Area Parking Requirements

Policy 4.2.27. Ensure an ample supply of public parking is provided for commuters within a 5-minute walk of the train station and sufficient off-street parking is provided for all other developments in accordance with the needs of area residents and the requirements of the Zoning Bylaw.

Reduced Parking Requirements for Transit-Oriented Development

Policy 4.2.28. Consider a reduced parking requirement for residential development in this transit-oriented development area to respond to the anticipated number of area residents who will be using the commuter train, and given the proximity to many day to day services, and may own fewer vehicles per household on average.

■ SPECIFIC WATERFRONT AREA DESIGN CONSIDERATIONS

The Waterfront as a Defining Design Element

Policy 4.2.29. Give special consideration to the waterfront as the defining design element of the public realm throughout the Waterfront Area. Increase the community's awareness of Mission's historical and current relationship with the river through such elements as public art and street furniture design, and the design of streetscapes and public spaces.

Architecture in the Waterfront Area

Policy 4.2.30. The character of built space in the overall development in the Waterfront Area should reflect a traditional waterfront architectural form to the greatest degree possible. Encourage the use of the following design and built form elements:

- stained or painted wood for exteriors
- cedar shakes and/or shingles as a standard material requirement
- timber, painted wood cladding and shed roofs
- a mix of materials that reflect historic character, and create a sense of presence and permanency of significant structures used brick and stone
- openings punched with strong coloured mullions and window trim
- terraced or stepped forms (large terraces and decks) with residential development

Weather Protection Design

Policy 4.2.31. Encourage projecting elements (such as eaves, porches, etc.) on commercial structures in the Waterfront Area. Weather protection through the use of projecting canopies and arcades should be provided along the north side of Harbour Avenue.

Public Access to the River

Policy 4.2.32. Ensure that public access points, trails and boardwalk areas are provided along the waterfront to allow for the community-wide enjoyment of the river and its scenic views.

■ CURRENT DEVELOPMENT APPROVAL PROCESSES

Current Design Guidelines for the Waterfront and Commuter Rail Areas

Policy 4.2.33. The approval of development proposals in the Waterfront and Commuter Rail Areas, identified as Areas K and L respectively, on **Map 5a**, will be reviewed in accordance with Development Permit Area guidelines as to design, massing, siting, pedestrian circulation, landscaping, signage and other considerations.

The current design guidelines for these Development Permit Areas are consistent with and enhanced by guidelines contained in the “Waterfront Development Concept Plan, Mission, B.C. (1992)” and the “Mission City Concept Plan and Strategy Plan: including Commuter Rail Development Area (1996)” respectively.

5. IMPROVING COMMUNITY FACILITIES AND SERVICES

5.1 PARKS, RECREATION AND OPEN SPACE

The District of Mission is fortunate in that it has an abundant supply of high quality parks and recreation facilities, natural open spaces, lakes, rivers, streams, trails and forested areas. These recreation facilities and outdoor recreation areas provide a full array of opportunities for both active (e.g. organized sports activities, hiking, sport fishing) and passive (e.g. nature viewing, walking, resting) recreation pursuits. Overall, the District's parks and recreation resources respond very well to the diverse recreation and leisure needs of local residents and visitors to the community.

The District is supported in providing parks and open spaces by School District No. 75, the provincial government, the Fraser Valley Regional District and by private interests such as the Mission Rod and Gun Club and the Mission Golf and Country Club. Its major community wide parks and recreation facilities include Centennial Park, Mission Rotary Sports Park and the Mission Leisure Centre. District level parks and open spaces include the Municipal Forest, Cascade Falls Regional Park, Matsqui Trail, Neilson Regional Park, Dewdney Regional Park and Fraser River Regional Park.

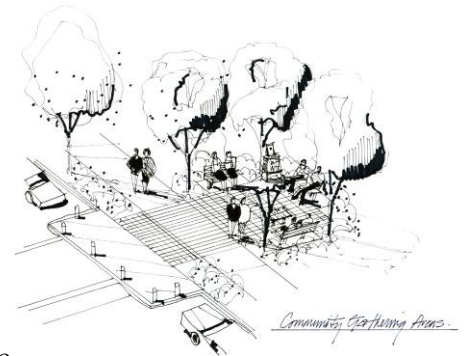
Mission has approximately 1,700 ha of municipal and non-municipal parkland, made up of:

- neighborhood parks, which are designed to accommodate the needs of a neighbourhood, typically within a distance of four to six blocks or within a 10 minute (480 m) walking radius for all residents
- community parks, which provide for the active and passive needs of the community at large
- sport parks, which serve active recreation needs within the broader community/region and typically include natural resource areas
- recreational greenways, which provide non-motorized commuter and recreational needs of the community at large
- ecological greenbelts, which provide limited public access to areas with ecological value

The value that is assigned to parks, recreation facilities, and open space cannot be underestimated. Much like streets and sidewalks, water and wastewater lines, drainage facilities, police and fire equipment, and other municipal facilities and services, parks, recreation facilities, and open space are an integral part of the municipal infrastructure. As such, an equal level of consideration and commitment of resources is warranted to ensure acquisition, construction, operation and maintenance, and program management.

It is important to maintain and increase the amount of parks and open spaces in Mission given the many functions that they provide, including:

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



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).

The intent is that the Master Plan should be used as a tool to determine annual priorities and in turn, strategically allocate resources toward parks, recreation, and culture programs and activities. One of the key recommendations of the Master Plan was that there is a need for further acquisition and development of parks and open spaces in Mission. The Master Plan further identifies that more emphasis should be placed on park improvements rather than land acquisition for parkland. The Master Plan also identifies that a comprehensive plan for a District-wide trail system should be developed which is currently underway. Proposals for recreation and cultural facilities development are also outlined, along with recommendations related to the delivery of recreation programs.

Since this OCP is being developed within the planning period of the Master Plan, it follows that the intent of the Master Plan's findings should be integrated within the policies and actions contained within this chapter, with updates made as appropriate.

OBJECTIVE

Provide a comprehensive and diverse parks, recreation and open space system to enhance community benefit and liveability in Mission.

POLICIES

Regional Cooperation in Recreation and Leisure

Policy 5.1.1. Coordinate with the School District, the provincial government, Fraser Valley Regional District, BC Hydro, community organizations and private recreation organizations to provide a wide range of outdoor recreation and leisure opportunities.

Parks Master Plan Update

Policy 5.1.2. Update the District's Parks, Recreation and Culture Master Plan, while involving community members and local organizations in these processes.

Acquisition of Neighbourhood Parks

Policy 5.1.3. Continue acquisition of neighbourhood parks through the application of the *Local Government Act* requirements and municipal bylaws.

Innovative Methods to Acquire and Develop Parks

Policy 5.1.4. Explore innovative methods to acquire and develop parks in partnership with developers, School District No. 75 and other organizations.

Guidelines for Provision of Parkland

Policy 5.1.5. Continue to use standards for the provision of 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.

Parks Maintenance

Policy 5.1.6. Ensure that maintenance management programs for all parks are updated and current.

Preservation of Views and Vistas

Policy 5.1.7. Encourage the preservation of natural views and public vistas and view corridors throughout Mission.

Appearance of Municipal Properties

Policy 5.1.8. Ensure the appearance of municipal properties is maintained to a high aesthetic standard; provide funding on an annual basis for this purpose.

Resident Involvement in Parks

Policy 5.1.9. Involve local residents, community groups and/or associations in neighbourhood parkland upgrade, parkland development projects, and ongoing stewardship.

Supply of Athletic Playfields

Policy 5.1.10. Monitor the current supply-demand of athletic playfields and provide additional playfields or playfield expansion accordingly.

District-wide Trail System Master Plan

Policy 5.1.11. Implement, on a staged basis, the Trail System Master Plan for the District, involving the development of trail design guidelines, construction guidelines, inspection and maintenance standards, a comprehensive signage program and priority trail development projects. **OCP Map 4** shows the approximate locations of possible future trails.

Multi-use Trail Along the Fraser River

Policy 5.1.12. Continue the acquisition of land to allow the eventual development of a multi-use trail system along the Fraser River.

Recreational Use Plan for Northwest Mission

Policy 5.1.13. Continue to work with BC Hydro and the provincial government on the development of a Recreational Use Plan for their lands in the Stave Falls and the general northwest Mission areas. Implement the Plan on a staged basis.

Hayward Lake Parkland

Policy 5.1.14. Request that the province designate part of the municipal forest lands adjacent to the east shore of Hayward Lake as parkland, in order to extend the lake park.

Stave River Basin

Policy 5.1.15. Explore with the province and other appropriate groups and authorities the possibility of designating the Stave River Basin as an Ecological Reserve/Conservation Area to optimize the recreational and educational value of this area.

Gift Program for Parks

Policy 5.1.16. Promote a gift program for the receipt of donations to support parkland acquisition and development; consider initiating Adopt-a-Trail and Adopt-a-Park programs.

5.2 ARTS AND CULTURE

Municipalities are increasingly recognizing the importance of arts and cultural activities as contributors to the social and economic health of their communities. It follows that municipalities are increasingly becoming involved in the facilitation and delivery of arts and cultural services. Some communities have commissioned the development of arts and cultural policies and plans, while others own and operate cultural facilities, including museums, archives, art galleries, instructional spaces, and theatres.

The benefits provided by a community's preservation and support of arts and culture include:

- establishing community pride
- contributing to a sense of place
- generating tourism interest
- contributing to local economic development
- enhancing the quality of life of residents

The District is a notable player in the cultural life of the community through its Parks, Recreation and Culture Department, its programs, and various facilities such as the Heritage Park Centre and the Leisure Centre. The District also provides financial support to several 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 No. 75, the Chamber of Commerce and the Tourist Information Centre, Mission Arts Council, religious organizations, the not-for-profit sector, fee-for-service providers, the private sector, etc.

The Mission Arts Council plays a vital role in the arts, with its goal being “to stimulate, coordinate, educate and assist in the development of cultural and creative activities in the community”. The Arts Council operates the Mission Art Gallery, which provides a venue for exhibits by local art groups and individual artists, and provides a place for special arts and cultural events.

In addition to its programs and events, the Arts Council serves as a central resource and referral agency, and advocates for artists and the arts as a whole. The Arts Council acts as an umbrella organization to support member groups, as well as visual and performing artists who in turn, provide performances, lessons, exhibits and opportunities for aspiring artists and members of the community to participate in their events.

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 both adapted and purpose-built spaces, including the Heritage Park Centre, Mission Art Centre, the Library and the Mission Leisure Centre. The Clarke Foundation 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.

Council adopted the Cultural Master Plan in 2002. The Plan was prepared by consultants, with the involvement of Council's Arts and Culture Development Advisory Committee. In adopting the Cultural Master Plan, Council established a comprehensive cultural program consisting of 27 actions, focussing on:

- facilitating arts and cultural initiatives and programs
- implementing market research, promotion and communications activities;
- providing leadership and adopting cultural policy
- making spaces available for arts and cultural activities and exploring new space alternatives
- providing direct financial support and exploring a variety of alternatives for providing funding to arts and cultural endeavours

The OCP policy direction for arts and cultural must be aligned with the Council's Cultural Policy (adopted in 2004) and with the implementation program outlined in the Cultural Master Plan. The implementation of the actions and initiatives contained in the OCP and related plans and policies will be important to the continued evolution of a strong and vital arts and cultural community in Mission.

OBJECTIVE

Encourage the provision and enhancement of a diverse range of arts and cultural facilities, services and activities for the enrichment of life in Mission.

POLICIES

An Arts and Cultural Centre

Policy 5.2.1. Consider developing a plan for a major Arts and Cultural Centre, (which will include a Museum and Art Gallery) for the visual and performing arts, with preference given to a site near the downtown core. Encourage a variety of groups to establish a partnership to accomplish this venture.

Cultural Master Plan Update

Policy 5.2.2. Implement, monitor and update the District's Cultural Policy and the Cultural Master Plan recommendations, while involving community members and arts and cultural organizations in these processes.

Economic Contribution of Arts and Culture

Policy 5.2.3. Recognize the substantial economic contribution of arts and cultural activities to the financial health of the community. Pro-actively

promote arts and cultural initiatives and provide designated, sustained funding for the arts.

Public Art Program and Funding Framework

Policy 5.2.4. Develop and implement a Public Art Program, with associated Council policy, to promote and administer the acquisition of public art and its display in public places in Mission. Establish a Public Art Reserve Fund and a framework for long-term private sector sponsorships and public/private partnerships to fund the acquisition and installation of public art.

One Percent for Art Program

Policy 5.2.5. Consider developing a policy for a '1% for Art Program' as a mechanism for implementing a public art program in Mission.

Public Art in New Development Projects

Policy 5.2.6. Encourage developers to provide public art in new development or redevelopment projects, including infill areas. Develop public art guidelines for private development to clarify the process that is required for public art installations in new private development projects.

Maintenance of Public Art

Policy 5.2.7. Develop Public Art Maintenance Policies to ensure that public art installations are maintained over the long-term.

Arts and Cultural Programs for Youth and Others

Policy 5.2.8. Work with School District No. 75, community groups and other interested parties to develop arts and cultural programs for the schools, for youth and for others in the community.

Cultural Tourism

Policy 5.2.9. In conjunction with other parties, promote cultural tourism opportunities in Mission, through such means as a signage and brochure program, providing information on and direction to artists' studios, cultural facilities and other cultural attractions.

Multicultural Understanding

Policy 5.2.10. Highlight Mission's multicultural character and promote understanding and acceptance amongst all cultures.

Intercultural Events and Activities

Policy 5.2.11. Promote activities provided by the range of cultural organizations in the community and continue to celebrate intercultural events and initiatives.

5.3 HERITAGE

A community's identity is intrinsically tied to its history. Knowledge about history of place, and the relationship between a community's past, present, and future, can enhance people's attachment to their community and contribute to sense of place.

Heritage has typically been defined solely in terms of older buildings and their association with important people and key 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 such as schools, churches and temples, agricultural and industrial buildings, homes and stores, landscapes, transportation routes, burial places, 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 degree to which a municipality commits to heritage preservation, interpretation, and celebration is a measure of its eagerness to embrace its past while looking toward its future. 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". The following policies and actions provide the means for further strengthening heritage in the community.

OBJECTIVE

Protect, preserve, promote and restore Mission's rich heritage and considerable historic assets and facilities.

POLICIES

Mission Community Heritage Commission

Policy 5.3.1. Appoint members to the Mission Community Heritage Commission, under an adopted Terms of Reference, to be advisory to Council on heritage matters and to implement the Heritage Strategic Plan, which is a tool for guiding the Commission's work plan.

Heritage Strategic Plan

GOVERNANCE – Manage and Protect

Policy 5.3.2 Strengthen our community identity through the management of heritage resources.

Policy 5.3.3 Secure funding sources for heritage conservation-related activities.

Policy 5.3.4 Monitor progress on the implementation of the Heritage Strategic Plan

OPERATIONAL – Research, Inventory and Economic Development

Policy 5.3.5 Document key heritage resources in collaboration with local heritage groups.

Policy 5.3.6 Develop strong linkages between economic opportunities and heritage conservation.

PROMOTING - Educate and Market

Policy 5.3.7 Share knowledge of the past through public education programs and activities.

Policy 5.3.8 Build relationships with community, regional and provincial groups that will develop appreciation of heritage resources.

5.4 HEALTH CARE SERVICES

Mission's health care services are provided under the auspices of the Fraser Health Authority, one of six regional health authorities in the province established by the BC government in 2001. Fraser Health is responsible for providing hospital care, residential care, home support, home care nursing, public health, environmental health, mental health and addictions services to the District of Mission.

The major health care facility in Mission is the Mission Memorial Hospital. The Hospital offers around the clock emergency services with its campus also including the residential care facilities of Dogwood and Pioneer Pavilions and an assisted living complex. A hospice residence is also adjacent to the hospital and serves people living in Mission and Abbotsford.

Further to the services provided at the community hospital, health care services are also provided at medical offices, group homes for persons with emotional or physical disabilities, and congregate care facilities for seniors. These services are considered minor institutional uses that should be

integrated into the community, either in the Downtown or in residential or other commercial areas.

Since Mission's health care needs are under the mandate of Fraser Health, the District does not have direct jurisdiction over this area of the community's life. The District's role is to work with and help the Fraser Health Authority, providing input and lobbying the Board to maintain a high level of health care for Mission residents.

The following provides policy direction to guide the provision of health care services over the short- and long-term.

OBJECTIVE

Liaise with health care providers to help ensure the provision of high quality and accessible health care service for Mission residents.

POLICIES

Government Cooperation for Health Care Services

Policy 5.4.1. Work with health care agencies in the District to help ensure health services are appropriate to meet the current needs and projected demand of a growing community. As necessary, encourage other levels of government to ensure equity in funding to meet Mission's needs.

Health Promotion

Policy 5.4.2. Provide assistance to local organizations involved in providing health education and information on health care issues in the community.

5.5 EDUCATION

In Mission School District No. 75, there are 16 elementary schools, four secondary schools, and a number of special programs, including: the Mission Home Learners Partnership; Adult Learning Centre; Riverside Trades Training and Career Centre; and Secondary School Apprenticeship. The Mission School District also has an Aboriginal Education Department (Sewal Si'wes) for the education of Aboriginal children in an environment that respects and enhances their culture and heritage.

All Mission school programs are offered in modern, state-of-the-art, student centered facilities, with six of the District's elementary schools being less than 15 years old and four of the elementary schools having undergone recent, major renovations.

There are over 7,000 students registered in District of Mission's schools, with a teaching staff of 450 and a support staff of approximately 300. Education is provided such that it meets the diverse needs of students. For example,

elementary level students can begin their education in either a French Immersion or an English language classroom setting. English as a Second Language (ESL) programs are also available to students whose first language is not English or French. Further to addressing language needs, the school district also offers a wide variety of support services in the areas of hospital/homebound instruction, visually impaired and hearing-impaired services, speech therapy, and learning assistance. The School District also has a group of dedicated staff to focus on First Nations education issues and children with special needs.

In terms of post-secondary education, Mission provides close access to a number of facilities. Most central is the Mission Campus of the University College of the Fraser Valley. This campus is the result of a partnership among the District of Mission, School District 75, and the College. Other regional locations are in nearby Abbotsford, Chilliwack, Hope, and Agassiz. Mission is also within driving 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.

The challenge for the School District in planning for new development is that future elementary and secondary school sites are designated in the OCP, however, Ministry funds cannot be allocated for land acquisition until new residents are in place to increase school enrolment. As a result, this presents challenges for the School District to strategically plan for anticipated growth and future school development.

The following policies provide direction in terms of educational facilities planning and development, and partnerships.

OBJECTIVE

Support the provision of a wide range of educational facilities within Mission

POLICIES

Cooperation with School District in School Site Planning

Policy 5.5.1. Continue to work with School District No. 75 in planning and developing school sites and facilities to meet current needs and projected demand.

Integration of School Sites with Neighbourhood Facilities

Policy 5.5.2. Coordinate the planning and integration of school sites with municipal neighbourhood parks and shared facilities.

Options for Providing School Facilities

Policy 5.5.3. Explore innovative options (e.g. private and municipal partnerships) with School District No. 75 to provide for school and recreational facilities.

Community Use of Schools

Policy 5.5.4. Update the joint use agreement with School District No. 75 to provide for increased community use of schools, school playfields and open space areas.

University College of the Fraser Valley

Policy 5.5.5. Work with the University College of the Fraser Valley to assist them in meeting their existing and future needs.

Community Approach to Learning

Policy 5.5.6. 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.

Educational Facilities in the Central Area

Policy 5.5.7. 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 Commuter Rail and Waterfront areas.

5.6 SAFETY AND SECURITY

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

Further to the above safety and security services, Mission also has a Search and Rescue Team. The Search and Rescue Team 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 toward the search and rescue of missing, injured, and trapped persons, the recovery of bodies, and aid during civil emergencies and natural disasters.

The following policies support the objective of providing for the safety and security of residents through such activities as providing for infrastructure, supporting partnerships, assisting with education and awareness efforts, and initiating fire interface planning for rural areas.

OBJECTIVE

Provide for the safety and security of Mission residents through effective and responsive police, fire protection, fire rescue and emergency services.

POLICIES

Cooperation with the RCMP

Policy 5.6.1. 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.

Community Partnerships in Crime Prevention

Policy 5.6.2. Support neighbourhood associations in their involvement in crime prevention programs in partnership with the RCMP e.g. Block Watch, Citizens on Patrol and the Auxiliary Constable Program.

Crime Prevention Through Environmental Design

Policy 5.6.3. Use Crime Prevention Through Environmental Design (CPTED) principles in reviewing development proposals and in the design and development of public parks, open spaces and facilities.

Safe Street Lighting

Policy 5.6.4. Ensure street lighting in public places is adequate to provide for public safety and a sense of security.

Education and Community Awareness Programs

Policy 5.6.5. Encourage education and community awareness programs regarding crime prevention, fire prevention and emergency preparedness.

Comprehensive Fire Protection Services

Policy 5.6.6. Provide fire services through prevention, public education and emergency response programs.

Interface Fire Hazard Plan for Rural and Suburban Areas

Policy 5.6.7. 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. Explore opportunities when a municipal structure is being considered in areas adjacent to forested lands, to build a 'fire smart' structure as a 'show home' example (cross reference Policy 1.7.5).

Cooperation with Mission Search and Rescue

Policy 5.6.8. 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.

Emergency Coordination Plan for Mission

Policy 5.6.9. Work with public safety agencies to ensure emergency coordination plans are in place and up to date.

5.7 COMMUNITY INVOLVEMENT

Community involvement is key to the development and implementation of this Official Community Plan. Other municipal projects and initiatives also require the dedicated involvement of individuals and groups within Mission. This dedication enhances projects and initiatives through the added value of local knowledge. The benefit of community involvement is that citizens gain a stronger place attachment and feel a sense of community pride.

The following policies and actions provide direction for increasing community involvement in District processes in Mission.

OBJECTIVE

Promote and support individual citizens, neighbourhood associations, select committees and other groups being involved in District processes to maintain a strong sense of community in Mission.

POLICIES

User-friendly Public Information

Policy 5.7.1. Provide user-friendly materials and readily accessible information to the public on District matters.

Facilitating Community Involvement in Ongoing Processes

Policy 5.7.2. Maintain policy and procedures to facilitate communication and involvement of residents, business people, ratepayers associations and other community-based organizations in ongoing planning and decision-making processes.

Citizen Involvement in Neighbourhood Plans and OCP Implementation

Policy 5.7.3. Actively promote and encourage public input through a variety of means and venues (i. Towns Halls and Information Meetings in the community) in the preparation of Neighbourhood Plans and the implementation of OCP policies.

6. SOCIAL DEVELOPMENT

6.1 STRENGTHENING THE COMMUNITY

OBJECTIVE

Develop and implement a Social Development Plan that identifies and addresses current social development issues within the community.

POLICIES

Social Development Plan

Policy 6.1.1. Develop and implement a Social Development Plan in conjunction with the Social Development Committee that identifies and addresses current social development issues within the District of Mission.

Restorative Resolutions

Policy 6.1.2. Continue to apply the Restorative Resolution program where appropriate.

7. ENHANCING MOBILITY CHOICES

7.1 AN INTEGRATED TRANSPORTATION SYSTEM

An integrated transportation system is one that provides a range of linked transportation options and services, including vehicular transport and public transit, as well as safe and efficient means for pedestrians and cyclists to move throughout the community and beyond to neighbouring communities. Ideally, an integrated transportation system should be designed to cater to persons of all interests, incomes, and abilities.

Mission faces some significant challenges in achieving an integrated transportation system that reflects the principles of sustainable development. These challenges include, but are not limited to, the low-density character of existing residential areas, limited existing alternative transportation infrastructure (e.g. transit and bike lanes), and the need for more local employment to offset the demand for automobile travel. However, opportunities exist to incorporate sustainability principles into new, major developments such that a range of transportation options are provided to people living and working in these neighbourhoods. Other options include retrofitting existing neighbourhoods with improved transportation networks that comply with sustainable development criteria.

An illustration of existing and possible transportation networks is provided in **OCP Map 2, Transportation System and Gravel Pits**. **OCP Map 4, Trail Systems** illustrates existing and possible trails in Mission. The following policies support the objective to provide a safe, balanced, and integrated transportation system in the community.

OBJECTIVE

Provide a safe, balanced and integrated transportation system in Mission, giving consideration to all modes of transportation – pedestrian, public transit, private vehicle, bicycle and other alternative modes.

POLICIES

A Transportation Master Plan

Policy 7.1.1. Prepare a Transportation Master Plan in order to address a number of District-wide and area-specific transportation issues. The Plan's goal would be to provide for a balanced transportation system that meets the needs of all groups in the community - a system that places an increasing emphasis on environmentally friendly forms of mobility. The Plan would require a comprehensive, strategic, long range planning process, involving all stakeholder groups and citizens of Mission.

Transportation and Land Use

Policy 7.1.2. Ensure the coordination of 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. Require new major land use development to comply with the Transportation Master Plan.

East-West Transportation Links within Mission

Policy 7.1.3. In developing the Transportation Master Plan, investigate ways to provide improved east-west transportation links (other than the Lougheed Highway) within the District, especially the urban area.

Integrated Transportation System

Policy 7.1.4. Develop an integrated transportation system, involving all modes of travel, a system that is clearly marked and easily understood and provides for the safe and efficient movement of goods and people.

Alternative Modes of Travel

Policy 7.1.5. Support reduced use of the automobile and encourage the use of public transit and non-automotive modes of transportation such as cycling and walking.

Cooperation with the FVRD

Policy 7.1.6. Continue to cooperate with the FVRD to ensure provincial commitment to transportation improvements in Mission.

7.2 THE ROAD NETWORK

Mission is made up of a road network system that includes arterial, collector and local roads. With growth and development in Mission has come the need to increase the capacity of the road network, as exemplified through the proposed four-laning of the Lougheed Highway.

It should be acknowledged that while road infrastructure is favoured by government, more often than not, building more roads does not eliminate traffic congestion. Studies show that as soon as additional road capacity is created, it is quickly filled. The challenge is to increase the mobility of people and goods, while at the same time increasing transportation accessibility and minimizing the need for new road capacity.

Municipalities are moving towards tailoring transportation plans to the specific needs of communities and creating land use patterns that make alternative means of transportation an efficient choice. This includes creating adequate densities that support public transit and designing road widths and parking requirements to actual use. It also means managing the demand for roads by placing equal investment in the infrastructure for non-automobile transportation such as biking and walking trails.

The following provides policy direction related to Mission's road network.

OBJECTIVE

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

POLICIES

Development a Road Hierarchy System

Policy 7.2.1. Use a system of local and collector streets to direct through traffic to major roads and minimize traffic flow into residential neighbourhoods.

Land Use Planning to Maximize the Existing Road Network

Policy 7.2.2. Encourage infill residential development within urban and non-urban areas as a means to maximize utilization of existing road networks.

Traffic Impact Assessments for Major New Development

Policy 7.2.3. Require proponents of major new commercial and multi-family residential development proposals to provide a Traffic Impact Assessment, on a case-by-case basis, depending upon locational circumstances.

Upgrading of Off-Site Road Congestion Prior to Development

Policy 7.2.4. 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.

Cooperation Regarding the Regional Transportation System

Policy 7.2.5. Work cooperatively with all levels of government to ensure Mission's roadway system supports the regional transportation system and that roadway connections to adjacent communities are developed in concert with the needs of those jurisdictions.

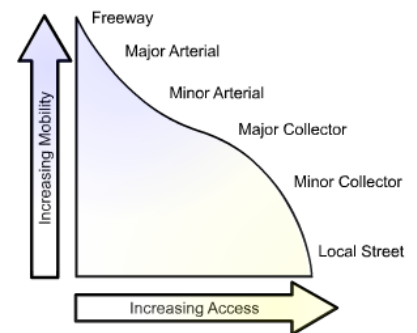
Lougheed Highway Four Laning

Policy 7.2.6. Request that the Ministry of Transportation assign a high priority to the continued four laning of the Lougheed Highway on the western end of Mission.

Distinctive Design Features in the Road System

Policy 7.2.7. Give consideration to distinctive road design, boulevard treatment and beautification features in the road network at special locations in the community, such as entrances to neighbourhoods, parks areas, tourist sites, gateway locations etc. as part of the update of the Transportation Master Plan; explore the option of introducing roundabouts ("traffic circles") at appropriate locations in the community.

Alternative Roadway Designs for Residential Areas



Policy 7.2.8. Consider alternative roadway design specifications and cross-sections for residential areas as part of the update of the Transportation Master Plan, giving consideration to narrower roads and the use of different boulevard and sidewalk treatments.

Mitigating Impacts of Roads Crossing Watercourses

Policy 7.2.9. Ensure that in planning for roadways in the vicinity of watercourses, the impacts due to road crossings are considered at the early stage of the process to encourage avoidance of crossings where possible, or to provide for crossings located in a manner that will result in the least amount of impact on fish habitat.

Traffic Calming in Residential Areas

Policy 7.2.10. Implement traffic calming measures to achieve speed and volume reductions or to control shortcutting traffic in residential areas using Mission's Neighbourhood Traffic Calming Policy and the Subdivision Control Bylaw.

Pedestrian Bicycle Accommodation

Policy 7.2.11. That consideration be given to the accommodation of both pedestrian and bicycle movement in the planning, design and construction of roads.

Truck Traffic

Policy 7.2.12. That Mission monitor truck traffic and ensure trucks use designated routes

7.3 TRANSIT

Bus service in Mission is provided through BC Transit. This service is linked to neighbouring Abbotsford, providing opportunity for bus travel between the two communities.

Since 1995 Mission's transit system has also included the West Coast Express commuter rail service. The West Coast Express 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 two transportation options provide alternatives to those who may be commuting to jobs in Vancouver, thereby decreasing stress on road networks and providing an environmental benefit.

As Mission continues to grow and develop, it will become increasingly more important to plan with transit in mind. The following policies provide this necessary direction through transit-supportive land use planning and development that supports an efficient public transit system.

OBJECTIVE

Support a public transit system that provides a convenient alternative to the automobile; promote transit-supportive land use planning and development.

POLICIES

An Effective, Reliable Transit Service

Policy 7.3.1. Provide convenient, accessible and reliable transit service for the residents of Mission and work with BC Transit and other agencies to promote increased transit ridership.

Monitoring Demand for Bus Service

Policy 7.3.2. Work with the Abbotsford/Mission Joint Transit Committee to monitor the demand for additional bus service. Implement improvements and changes to transit service in Mission as required.

West Coast Express Commuter Rail Service

Policy 7.3.3. 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, weekend service and two-way travel. (cross reference policy 3.1.10)

A Second West Coast Express Station

Policy 7.3.4. Explore opportunities for locating a second West Coast Express station on the western end of Mission in conjunction with the potential development of the Southwest Mission area.

Integration of Local Bus Service with West Coast Express

Policy 7.3.5. 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.

Regional Transit

Policy 7.3.6. Promote regular and reliable bus system links to neighbouring communities such as Abbotsford and Maple Ridge.

Transit Oriented Development

Policy 7.3.7. Support higher density residential development within walking distance of bus routes and Transit Oriented Development (TOD) projects in the Commuter Rail Development area.

Site Design for Better Public Transit

Policy 7.3.8. Encourage major commercial, industrial and institutional developments to incorporate site design principles that facilitate efficient public transit operation.

Improvements to Bus Stop Areas and Transit Routes

Policy 7.3.9. 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 that they are transit-friendly.

BC Transit Involvement in Planning

Policy 7.3.10. Involve BC Transit in the planning process for new urban areas, to ensure the future needs of public transit are accounted for in the design of the area.

7.4 PEDESTRIANS

Pedestrian activity should be facilitated through land use planning decisions given that it is a valid mode of transportation that supports principles of sustainability. However, development patterns may hinder rather than promote pedestrian activity due to concerns about safety and convenience. The challenge is to address these concerns, promote pedestrian activity, and in turn, healthy living, so as to create more transportation choices for Mission residents.

Currently, the Municipal Forest offers some opportunity for walking through its forest trails. However, beyond recreation amenities as provided through forest trails, there are limited opportunities for pedestrians in Mission. Revitalization and redevelopment efforts in the Downtown, Waterfront, and Commuter Rail areas will be effective in creating opportunities for people to walk within and to and from these areas for daily activities such as shopping or general physical activity. In addition, a trail network that links to the broader community is proposed in Cedar Valley.

The following policies provide direction to encourage walking in a safe, convenient, and pleasant environment.

OBJECTIVE

Encourage walking within the community and provide for a safe, convenient and pleasant environment for pedestrians.

POLICIES

Providing Walkable Communities

Policy 7.4.1. Encourage land use development in the District that provides for mixed land uses and encourages walking over driving.

Constructing New Sidewalks and Walking Strips

Policy 7.4.2. Continue to use the Fifteen Year Capital Expenditure Program as the principal mechanism for establishing priorities for the construction of new sidewalks and walking strips.

Pedestrian Routes to Link Major Spaces and Facilities

Policy 7.4.3. Encourage the development of pedestrian routes to link all major open spaces, activity areas, schools and public institutions.

Designing for Safe Open Spaces and Pedestrian Routes

Policy 7.4.4. Use Crime Prevention Through Environmental Design (CPTED) principles in designing open spaces and pedestrian linkages between parks, schools and other community facilities within new single-family residential developments.

Pedestrian Network Design Standards for Persons with Disabilities

Policy 7.4.5. Adopt design standards that provide for improvements to the pedestrian network for persons in wheelchairs and for visually impaired persons.

Pedestrian Route Planning in Land Use Plans

Policy 7.4.6. Incorporate provisions for pedestrian connections and improvements in the preparation of Neighbourhood Plans and other comprehensive land use planning activities.

7.5 BICYCLE SYSTEM

There are mountain biking trails in the Municipal Forest that support recreation cyclists' interests. However, there is no fully connected bicycle system in Mission which allows people to travel to and from destinations by bike as opposed to more conventional transportation means such as the car.

An integrated, connected bicycle trail system would allow travel within Mission and beyond to neighbouring communities, providing a practical means of transportation but also serving as a recreation amenity.

The following policies reflect the community's objective to support cycling and work toward a District-wide system of trails and facilities for the benefit of cyclists.

OBJECTIVE

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

POLICIES

Bicycle Master Plan

Policy 7.5.1. Prepare a Bicycle Master Plan for the District to provide for the development of an extensive network of on-street and off-street bicycle routes, bicycle parking and other bicycle facilities throughout the community. Implement improvements to the bicycle system on a staged basis.

On-Street, Off-Street and Informal Bike Routes

Policy 7.5.2. Provide for both a designated system of on-street and off-street bicycle routes as well as more informal, recreation-oriented bicycle use on trails, greenways and other rights-of-way.

Walking and Bicycle Strips in Suburban and Rural Areas

Policy 7.5.3. Construct shared walking and bicycle strips (minimum width of 1.8 m) within established suburban and rural areas, wherever site conditions permit.

Bicycle Support Facilities

Policy 7.5.4. Encourage bicycle support facilities such as bicycle storage, bicycle racks and other facilities at bus exchanges, transit facilities and all major commercial, institutional and multi family developments.

Coordination with Roadway System Improvements

Policy 7.5.5. Coordinate the funding and implementation of bicycle facility improvements with roadway construction or reconstruction work in conjunction with a Bicycle Master Plan.

Bicycle System Planning in Land Use Plans

Policy 7.5.6. Incorporate provisions for bicycle route connections in the preparation of Neighbourhood Plans and other comprehensive land use planning activities.

7.6 MULTI-USE AND EQUESTRIAN TRAILS

The Forestry Department maintains ten recreation trails within the Municipal Forest for the purposes of hiking, horseback riding, or mountain biking. Where trails are specified as "Multi-use", all three activities are permitted.

The following policies provide direction toward achieving the objective of maintaining and improving the multi-use and equestrian trails in Mission. Part of achieving this objective will require the development of a Trail System Master Plan that builds on the existing system of multi-use and equestrian trails.

OBJECTIVE

Maintain and improve the multi-use and equestrian trails in the municipality.

POLICIES

Trail System Master Plan

Policy 7.6.1. Develop a comprehensive Trail System Master Plan for the District to build on the existing system of multi-use and equestrian trails throughout the rural and suburban areas and to provide for an expanded, integrated and fully connected system; prepare the Plan in partnership with trail users, the equestrian community and all citizens of Mission.

Trail Inventory and Mapping

Policy 7.6.2. As part of trail planning, prepare an inventory of all trails and promote the use of the trails through making an updated trails map available to the public.

Construction and Maintenance of Equestrian Trails

Policy 7.6.3. Work with the local equestrian community in the identification, construction, maintenance and stewardship of equestrian trails within the municipality.

8. PROVIDING FOR INFRASTRUCTURE

8.1 WATER SUPPLY

Mission's water sources are Cannel Lake and Dickson Lake through the Norrish Creek water supply system. It has been recognized that a third water source will be required by 2012 to accommodate future growth in the community.

In total, 30,000 Mission residents (approximately 85% 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 150 km of water mains.

Most rural areas 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 to ensure a reliable supply of potable water.

Today, Mission jointly owns the water supply system with the City of Abbotsford. Until recently, the primary provider of water supply for the District of Mission and the City of Abbotsford was the Fraser Valley Regional District. In 2005, the District of Mission and the City of Abbotsford assumed ownership and direct responsibility for the management and operation of the regional Water Supply System. The City of Abbotsford is the operator of the water supply system.

Under the new agreement, the apportionment of costs is based on the metered water usage attributable to each municipality. The District and the City is each separately responsible for financing their respective share of the capital expenditures of the system.

The District of Mission operates two water systems under permit from the Ministry of Health including, the District of Mission Water System and the Ruskin Townsite Water System. 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.

There are some issues with regard to the quality of well water in parts of the Ferndale area, with the southern portions of the area lacking the availability of a reliable water supply, given the levels of arsenic existing in the groundwater and associated 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 3, Municipal Services and Infrastructure**, identifies the location of future trunk water mains to support future development. The following provides policy direction for water supply in Mission.

OBJECTIVE

Ensure a reliable, safe, sustainable water supply and delivery system to provide high quality potable water.

POLICIES

Drinking Water Quality

Policy 8.1.1. Support initiatives to ensure water quality is maintained through protection of the watershed, multiple barrier treatment, monitoring, and testing of water systems.

Municipal Water Supply

Policy 8.1.2. Ensure all Urban, Suburban, Commercial and Industrial areas are supplied with a municipal water supply as part of development where development pays all costs associated with the service.

Water in Areas without Municipal Water Supply

Policy 8.1.3. All lots subdivided in areas without municipal water shall provide proof of a proven water supply of sufficient quantity and quality to meet the Guidelines for Canadian Drinking Water Quality.

Minimizing the Impacts of Water Supply Servicing on Fish Habitat

Policy 8.1.4. Plan new municipal water supply services in a manner that avoids, or minimizes, design and operational impacts to fish habitat.

Water Conservation

Policy 8.1.5. Encourage water conservation through a variety of means, including public education, seasonal water restrictions, and encouraging innovative solutions.

8.2 SEWAGE AND RAINWATER MANAGEMENT

The District of Mission operates both a Sanitary Sewer System and a separate Rainwater System. This approach, as opposed to a single sewer system, is optimal as it ensures that combined sewer overflow does not occur during peak flow events.

The District of Mission operates a collection and trunk main sewerage system that serves the urbanized areas of Mission. Most of the properties without municipal sewer service use ground disposal systems (i.e. septic tanks) however; there are a small number of properties that use holding tank systems.

The Sanitary Sewer System services 25,000 residents (approximately 71%) via 120 km of sewer mains. The majority of the sewer system is based on gravity service. Eight sewage pump stations (including one that is planned) 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 sewer trunk main has been laid below the Fraser River. This sewer trunk main carries sewage to the Joint Abbotsford-Mission Environmental Control System (J.A.M.E.S.) Sewage Treatment Plant. The Plant provides secondary treatment through biofiltration, secondary clarifications, 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 unrestricted wherever topsoil or amended soil is needed. The J.A.M.E.S. plant has recently begun marketing the product under the trademark name of Val-E-Gro.

Until very recently, sewage treatment for the District of Mission and the City of Abbotsford was provided by the Fraser Valley Regional District and governed by the Mission-Abbotsford Sewer Board, a committee under the Regional District.

However, 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 new agreement, the apportionments of costs are based on the sewer flows attributable to each municipality. The District and the City are separately responsible for financing their respective share of the capital expenditures of the sewage system.

Further to its Sanitary Sewer System, Mission operates a Rainwater System. The system is a combination of 85 km of storm sewer mains, 170 km of roadside ditches, and even more km of creeks, streams, and small rivers. The

entire system is gravity-based with the exception of where three dyke pump stations, operated and maintained by the District, pump water during high water levels caused by the Fraser River Freshet.

The storm sewer system serves approximately 65% of Mission's developed urban area with the remaining area serviced by an open ditch system. Integrated rainwater management standards guidelines have recently been established.

Map 3, Municipal Services and Infrastructure, identifies the location of future trunk sanitary sewer and the master drainage plan for areas to be developed. The following policies provide direction in terms of sewage and rainwater management for Mission.

OBJECTIVE

Maintain an efficient sewage system and protect life and property from rainwater flows.

POLICIES

Sanitary Sewer Service for the Urban Area

Policy 8.2.1. Ensure all Urban area developments are serviced by municipal sanitary sewer service.

Reviewing Sewer Service for New Urban Development

Policy 8.2.2. Require the planning for new or expanded urban areas to include a review of the municipal sanitary sewer service, as part of a comprehensive planning process.

Preventative Maintenance

Policy 8.2.3. Maintain and improve the existing sewer system through preventative maintenance.

Sanitary Sewer Service for the Rural Area

Policy 8.2.4. Where possible, assess the feasibility of cross-jurisdictional agreements to provide sanitary sewer service for Mission's outlying areas.

Collaboration with the FVRD

Policy 8.2.5. Collaborate with the FVRD to ensure opportunities for future dialogue about infrastructure and servicing.

Rainwater Management for New Urban Areas

Policy 8.2.6. Require that a rainwater management plan be prepared prior to the development of major new urban areas.

Managing the Cumulative Impacts of Rainwater Runoff

Policy 8.2.7. To prevent adverse environmental effects on the aquatic environment due to development, require appropriate planning and

management of rainwater runoff. This should be accomplished through two strategies:

- a) Require the preparation of integrated rainwater management plans for watersheds prior to the approval of major new developments. Such a plan should address anticipated impacts on the aquatic environment, including: reductions in base flows, adverse impacts on water quality, and increased frequency and magnitude of peak flows, in addition to the traditional issues of drainage and flood management.
- b) Encourage implementation of mitigation measures to address impacts on the aquatic environment due to rainwater runoff.

Minimizing the Impacts of Drainage Services on Fish Habitat

Policy 8.2.8. Plan new sewage and rainwater services in a manner that will avoid or minimize design and operational impacts to fish habitat by avoiding alignments within fish habitat areas including watercourse crossings and riparian areas.

Best Management Practices for Rainwater Management

Policy 8.2.9. Require all development to deal with rainwater management on site as per the District's "best management practice" requirements.

8.3 SOLID WASTE MANAGEMENT, RECYCLING AND HAZARDOUS MATERIALS

The philosophy behind Mission's waste management programs has been 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 family and duplex units within Mission's urban area receive weekly "three stream" collection of garbage, recyclables, and compostables through a private contractor. Refuse collection service is not provided by the municipality to multi-family, commercial, or industrial buildings, however, recycling and compost pick-up service is provided to multi-family sites.

Through a private contractor, Mission operates a landfill site, Mission Landfill, which is open to the public and receives all residential garbage. The existing landfill site has a projected lifespan of 40 to 50 years. Recyclables collected through residential programs are taken to the Valley Road recycling facility in Abbotsford, and compostables are taken to composting facilities in Southwest Abbotsford.

As Mission continues to grow, there will be increased pressures on the landfill sites. As such, it will become increasingly more important to reduce waste as a first priority, and to secondly, divert waste to recycling and composting facilities. Increased public participation in existing programs will be critical, in part through public information programs about waste reduction, recycling, and reuse. Construction and demolition wastes, and particularly land clearing debris, will be major issues that must be dealt with. As per the Solid Waste Management Plan, addressing these issues will require multi-party stakeholder meetings to resolve disposal issues and explore recycling potentials.

Further to the issue of solid waste management and recycling, Mission must also consider hazardous materials management. Hazardous materials are solid or liquid materials involving or exposing one to risk.

Hazardous materials are addressed through both provincial and local governments. 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 (currently in draft format). Local government emergency services (fire, police, and ambulance) are responsible for operational support, provided 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, local government and/or both, in accordance with the BC Hazardous Material Response Plan.

Outside of the realm of major hazardous materials incidents, local governments must undertake hazardous materials management activities to protect health and safety. Best Management Practices that address diverse issues, ranging from business activities such as auto and truck washing, steam cleaning, and detailing to automotive repair, garages, and service stations, should be communicated to the public to help reduce environmental impacts associated with sanitary sewer and rain water contamination. Communications materials should also be developed to inform residents about Best Management Practices regarding hazardous materials storage, disposal, and spills.

OBJECTIVE

Provide for the community's needs for solid waste collection and disposal and materials recycling, and provide a number of measures to address issues related to the reduction, storage, and management of hazardous materials.

POLICIES

Waste Disposal and Recycling

Policy 8.3.1. Continue to provide for waste disposal and recycling in accordance with the District's Refuse Collection and Disposal bylaw.

Waste Disposal at Mission's Landfill Site

Policy 8.3.2. Solid waste management will continue at The Mission landfill site.

Coordination in Waste Disposal and Recycling Efforts

Policy 8.3.3. Continue to participate in regional and provincial programs in efforts to achieve targets for waste reduction, re-use, recycling and recovery.

Prohibiting Pollution

Policy 8.3.4. Abide by federal and provincial laws to prohibit the pollution of any stream, creek, waterway, watercourse, waterworks, ditch, drain, or sewer, whether or not it is located on private property.

Discharge of Hazardous Materials

Policy 8.3.5. Prohibit the discharge of hazardous materials.

Municipal Enforcement of Hazardous Materials Issues

Policy 8.3.6. Work with provincial and regional agencies in developing and maintaining municipal strategies, policies, regulations and enforcement procedures to address issues related to the reduction, storage and management of hazardous materials.

Public Awareness of Hazardous Materials Impacts

Policy 8.3.7. 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. Develop District communications materials to inform residents and business operations about municipal regulations and recommended Best Management Practices regarding hazardous materials storage, disposal and spills.

1. IMPLEMENTATION, MONITORING AND REPORTING

Plans that are effective in achieving their vision, goals, and objectives include an implementation framework that outlines the general strategies, directions, and priorities of the community. As such, this OCP contains an Action Plan that provides immediate, high and medium priorities to help realize policies through actionable programs, development activities and other strategic efforts.

The purpose of this chapter is to integrate the different elements of the OCP together in such a way as to provide a clear path for strategic decision-making. A framework for implementation is provided through an Action Plan that prioritizes the key action-oriented policies in the OCP and identifies the District departments which are to take the lead role in implementing the policy.

This chapter also identifies processes for monitoring, evaluating and reporting progress on the action items.

1.1 IMPLEMENTATION FRAMEWORK, ROLES AND RESPONSIBILITIES

The implementation of Mission's OCP will largely depend upon the resources allocated to the administration of the Action Plan and the funding committed to implement the various initiatives outlined in the Action Plan. Implementation also depends upon the cooperation and commitment of different stakeholders including Council, District staff, government departments, community organizations and the citizens of Mission. The roles and responsibilities of these key stakeholder groups are described in detail below.

Council

Council will play a central role in the OCP's implementation program. Specifically, it will:

- Approve the action plan contained within this OCP.
- Consider funding to implement the projects, studies and programs identified in the OCP Action Plan. Funding would be approved through the District's budget review process and the Long Term Capital Expenditure Program.
- Offer final approval of projects/activities and associated costs during the budget review process, keeping in mind the need for consistency with the OCP's vision, objectives and policies.
- Remain current on local issues, concerns, and priorities that affect planning and development so as to allow informed decision-making toward achieving the vision provided for in the OCP.

- Provide direction to District staff with a view to achieving the objectives of the OCP.

OCP Staff Committee

The District should form an OCP Staff Committee to ensure that there is a staff group dedicated to moving forward on implementing the OCP. This Staff Committee would be tasked with initiating and coordinating action over the short term on the basis of annual work programs within the 5-year timeframe of the OCP, and beyond the 5-year time frame with a view to long term, ongoing implementation.

The Staff Committee's role would be to refine and prioritize the OCP's Action Plan during the course of the planning period. Refinements to the Action Plan could include identifying new ways to implement OCP policies, identifying new partners for the District to assist in implementation, identifying sources of potential funding, revising timeframes and estimating costs. Further to the Action Plan presented in this OCP, the Staff Committee would be responsible for identifying specific actions for implementation on an ongoing basis. The Committee would be responsible for presenting an annual proposal containing a recommended list of programs and actions to be implemented annually, as well as a prioritized list of programs and actions to be implemented over a five-year period.

Individual members of the OCP Staff Committee would work as a team but at the same time, generally assume specific responsibilities in the areas of governance, natural environment, housing, local economy, community core, community facilities and services, and infrastructure. The following describes the different areas of responsibility for individual committee members:

- ♦ **Governance** – The primary role of the staff person tasked with the governance aspect of implementation would be to ensure projects are consistent with the objectives of other levels of government including the Federal Government, the Province of B.C., the Fraser Valley Regional District, adjacent local municipalities and School District No. 75. This individual would be charged with identifying opportunities to collaborate on projects that may be jointly funded, constructed, or operated, and would also be responsible for negotiating amenable terms and agreements, as necessary. The individual would also be responsible for communicating with Council regarding tasks requiring its direct involvement and decision-making powers.
- ♦ **Natural Environment** – The role of the staff person focusing on the natural environment aspect of OCP implementation would be to ensure that growth and development do not compromise the natural environment and that the community stays focused on natural resource protection. The recommendations found within **Part II, Chapter 1.0, Protecting the Natural Environment**, would fall within the purview of this committee member.

- ♦ **Housing** – The staff person focusing on housing would be responsible for ensuring that the OCP is implemented to achieve quality housing and neighbourhoods throughout the community and development that reduces sprawl through such forms as cluster housing and infill housing in already built up areas. This person would also be responsible for encouraging and facilitating actions aimed at providing housing choice for people of all ages, incomes, and abilities. The actions related to these responsibilities are identified in **Part II, Chapter 2.0, Building Livable Neighbourhoods**.
- ♦ **Economic Development** – This individual, the District’s Economic Development Officer, would play an active role in pursuing projects that contribute to the community’s economic development. This person would coordinate closely with Mission’s Economic Development Select Committee and local businesses and developers. It is critical that this person be aware of all other implementation areas so as to ensure maximum benefit to existing businesses and new investors in the community. The individual would be responsible for implementing the actions related to economic development that are contained in each chapter of this OCP, but specifically, as contained in **Part II, Chapter 3, Strengthening the Local Economy**.
- ♦ **Community Core** – The staff person focusing on the community core would be responsible for the implementation of the actions identified in **Part II, Chapter 4.0, Developing the Community Core**. The community core encompasses the Downtown, areas adjacent to the Downtown, the Commuter Rail Area and the Waterfront Area.
- ♦ **Community Facilities and Services** – The individual responsible for community facilities and services implementation would be responsible for projects and improvements related to parks, recreation, and open space; arts and culture; heritage; health care services; education; safety and security; and community involvement. The individual would focus on the implementation of the recommendations contained within **Part II, Chapter 5.0, Improving Community Facilities and Services**.
- ♦ **Social Development** – This staff person would be responsible for social development implementation and implementing the Social Development Plan as mentioned within **Part II, Chapter 6.0, Social Development**.
- ♦ **Infrastructure** – This staff person would be responsible for all improvements or projects dealing with infrastructure including transportation, water, sewage, and rainwater as well as solid waste management, recycling, and hazardous materials. This person would focus on the recommended actions in **Part II, Chapter 6.0, Enhancing Mobility Choices** and **Part II, Chapter 7.0, Providing for Infrastructure**.

Citizens of Mission

The citizens of Mission, along with the OCP Steering Committee members, played a key role in providing input into the OCP through participation in

Workshops, Open Houses and the Public Hearing. It will be important to have ongoing public participation in the implementation of the OCP. This participation will come in many forms, from direct involvement in implementing a specific initiative to providing feedback to Council on the Annual Progress Reports. Many of the specific initiatives recommended in the OCP will have their own process involving individuals and stakeholder groups.

1.2 OFFICIAL COMMUNITY PLAN - ACTION PLAN

An Action Plan will be developed that identifies and prioritizes the actions that are to be accomplished into three different priorities - immediate, high and medium. Generally, the priority of each action item will be attributed to a time frame of immediate (1 – 2 years), medium (2-5 years), or medium (5+ years and/or ongoing).

The timeframes that will be shown on the chart are initial estimates or suggestions only and will require ongoing adjustment after the Action Plan gets underway to recognize the changes that occur in the planning environment.

To ensure accountability, a lead department is identified that is responsible for timely and successful implementation. This lead department may coordinate with other departments and/or stakeholders to accomplish the action. Should a Plan Administrator be assigned, he or she would be tasked to work with the lead departments to ensure plan implementation.

The list of Mission departments and possible partners that will be assigned lead, supporting or partnership roles as outlined in the Action Plan, is provided in the footnote below the first page of the chart.

Table 10: Official Community Plan - Action Plan (2006 – 2011)

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
PROTECTING THE NATURAL ENVIRONMENT					
Environmentally Responsible Land Development					
1.1.1 - 1.1.2	Conduct an annual environmental management forum with MOE, DFO, DoM and the Public	H	P, E	Annual Public Forum - new	
1.1.3	Develop a Site Assessment sheet that identifies significant environmental features for proponents to fill out prior to application	I	P	Site Assessment Sheet - new	
1.1.3	Develop a Smart Growth Checklist to evaluate a proposal based on the Smart Growth Principles	I	P	Smart Growth Checklist - new	
1.1.4	Develop an Environmental Base Map for the entire District of Mission	M	P, E, consultant	Database of Environmental occurrences - new	
1.1.5	Apply the <i>Cedar Valley Environmental Management Plan</i> approaches during development application reviews for the Cedar Valley area	I	P, DFO	Ongoing	
1.1.6	Implement an Environmental Management Approach for the Silverdale Urban Residential area through Neighbourhood Plans	I	P, DFO, Genstar	Environmental Base Map to Guide Neighbourhood Planning - ongoing	
1.1.7	Apply the District's Policy regarding Streamside Protection Regulations during review of development with Environmentally Sensitive Areas.	I	P	Zoning Bylaw - ongoing	
1.1.8	Develop a Energy and Environmental Design Guide for builders to reference	H	P, E	Energy Guide - new	
1.1.9	Develop a "High Impact Industry" threshold Policy whereby proponents must conduct a Environmental Impact Assessment	H	P, E	Environmental Impact Assessment Policy for Industry - new	
1.1.10	Continue to listen to environmental group concerns and engage the public in all environmental decisions	M	P, E	Community Environmental Charter - new	
Protecting Water Resources					
1.2.1	Develop a Policy to manage and protect water resources	H	P, E	Water Resource Policy - new	
1.2.2	Apply the District's Rainwater Management policy by developing and incorporating best management practices into the design of subdivisions	H	P, E	Subdivision and Development Control Bylaw	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
1.2.3	Develop low impact development elements and incorporate them into new developments	H	P, E	Subdivision and Development Control Bylaw	
1.2.4	Promote water conservation and develop programs to reduce water consumption	H	P, E	Subdivision and Development Control Bylaw, Smart Growth Checklist	
Improving Air Quality					
1.3.1	Support and implement the Fraser Valley Regional District Air Quality Management Plan	H	P, E, FVRD, GVRD	Fraser Valley Regional District Air Quality Management Plan	
1.3.2	Establish and follow 'best management practices' for air quality management for District operations	H	District wide	Ongoing	
1.3.3	Continue to regulate and manage outdoor burning in the Urban area	H	E, Fire	Bylaw 2975-1996 Burning Bylaw	
1.3.4	Develop incentives to achieve reduced dependency on the automobile through programs such as a "density bonus" program, "community amenity contribution" policy, and other programs	H	P	Policy, Zoning	
1.3.5	Identify community programs where, through a "community amenity contribution" policy, community based programs can be either started, funded or supported	M	P	Policy	
1.3.6	Develop incentives to achieve reduced air pollution programs such as a "density bonus" program, "community amenity contribution" policy, and other programs	M	P, ED	Energy Guide - new	
1.3.7	Update the Tree Retention and Replanting Policy to ensure the intent of the Policy is being followed.	H	P	LAN.32 - Tree Retention and Replanting Policy	
1.3.8	Develop energy efficient site design guidelines and use the environmental development checklist to evaluate development proposals for energy efficiency attributes.	I	P, E	Site Assessment, Energy Guide	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
Stewardship of Gravel Resources					
1.4.1	Monitor existing gravel operations to prevent negative impacts on the environment and/or neighbouring properties.	H	E	Annual Report to Council - ongoing	
1.4.2	Require new gravel pit operations submit a market demand analysis and develop an impact assessment terms of reference for proponents to submit upon application	H	E	New Policy for application process	
1.4.3	Develop Policy that requires extinct gravel extraction sites to rehabilitate to a natural or useable state that is a community benefit.	H	E	New Policy - Environmental Charter	
1.4.4	Develop Policy that requires extinct gravel extraction sites to rehabilitate to a natural or useable state that is a community benefit.	H	E	New Policy - Environmental Charter	
Development in the Floodplain					
1.5.1	Develop an Environmental Base Map for the entire District of Mission that specifically identifies floodplain areas, alluvial fans, creeks, lakes and other water courses	M	P, E, consultant	Database of Environmental occurrences - new	
1.5.2	Identify all areas within a floodplain as a Development Permit (DP) Area and develop DP Guidelines and Standards for development that adhere to a new Floodplain Bylaw	I	P, E	DP Area, Guideline and Standards; Floodplain Bylaw	
1.5.3	Monitor existing and future flood elevation levels and ensure the dyke system meets or exceeds Provincial elevations	M	E	Ongoing	
Development on Hazard Lands					
1.6.1	Identify criteria that triggers a Development Permit Area and develop the Site Assessment that will identify evaluation criteria to trigger further investigations into sight safety	I	P	DP Area; Site Assessment	
1.6.3	Define areas as having a greater than 3:1 slope as a Development Permit Area.	I	P	Site Assessment	
1.6.4	Develop a "best management practice" for managing rainwater.	I	E	New	
Forest Lands					
1.7.1	Develop a communications strategy with different stakeholders			Ongoing	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
1.7.3	Prepare Recreation Use Plans for Rolley Lake, Florence Lake Forestry Road Area, and the area west of Stave Lake	H	F, PRC	New Studies	
1.7.4	Develop a recreational management strategy to reduce the detrimental effects of uncontrolled public access to the Municipal Forest	H	F, PRC	New Study	
1.7.5	Prepare a detailed Interface Fire Hazard Plan for areas adjacent to the Municipal Forest that identifies the area a DP area and outlines guidelines for development	I	F, PRC, P	Interface Fire Hazard Plan, Development Area and Guidelines developed.	
1.7.6	Develop a referral protocol for neighbouring precincts for any activity in the Municipal Forest that is 100m of non-Municipal forest areas	H	F, PRC, P	Process Implementation	
BUILDING LIVEABLE NEIGHBOURHOODS					
Neighbourhood Character					
2.1.1	Identify natural attributes of a site prior to application to manage development expectations.	I	P	Site Assessment	
2.1.2	Review the Tree Retention and Replanting Policy with the Lot Grading Policy to ensure as many trees as possible can be retained.	I	P, E	LAN.32 - Tree Retention and Replanting Policy, LAN.39 - Lot Grading Policy	
2.1.3	Promote Energy Efficient Buildings by developing a guide for developers and a checklist to assist staff and Council in determining a threshold to achieve.	M	P, E	Energy Guide	
2.1.4 - 2.1.13	Encourage varied streetscape designs, environmental preservation, design features to reinforce community identity and social interaction.	I	P, E	SDCB, Development/Smart Growth Checklist	
2.1.14	Develop an Agriculture Land Reserve Development Permit Area for lands that develop adjacent to the ALR	I	P	Development Permit Area and Guidelines	
Neighbourhood Character					
2.2.1	Develop a Neighbourhood Plan for Hatzic/North Hatzic	M	P, E,	Neighbourhood Plan	
2.2.2 - 2.2.6	Monitor and update the Cedar Valley Comprehensive Development Plan.	I	P,E	Comprehensive Development Plan	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
2.2.7 - 2.2.10	Develop a Neighbourhood Concept Plan for Neighbourhood One of the Silverdale Area	I	P, E, (consult)	Neighbourhood Plan	
2.2.9	Develop a Neighbourhood Concept Plan for the Silverdale Community	H	P, E	Neighbourhood Plan	
2.2.11	Develop a Comprehensive Development Plan and Strategy for the Waterfront Area and Downtown Core	H	P, E (consult)	Comprehensive Development Plan	
2.2.20	Develop a Local Area Plans for Stave Falls, Steelhead, Ferndale, and Keystone	M	P, E (consult)	Local Area Plans	
Housing Choice and Quality					
2.3.2	Develop a Policy to manage and clearly identify when a strata development will be supported within the Rural, Rural Residential and Suburban areas	I	P, E	Bare Land Strata Policy	
2.3.5 - 2.3.12	Encourage varied streetscape designs, environmental preservation, design features to reinforce community identity and social interaction.	H	P, E	SDCB, Development, Checklist, Smart Growth Checklist, Zoning Bylaw	
Infill Residential					
2.4.1-4	Develop an Infill Policy and Development Permit Guidelines to manage and address the infill potential.	I	P	Policy, Development Permit Area and Guidelines	
Affordability, Accessibility, Rental, Seniors and Special Needs Housing					
2.5.3 - 2.5.4	Develop and implement an affordable housing strategy for Mission, with targets. Apply for a funding to undertake a consultant study.	H	P, MFR, CMHC	Affordable Housing Strategy and Policy	
2.5.5 - 2.5.13	Facilitate affordable housing (e.g. secondary suites, co-op housing, mixed market/non-market housing, 10% of large multi-family developments, etc.), through a variety of mean including adding incentives to developers.	I	P	Affordable Housing Strategy and Policy	
2.5.14	Adopt accessibility guidelines for housing for persons with disabilities.	H	P, CD	Accessible Housing Strategy and Policy Guidelines	
2.5.15	Adopt design guidelines for persons with disabilities in the design of neighbourhoods, buildings, parks, amenities, transportation systems etc.	H	P, E, PW	Accessible Housing Strategy and Policy Guidelines	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
STRENGTHENING THE LOCAL ECONOMY					
Economic Development and Jobs					
3.1.1 & 3.1.2	Coordinate economic development and investment attraction; implement the recommendations of the <i>Mission Economic Development Strategy</i> .	M	ED		
3.1.3	Undertake marketing, business retention and business recruitment through implementing recent marketing and recruitment studies and strategies.	M	ED		
3.1.6	Retain lands designated for commercial and industrial uses and designate new areas for commercial and industrial.	M	P, ED	Employment Lands Strategy	
3.1.8	Promote Mission as a film industry location and standardize regional permit processes and fees.	M	ED		
3.1.10	Request that West Coast Express increase the frequency of trips, including two-way service and weekend service.	M	ED, P		
3.1.12	Establish tourism development and marketing plans; coordinate tourism development and marketing activities.	M	ED, Chamber Tourism C'ttee		
3.1.13	Market tourism opportunities re: outdoor recreation, culture, heritage, the aging traveler, ecotourism, agri-tourism, Scenic 7, camping, etc.	M	ED		
3.1.19	Develop a "tourism trail" as part of the proposed District-wide trail system.	M	PRC, P	Trails, Parks and Bicycle Transportation Master Plan Master Plan	
3.1.21	Undertake an inventory of potential RV sites in Mission and approach the Province about potential development of RV sites.	M	P, ED		
3.1.22	Develop and implement a tourism signage plan to improve way finding to tourism attractions.	M	ED, P	Development Permit Area and Guidelines	
Commercial Development					

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
3.2.9	Develop and implement a strategy to address litter, pollution, unsightly storage, etc. and site design standards on commercial sites.		P, (CIB, AAB)		
Industrial Development					
3.3.4	Explore options and analyze potential locations where large plots of land could be developed for additional rural industrial and business park sites.	H	P, ED	Employment Lands Strategy	
3.3.5	Develop and promote concepts for new industrial areas such as campus-style business parks	H	P, ED	Employment Lands Strategy	
3.3.8	Develop and implement a strategy to address litter, pollution, unsightly storage, etc. and site design standards on industrial sites.	H	P, (CIB, AAB)	Development Permit Area and Guidelines	
3.3.12	Develop new design, use and location criteria and guidelines for industrial uses in the Waterfront Areas	H	P	Development Permit Area and Guidelines	
Agriculture					
3.4.8	Develop strategies and action plans for the ongoing improvement of Mission's agriculture sector.	M	P	Consultation with farming community	
3.4.10	Request financial incentives and assistance from the provincial government to promote the economic viability of underutilized agricultural lands.	M	P, ED		
3.4.13	Explore partnership opportunities with the University College of the Fraser Valley to grow the agri-tourism industry	M	P, ED		
DEVELOPING THE COMMUNITY CORE					
A Strong Downtown					
4.1.6	Develop an updated Downtown Streetscape Improvement Plan; implement through a partnership with business and property owners.	H	P, ED, DBA		
4.1.7	Develop design concepts and implement high quality landscaping, tree planting and gateway features on the major Downtown access roads.	M	P, DBA	Development Permit Area and Guidelines, Downtown Core/Waterfront Plan	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
4.1.10	Undertake a Central Area Development Plan for the Downtown, Commuter Rail and Waterfront Areas; emphasize vision, finances and implementation.	H	P, CA	Downtown Core/Waterfront Plan	
4.1.11	Undertake a cost benefit analysis of Central Area development options to assess tax benefits and municipal investment/support opportunities.	H	P, CA		
4.1.12 – 4.1.14	Develop a program to market the Downtown, with the emphasis on specialty retail, offices and residential opportunities.	M	ED, DBA		
4.1.22	Explore the option of relocating City Hall to the Downtown or to the Waterfront Area.	H	P, ED, DBA	Downtown Core/Waterfront Plan	
4.1.23	Encourage the development of a major new Arts and Cultural Centre, preferably in the Downtown.	H	ED, P, MAC	Downtown Core/Waterfront Plan	
4.1.28	Determine the most appropriate locations for parks and open space in the Downtown; acquire land for the park and develop it.	H	P, PRC, ED	Downtown Core/Waterfront Plan	
4.1.29	Consider implementing a plaza feature in the public right-of-way on Welton Street	H	P, PRC, E	Downtown Core/Waterfront Plan	
4.1.30	Provide additional trees and landscaped planters in the Downtown; undertake an inventory of street trees and implement infill tree planting.	H	P, PRC		
4.1.31.	Develop and implement plans to improve traffic circulation and enhance pedestrian, vehicular, public transit and bike facilities in the Downtown.	H	E, P	Downtown Core/Waterfront Plan	
4.1.32	Identify and implement all necessary improvements to the Downtown pedestrian environment for persons with disabilities.	H	E, P	Downtown Core/Waterfront Plan	
4.1.36	Improve directional signage to and within the Downtown.	H	E, P	Development Permit Area and Guidelines	
Waterfront and Commuter Rail Area Development					
4.2.4	Prepare a Central Area Development Plan for the Downtown, Commuter Rail and Waterfront Areas; emphasize vision, finances and implementation.	H	P	Downtown Core/Waterfront Plan	

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
4.2.14	Secure and develop park space and public open space in the Waterfront and Commuter Rail Areas.	H	P	Downtown Core/Waterfront Plan	
4.2.18	Request CP Rail to implement improvements to their right-of-way and railway track areas.	H	P, E		
4.2.19	Approach the Ministry of Environment re: authorization and funding for "cleaning up" Lane Creek, immediately south of the CP tracks.	H	E		
4.2.23	Request that the Ministry of Transportation construct a smaller scaled eastern connection of the "Highway Bypass"; acquire the land freed up for waterfront development.	I	P, E		
4.2.25	Consider options for upgrading and providing extensions to the existing pedestrian bridge crossing the railway tracks.	H	P, E		
IMPROVING COMMUNITY FACILITIES AND SERVICES					
Parks, Recreation and Open Space					
5.1.2	Update the <i>Parks, Recreation and Culture Master Plan</i> .	I	PRC		
5.1.3 & 5.1.4	Acquire neighbourhood parks and explore innovative methods to acquire and develop parks, with developers, School District No. 75 etc.	H	PRC, P, SD		
5.1.11	Develop and implement a District-wide Trail System Plan, involving design, construction and maintenance guidelines, signage, priority projects, etc.	H	PRC, E, P		
5.1.12	Continue the acquisition of land to allow the development of a multi-use trail system along the Fraser River.	H	P		
5.1.13	Develop and implement a <i>Recreational Use Plan</i> for BC Hydro and provincial lands in the Stave Falls and the general northwest Mission areas.	H	PRC, F, BC Hydro, Prov.		
5.1.14	Request that the province designate the municipal forest lands adjacent to the east shore of Hayward Lake as parkland.	H	PRC, F, Province		

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
5.1.15	Explore the possibility of designating the Stave River Basin as an Ecological Reserve/Conservation Area.	H	F, Province, stakeholders		
5.1.16	Promote a gift program to support parkland acquisition and development. Consider initiating Adopt-a-Trail and Adopt-a-Park programs	H	PRC		
Arts and Culture					
5.2.1	Prepare and implement a plan to develop a major Arts and Cultural Centre for the visual and performing arts, with Downtown as the preferred site.		PRC, P, MAC		
5.2.2	Implement, monitor and update the Cultural Policy and the <i>Cultural Master Plan</i> recommendations.		PRC, MAC		
5.2.4	Develop and implement a Public Art Program; establish a Public Art Reserve Fund and a means for private and partnership funding of artworks.		PRC, MAC		
5.2.5	Develop and implement a 1% for Art Program where 1% of the budget for District capital projects is allocated for public art.		PRC, CA, E, MAC		
5.2.6	Develop Public Art Guidelines for Private Development to clarify the process for installing public art in private development projects.		PRC, CA, E, MAC		
5.2.7	Develop Public Art Maintenance Policies to ensure that public art installations are maintained over the long-term.		PRC, CA, E, MAC		
Heritage					
5.3.1	Develop and implement a <i>Heritage Conservation Strategic Plan</i> , involving a heritage inventory and registry, heritage management plan, promotion, etc.		P, PRC, MDHS		
5.3.2	Establish a program of incentives for the conservation of significant heritage buildings and sites.		P, CA, Province, DMHS		
5.3.3	Update the use of innovative measures to preserve privately owned heritage buildings.		P, PRC, Province, DMHS		

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
Education					
5.5.3	Explore innovative options (e.g. private and municipal partnerships) with School District No. 75 to provide for school and recreational facilities.		P, SD		
5.5.4	Update the joint use agreement with School District No. 75 regarding the community use of schools, school playfields and open space areas.		P, PRC, SD		
5.5.6	Develop a strategy to attract private post-secondary learning facilities to the community.		P, ED		
SOCIAL DEVELOPMENT					
Strengthening the Community					
6.1.1-2	Develop and Implement a Social Development Plan identifying and addressing current social development issues within the community	I	SD	Social Development Plan	
ENHANCING MOBILITY CHOICES					
An Integrated Transportation System					
7.1.1	Prepare a Transportation Master Plan to address District-wide and area-specific transportation issues.	I	E, P	Transportation Master Plan	
The Road Network					
7.2.7	Request that the Ministry of Transportation construct a smaller scaled eastern connection of the "Highway Bypass" (cross reference policy 4.2.23).	H	E, CA, P		
7.2.8	Request that the Ministry of Transportation assign a high priority to the continued four laning of the Lougheed Highway in western Mission.	I	E, CA, P		
7.2.9 & 7.2.10	Consider distinctive road design and beautification features for special locations, and alternative roadway designs for residential areas.	H	E, P, PW	Transportation Master Plan, Road Hierarchy	
Transit					
7.3.2 & 7.3.3	Monitor demand for additional bus service and implement improvements; ensure service is integrated with West Coast Express service.	H	E, JTS		

Policy	Key Action Item	Priority (Immediate, High, Medium)	Lead Role	Deliverable or Reference Document	✓
7.3.9	Implement improvements to the community's bus stop areas in terms of comfort, amenities, design and user information.	M	E, PW		
Pedestrians					
7.4.5	Adopt design standards that provide for improvements to the pedestrian network for persons in wheelchairs and for visually impaired persons.	H	E, PW	Subdivision and Development Control Bylaw	
Bicycle System					
7.5.1	Prepare and implement a Bicycle Master Plan for the development of a network of bicycle routes, bicycle parking and other bicycle facilities.	I	E, PRC, P, PW	Trails, Parks and Bicycle Trans. Master Plan	
Multi-Use and Equestrian Trails					
7.6.1	Develop and implement a District-wide Trail System Plan, building on the existing system of multi-use and equestrian trails.	I	PRC, E, P,	Trails, Parks and Bicycle Trans. Master Plan	
7.7.2	Prepare an inventory of all trails and create an updated trails map for use by the public.	I	PRC, P	Trails, Parks and Bicycle Trans. Master Plan	
PROVIDING FOR INFRASTRUCTURE					
Water Supply					
8.1.6	Encourage water conservation (e.g. public awareness, encourage innovative solutions).	H	E, P		
Sewage and Rainwater Management					
8.2.3	Maintain and improve the existing sewer system through preventative maintenance	I	E, PW		
Solid Waste Management, Recycling and Hazardous Materials					
8.3.3	Participate in regional and provincial programs to achieve targets for waste reduction, re-use, recycling and recovery	H	E		
8.3.6	Develop strategies, policies and enforcement procedures to address issues related to the reduction, storage and management of hazardous materials	H	E, FVRD, Province		
8.3.8	Develop communications materials to inform residents and businesses about best practices for hazardous materials storage, disposal and spills.	H	E, P		

***Mission Departments:** Corporate Administration (CA), Planning (P), Economic Development (ED), Engineering (E), Forestry (F), Parks, Recreation and Culture (PRC), Public Works (PW)

***Agencies and Organizations:** Abbotsford/Mission Joint Transit Committee (JTC), Adopt-a-Block (AAB), Agricultural Land Commission (ALC), Agricultural Select Committee (ASC), Mission Arts Council (MAC), Canadian Mortgage and Housing Corporation (CMHC), Communities in Bloom Association (CIB), Department of Fisheries and Oceans (DFO), Downtown Business Association (DBA), Fraser Valley Regional District (FVRD), Greater Vancouver Regional District (GVRD), Ministry of Agriculture and Lands (MAL), Ministry of the Environment (MOE), Ministry of Forests and Range (MFR), School District No. 75 (SD), District of Mission Historical Society (DMHS)

1.3 MONITORING, EVALUATION AND REPORTING

The Action Plan has been developed such that it is possible to monitor the progress of the OCP's implementation according to predetermined timeframes. Key to successful implementation is ongoing monitoring which must be evaluated and formally reported, on an annual basis. The recommended tool for evaluation and reporting is an Annual Progress Report.

The OCP Staff Committee, in consultation with all District departments, would be responsible for preparing an Annual Progress Report for submittal and presentation to Council. Requiring that reporting occurs on a regular basis ensures that the OCP would be consistently monitored and evaluated, while providing a mechanism for identifying minor plan amendments that may be required.

It is recommended that the presentation of the Annual Progress Report should be coordinated with the District's annual budgeting process so that recommendations can be made available early in the budgeting cycle, and requests for operating funds, capital improvements and major programs can be reviewed in light of the OCP's progress.

The Annual Progress Report should include proposed amendments that have come forward during the course of the year. In other words, Council, for the most part, should consider proposed amendments to the OCP no more frequently than once per year. This approach allows proposed amendments to be considered concurrently so that the cumulative effect of all amendments on the vision, objectives and policies of the OCP may be understood. The exception to this approach would apply in the following circumstances:

- Council's consideration of a rezoning or development application
- Council's enacting another bylaw which would be in conflict with the OCP
- changes being made to other Plans, bylaws and legislation having an impact on the OCP
- Council initiating a major update of the OCP after a five year period

Since proposed amendments would not be considered by Council more frequently than once per year, it would be critical for the Plan Administrator to maintain a publicly accessible list of proposed amendments that have been

suggested by District staff, the OCP Staff Committee, and local citizens over the course of a one-year period.

Council would review and consider the OCP Staff Committee's Annual Progress Report at a pre-determined time each year. The Report, as adopted by Council, would include all applications for proposed amendments, and any proposals for amendments that Council elects to consider during the annual amendment process.

A five-year review must be initiated by a pre-determined date on every fifth year of the OCP's planning period. As part of the process to initiate the OCP update, the Plan Administrator, with the OCP Staff Committee, would undertake an Evaluation Report. The objective of the Evaluation Report would be to provide perspective on the preceding 5-year period and assess growth indicators, evaluate implementation progress, and identify proposed and recommended amendments to the OCP.

The following policies are relevant to the Annual Progress Report and to the five-year review and associated Evaluation Report:

OBJECTIVE

Keep the OCP current and responsive to change through a five-year review process, so that the Plan will continue to be a useful decision-making tool for the benefit of Council and staff during the course of the planning period.

POLICIES

Five-Year Update of the OCP

Policy 9.1.1. Update the OCP every five years in order to be responsive to the local and regional trends, as well as issues that are highlighted during ongoing monitoring and evaluation.

Amending the OCP

Policy 9.1.2. The procedure to amend the OCP shall, in general, only be initiated by Council, as a result of:

- amendments resulting from the Annual Progress Report
- Council's consideration of a rezoning or development application
- Council's enacting another bylaw which would be in conflict with the OCP
- changes being made to other Plans, bylaws and legislation having an impact on the OCP
- Council initiating a major update of the OCP after a five year period

Reconsideration of Applications for OCP Amendments

Policy 9.1.4. Applications for OCP amendments that are refused shall not be reconsidered within 12 months of the previous application.

Review of the Regional Context Statement

Policy 9.1.5. According to s. 866(4)(c) of the *Local Government Act*, Council must review the regional context statement at least once every five years after its latest acceptance by the Fraser Valley Regional District board.

Process for Proposed Amendments to the Regional Context Statement

Policy 9.1.6. As per the *Local Government Act*, a proposed amendment to the regional context statement must be submitted to the Fraser Valley Regional District board. If no amendment to the regional context statement is proposed, the statement must be submitted to the Fraser Valley Regional District board for its continued acceptance.

DEVELOPMENT PERMIT AREAS

DEVELOPMENT PERMIT AREA GUIDELINES OVERVIEW

The *Local Government Act* Section 919.1 (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.

Section 919.1(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.

INTENSIVE RESIDENTIAL DEVELOPMENT PERMIT AREA GUIDELINES

1. Category

Section 919.1(1) (e) of the *Local Government Act* (form and character of intensive residential development)

2. Intent

The Intensive Residential Development Permit Area is designated to establish guidelines for the form and character of intensive residential development by facilitating a higher standard of building design, housing alternatives, site compatibility and site aesthetics that promote the important qualities of a vibrant residential neighbourhood. The guidelines are intended to reinforce community identity of single-family residential neighbourhoods.

3. Objectives

- To facilitate a high standard of building design, site compatibility and site aesthetics;
- To integrate higher density single-family residential development into neighbourhoods in the urban area through the establishment of general provisions for building form and character;
- To minimize the impact of new single-family infill residential development on existing neighbourhoods;
- To provide a mix of housing forms, choices and affordability opportunities for residents in the urban area and at the same time provide for more interesting and varied urban neighbourhoods;
- To provide for a form of 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;
- To provide a neighbourhood environment that focuses on pedestrians and away from an automobile dominated streetscape; and
- To incorporate Crime Prevention through Environmental Design (CPTED) principles to provide a safe residential environment.

4. Applicability

An **Intensive Residential Development Permit** is required for all residential development proposing *urban compact*, *urban cluster compact* and *urban infill*, including all *coach house*, *garden cottage* and *duplex* buildings, within the urban area. Intensive Residential Development Permits are applicable to:

- Compact residential development on lands designated **Urban Compact / Multiple Family** on OCP Map 1a and **Urban Residential – Compact** on OCP Maps 1b;
- Cluster residential development on lands designated **Urban Compact - Cluster** on OCP Maps 1b;
- Infill residential development on lands designated **Urban Compact / Multiple Family** on OCP Map 1a;
- Coach house and garden cottage residential buildings on lands designated **Urban Residential** and **Urban Compact / Multiple Family** on OCP Map 1a; and
- Duplex residential buildings on lands designated **Urban Residential** and **Urban Compact / Multiple Family** on OCP Map 1a.

5. Guidelines

Intensive residential development is expected to maintain a strong single-family neighbourhood character in which individual dwelling units are distinguishable from one another. Intensive residential development achieves higher density of single-family as is seen with the traditional neighbourhoods north of the downtown core. Increased residential density is accomplished through the development of smaller lots with or without coach houses, garden cottages, and through the development of duplex housing. This type of neighbourhood character offers a range of housing types while reinforcing the relationship of the homes to the street.

During the review of the development permit application, alternative solutions and designs that meet the general intent of the guidelines can be considered and applied to the intensive residential development.

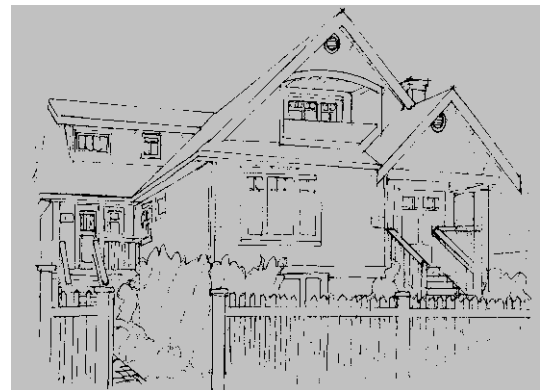
1. General Form and Character

- Buildings should utilize variations in the character of rooflines, steep sloping rooflines, gables, hips and dormers. Massing based on simple, regular shapes with strong, gable roof forms.
- Garages are to be detached that have access from rear lanes. Where rear lane access is not possible, garages should be recessed behind the front façade of the principal dwelling.
- Dwellings should be ground entry. Basement entry designs may be considered for dwellings when lane access is not possible or where topographical constraints exist.
- To allow for an interesting streetscape, buildings are to have small or staggered front yard setbacks.

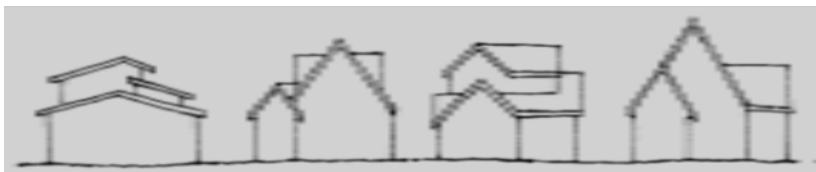


Veranda, elevated entrance and landscape features provide for strong delineation between public and private space

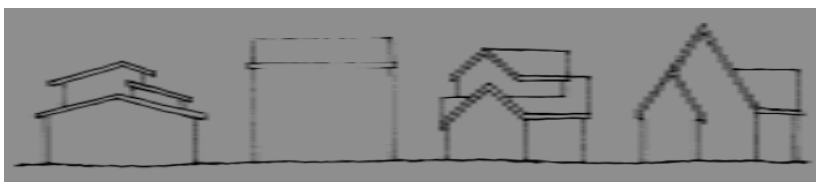
- (e) A higher level of architectural detail and, where appropriate, landscape treatment should be used to emphasize the primary entrances. High quality materials and finishes, such as wood and masonry, are encouraged.
- (f) Strongly defined entries that retain a human scale (i.e. no higher than one storey) and that relate to the street are encouraged. Extended porches and recessed entries are examples of ways to strengthen the relationship between building and the street.
- (g) Front porches and/or verandas with overhangs and wood decking with heritage style railings should dominate the front (and side on corner lots) of the façade. On corner lots, design articulation should continue around to exterior side walls. Wraparound porches of a functional size such as 1.8 metres (6 feet) in width are preferred.
- (h) Clear delineation of public and private space is accomplished through an appropriate scale of landscaping and fencing.
- (i) Coach houses and garden cottages are to be architecturally compatible with the main structure, particularly where visible from the street.
- (j) A duplex should fit into the immediate surroundings of its location and not appear out of scale or character to the adjacent homes.
- (k) Duplexes are to be architecturally designed to avoid a “mirror” image and provide the appearance of one single-family house.
- (l) To give the impression of similar size and scale to adjacent homes, the front elevation of a duplex can incorporate recesses, projections and treatments that give the appearance of a smaller building in scale with its neighbours.
- (m) Infill housing must be designed to fit into the immediate surroundings of its location and not appear out of scale or character to the adjacent homes. Building massing, scale and height should complement and not disrupt the rhythm of buildings and the overall neighbourhood pattern.



A duplex should fit into the immediate surroundings of its location and not appear out of scale or character to the adjacent homes



Do This



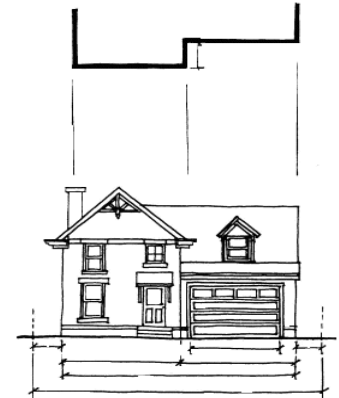
Not This

2. Pervious Surface Retention

- (a) A variety of materials for driveways, walkways and patio areas should be used to maximize pervious surface area and be designed to maximize rainwater infiltration on-site.

3. Building Height

- (a) The height of principal single-family dwellings shall not exceed two storeys as viewed from the front, unless the third storey is incorporated entirely into the roof form. For secondary dwellings in the form of a coach house or garden cottage, the massing shall be secondary to the principal dwelling.
- (b) The height of infill houses shall not exceed the average height of the houses immediately adjacent to ensure complementary form and character. The incorporation of living spaces within the roof form is encouraged.



4. Parking and Garages

- (a) Where a lane is provided, access to off-street parking is to be provided from the lane. Where lanes are not possible, access from the street will be encouraged to combine two driveways of adjacent compact lots minimize entry driveways, curb cuts, and to enhance the streetscape of the neighbourhood.
- (b) Garages should not be the dominant housing feature along the street. Garage doors should appear to be set into the walls rather than flush with the exterior wall. A variety of compatible designs that relate to the particular architectural design selected should be used throughout a development project to reduce visual repetition along the street.
- (c) Two single doors are preferred over one double door.
- (d) Where lane access is not possible, garages facing the street should be distinctly set back from the façade of the house.
- (e) The massing of garages should be secondary to the primary form of the home. The design and detailing of the garage must be consistent with the architectural style of the home especially where doors are visible from the street.

Garages facing the street should be set back from the façade of the house

5. Building Orientation

- (a) All residential buildings are to have their primary façade facing public streets, parks, and greenways. Houses on corner lots require special design attention, and as such flanking and corner side elevations should incorporate variations on wall

planes, substantial roofline between floors, appropriate wall heights, window placement and detailing.

- (b) Wherever possible, garages are to be located in the rear yard, with front entrances and porches featured as the dominant features seen from the street.
- (c) For duplex housing, buildings are to be oriented in such a way to allow for maximum delineation of rear yard amenity for each unit.
- (d) A duplex building that is located on corner lot must have the two dwelling units within the duplex orientated and designed in a way that each front entrance faces a different street.
- (e) For infill housing, front yard setbacks shall be, on average, similar to those of the dwellings immediately adjacent.



Effective use of separate entrances in a duplex provides for the appearance of a single family dwelling

6. Entries, Porches, and Front Yards

- (a) Entranceways are to be covered at the first level. Front doors or individual entries are to be emphasized through the use of entry porches or recessed front doors.
- (b) The additions of porches/verandas promote neighbourhood interaction and provide semi-private outdoor space. They should have a functional depth with some flexibility to project into the front-yard setback. Porches and/or verandas are to be raised above the ground and preferably extend across the entire front of the dwelling.
- (c) Fencing and hedging in the front yard can be used to delineate public and semi-private space. Hedging or fences should be kept low, and the latter should be designed to be in keeping with the architectural character of the dwelling.
- (d) Wood or stone fencing, or a combination of the two, is acceptable for front yards while chain link metal fencing is not. Picket, lattice or other similar wood fencing is acceptable, while solid fence panels are not.
- (e) Gates and/or arbours should be consistent with the style of the fence.

7. Built Form Diversity

- (a) Diversity of building form is encouraged within the same area on the same street.
- (b) No street block should have more than two homes with the same architectural design. Variation can be accomplished through the location of porches, roof form, façade articulation, and front elevation design details (i.e. variety in window proportions, trim, materials, and colour).

8. Building Massing

- (a) The massing of individual houses or buildings should express a strong clear hierarchy of forms. Upper floors that are proportionally smaller than the lower main floors reduce the appearance of box-on-box housing forms while allowing for varied roof forms.
- (b) Setbacks in the second-storey break-up the appearance of longer walls and allow for larger skirt roofs along the side of a building.
- (c) Building massing should reflect the character of historic homes found in traditional District of Mission urban neighbourhoods. The massing should incorporate strong pitched roof forms, porches, and/or recessed entries.
- (d) The scale of adjacent buildings should minimize overlooking and shadowing between buildings.

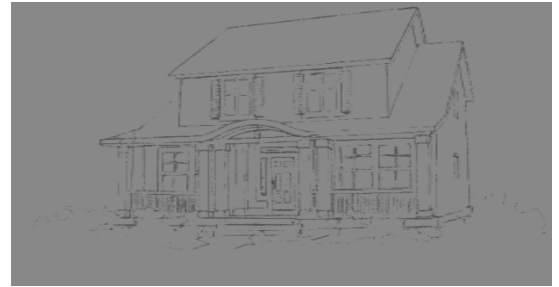
9. Roof Forms



- (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 principal buildings and is required for the design of coach house buildings.
- (c) Roof slopes of a minimum of 7 in 12 are encouraged, with steeper roofs preferred on dominant and primary roofs.
- (d) Garage roofs are to complement the roof form of the principal dwelling
- (e) Consideration should be given to roofing materials that achieve an appropriate fit with the building's structural massing, articulation, and roof forms.

10. 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 are permitted any elevation, with a fourth material being permitted above the upper storey on gable ends or dormers.
- (c) Treatments to front elevations should continue around corners to avoid a “pasted-on” appearance.
- (d) Flashings, gutters and downspouts should be integrated into the design of the home through colour or other methods.



Entrance accentuated by detailed treatment and arched roofline variation

11. Windows

- (a) Windows are to be visually prominent and are to be articulated with color and/or trim. The largest group of 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. Groupings in the bays are encouraged.
- (c) Large horizontal picture windows are discouraged where vertical or square windows (individual or in groups) are preferred.
- (d) Windows can be arranged and offset from neighbours to maximize privacy.

12. Landscaping

- (a) Fencing on corner lots must be placed in a way that ensures good visibility at the corner as well as creates a significant corner design element by starting the fence behind the side elevation architectural features.
- (b) Stamped concrete front walks and driveways should be considered to create a unique and distinctive feature for compact lot development.
- (c) Ornamental trees and shrubs should be included as part of the site plan. Plantings can be used to create privacy, break up elevations, and used to ensure that compact lot subdivisions have a consistent and finished look.

13. Crime Prevention Through Environmental Design (CPTED)

- (a) Developers and designers are to consider appropriate safety and natural surveillance measures (such as lighting design, visual access/surveillance) as per CPTED principles.
- (b) Homes are to be designed so that primary living areas have a clear view of the street, park, and/or greenway.
- (c) Garages are to be oriented so that they do not completely block the view of the street or lane.
- (d) Raised functional porches are to be provided on the street-facing elevation of residences.
- (e) The first-floor elevation should be set high enough to provide a commanding view of the street.



Clear view of streets while maintaining privacy for residents

6. **Exemption**

The following will be exempt from requiring an Intensive Residential Development Permit:

- Excluding coach house and garden cottage, 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;
- 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 covered under the *Homeowner Protection Act*, SBC 1998 not resulting in any significant change to the external appearance of the building; and
- Any servicing work undertaken by or on behalf of the District of Mission.

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



Mission City Downtown Planning

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.

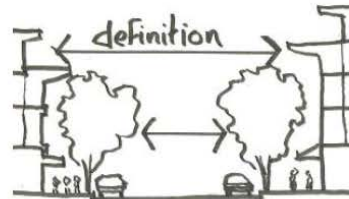


Figure 2. Minimizing building setbacks helps to create strong street definition

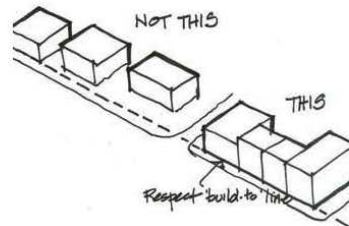


Figure 3. Using a common “build to line” consistent with historic development along 1st Avenue will create a more intimate and vibrant streetscape

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.

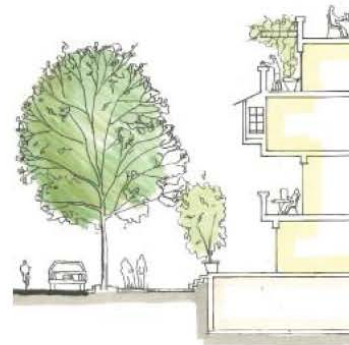


Figure 4. Orient main entrances and upper storey balconies to overlook the street

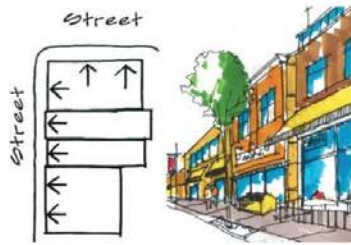


Figure 5. Orient buildings and entrances to the adjacent public street/sidewalk

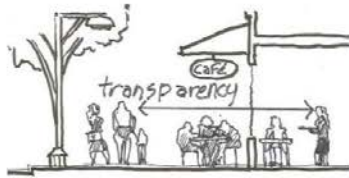


Figure 6. Transparency creates visual interest, activity and safety. Sidewalk cafes enhance street vitality.



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

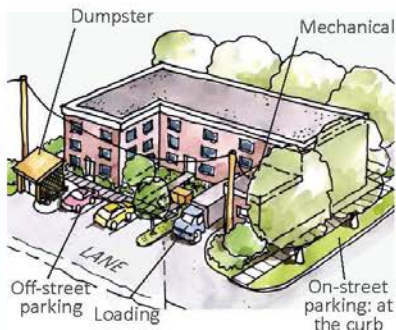


Figure 8. Parking, servicing and access should be provided in the rear of the building wherever possible to allow the building to present a friendly face to the street.

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 site 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.

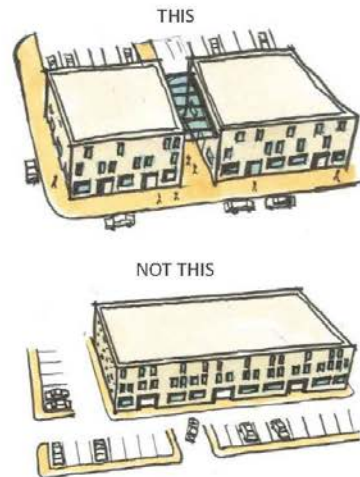


Figure 9. Avoid locating parking between the building and the street



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;

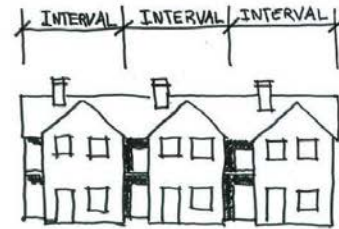


Figure 16. Variation and consistency can be achieved by breaking facades into a series of intervals using facade modulation, repeating window patterns and placement of entrances



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

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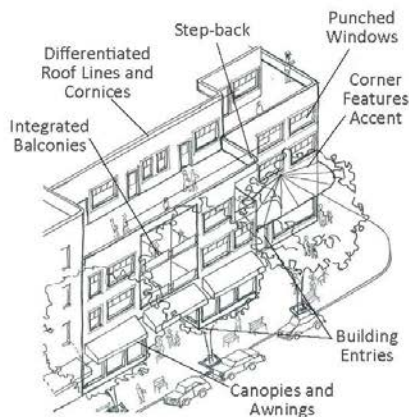


Figure 19. Integrated architectural features that provide rich and varied facades



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; and
 - » 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.

- 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

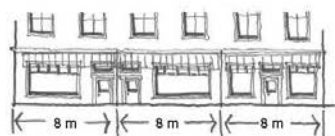


Figure 26. A maximum 8 metre frontage module is preferred along 1st Avenue to create variety and vibrancy and reinforce its function as Mission's retail high street.

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).



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.

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.

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Figure 29. Weather protection in the form of awnings or canopies contributes to the character and pedestrian comfort of streets

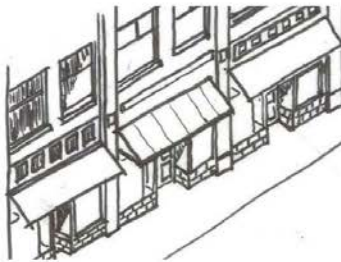


Figure 30. The placement of awnings and canopies should reflect the building façade's articulation and fenestration pattern

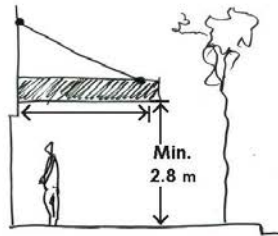


Figure 31. Scale the canopy to create a comfortable pedestrian environment



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

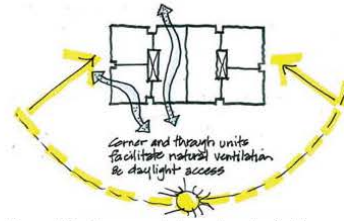


Figure 38. Corner and through units facilitate natural ventilation and daylight access

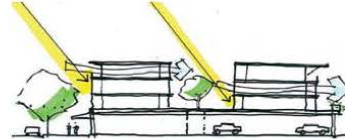


Figure 39. Courtyard designs create dual aspect units and amenity spaces for residents



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

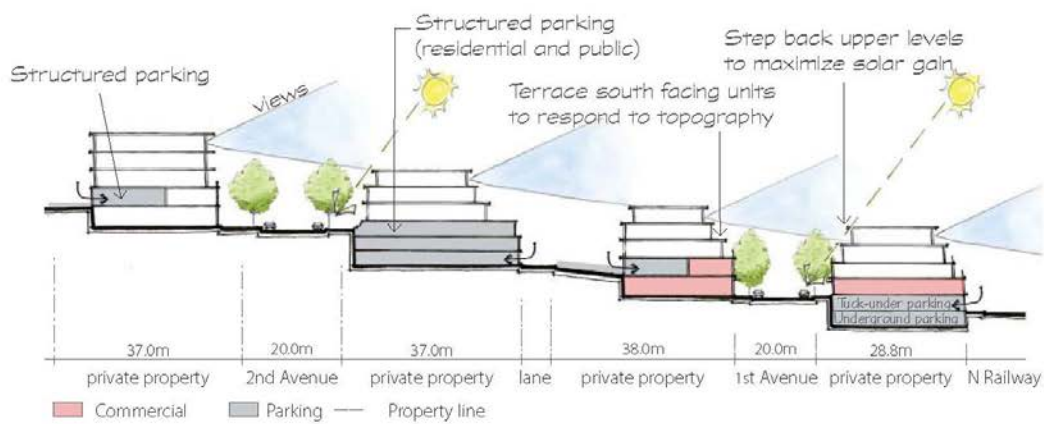
- Site and design buildings to respond to specific site conditions and opportunities including location on prominent intersections, corner lots, unusual topography and natural features, sites framing important open spaces and sites with buildings that terminate a street end view.
- New development should 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



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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.

- 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

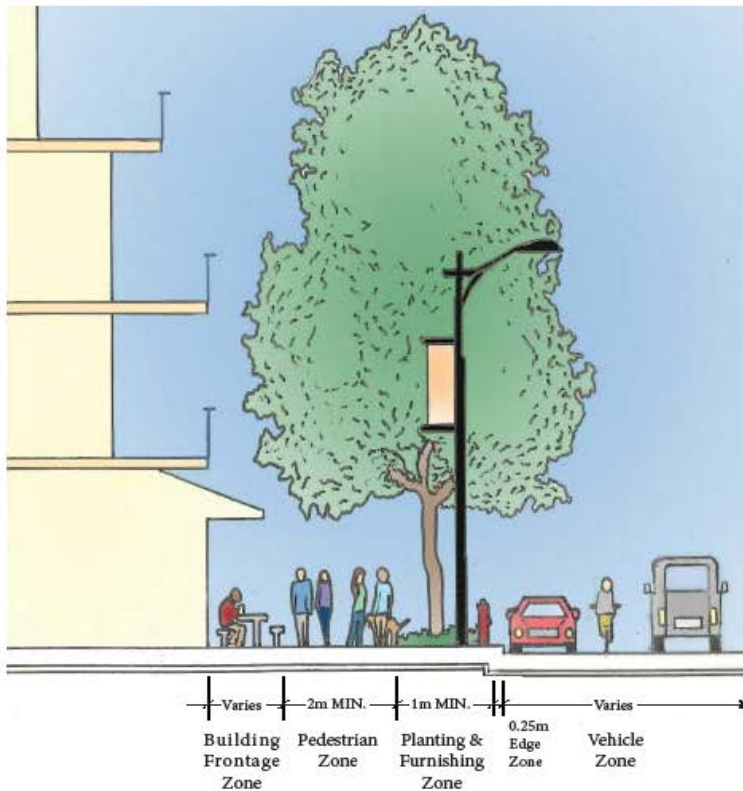
The term 'streetscape' generally refers to the exterior public spaces located between vehicle zone and building façade within a road right-of-way. These guidelines address the features that exist within these spaces, including:

Paving	<ul style="list-style-type: none"> • Sidewalks • Crosswalks
Plantings	<ul style="list-style-type: none"> • Street Trees • Boulevard & Median Plantings • Container Plantings • Stormwater Treatment Areas • Irrigation
Street Furnishings	<ul style="list-style-type: none"> • Benches • Litter Receptacles • Moveable Tables & Chairs • Bollards • Bicycle Lock-up • Lighting • Banners • Signs • Public Art • Planters • Fencing • Transit Shelters • Parking Meters • Utility Covers

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.



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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.



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- 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.



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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.



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- 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



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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

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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:

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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 | ⑦ Stormwater Treatment Areas | ⑬ Lighting |
| ② Pedestrian Crosswalk | ⑧ Benches | ⑭ Banners |
| ③ Street-Oriented Businesses | ⑨ Litter Receptacles | ⑮ Signs |
| ④ Street Trees | ⑩ Moveable Tables & Chairs | ⑯ Public Art |
| ⑤ Boulevard Plantings | ⑪ Bollards | |
| ⑥ Container Plantings | ⑫ Bicycle Lock-up | |



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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.

Area B - WINDEBANK CREEK DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(a) of the *Local Government Act* (protection of the natural environmental, its ecosystems and biodiversity)

2. Intent

Windebank Creek is a spawning ground for salmon and trout. The associated adjacent environment, its ecosystems and biological diversity may be at risk of damage from uncontrolled development. Consequently, the objective of the development permit area designation is to regulate the location of adjacent development in order to minimize risk.

3. Objective

- To protect the spawning area for salmon and trout.

4. Guidelines

Development permits issued in the Windebank Creek area, as identified as Area B on **OCP Map 5**.

1. Alteration of the natural drainage of the area should be minimized.
2. An area 30 m from the top of bank adjacent to both sides of Windebank Creek will be protected through use of tools such as a restrictive covenant at the time of development to maintain the natural environment, its ecosystems and biological diversity.
3. Vegetation or trees should be planted or retained in order to control erosion and protect the creek's water quality.
4. Conditions respecting the sequence and timing of any construction on subject lands may be specified by provincial and federal agencies.
5. Clustering of development on appropriate site locations may be considered, provided that the permitted density is maintained and environmental integrity is preserved.

5. Exemption

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.

Area C - DOWNTOWN COMMERCIAL EXPANSION DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

As this area re-develops with a mix of commercial and residential land uses, both in existing structures and new construction, the objective is to ensure that there is an attractive and seamless link between the existing downtown area and the service commercial area, in a way that incorporates the Edwardian elements from the downtown and is sympathetic to the scale and character of the existing area. The intent of Development Permit Area C is to respond to this stated objective.

3. Objectives

- To ensure that the area develops in an attractive manner; and
- To provide an aesthetically pleasing and functional transition zone between the established downtown commercial core and the service commercial area to the west.

4. Guidelines

The downtown commercial expansion development permit area represents the area to the west of the downtown commercial core, as identified on Area C on **OCP Map 5** and is discussed under the following three categories:

- Commercial policies
- Multi-family residential
- Renovation or removal of existing structure(s)

1. Commercial Development Permit Guidelines

- a. Development should be professionally designed with respect to siting of buildings, facades, exterior finish and design to ensure a high quality and attractive development that will be compatible with, and enhance, the established downtown commercial core and the service commercial area.
- b. Building will incorporate 1920's to 1930's architectural features such as bayed windows, pitched roofs, historic appearance facades, canopies, awnings, attention to window and store front design, and patio areas in front of buildings.
- c. Incorporated into architectural design elements will be Crime Prevention through Environmental Design principles.
- d. Walkways should incorporate weather protection whenever possible to ensure convenient public pedestrian access to and

from adjacent commercial uses. Provision of private park benches and rest areas will be encouraged. For security, private walkways must be lighted and allow overview from adjacent buildings.

- e. A landscaping plan drawn by a professional landscape architect will be submitted as part of the development permit application:
 - to enhance and accentuate the appearance of the development;
 - to retaining as many of the existing trees as possible;
 - to create interesting views and focal points into and out of a site for pedestrians, passing drivers and tenants within buildings on the site or adjacent to it through landscape planting and screening;
 - to minimize the use of asphalt paving on the site through the use of brick and stone pavers and other design elements that are more aesthetically effective; and
 - to incorporate the use of decorative fencing or brick walls in conjunction with landscaping treatment.
- f. All garbage receptacles, parking, loading and storage areas for commercial uses are encouraged to be located to the rear of the proposed building, or underground, and are to be screened out of public view from adjacent roads. The use of extensive surface parking areas on site is discouraged.
- g. To achieve integrated character on the development site, signs are encouraged to be designed so that they are compatible with buildings and the aesthetics of the area. Use of storefront façade signs and low level signs with brick columns are preferred. It is recognized that effective signage and well-done window displays will greatly contribute to the interest of pedestrian movement and aesthetic appeal of the area.

2. Multi-family Residential Development Permit Guidelines

- a. Multi-family housing quality and building design, buildings size, mass and siting must relate to adjacent development and achieve a high quality and attractive transition location between the downtown and service commercial areas.
- b. The 1920's to 1930's Edwardian historic period and architectural style for buildings are encouraged, although planning design concepts from another period or style may be considered, if properly and harmoniously used.
- c. Attention to the following elements is required:
 - peaked roofs rather than a flat roof design are encouraged;
 - air conditioning units and other utility features on roofs should be screened from view;

- multi-family dwelling unit configuration is encouraged to take advantage of scenic views, topography, natural vegetation, and other features;
 - extensive use of exterior decks and sun rooms shall be encouraged with all developments;
 - buildings must be designed and screened to minimize noise and negative visual impact; and
 - design and siting attention should also ensure that sun penetration to pedestrian walkways and adjacent properties is maximized.
- d. Crime Prevention through Environmental Design principles must be utilized.
- e. The use of “untreated” concrete as a final building finish will not be encouraged.
- f. All buildings should be complementary in form and exterior finish color in order for the entire development permit area to be homogeneous:
- to avoid competing building shapes, or buildings which are obviously out of scale and character with their neighbours;
 - to treat each building not as an individual creation, but rather as a carefully planned addition to the natural setting which embraces it, taking into consideration the natural character of the site and the design of adjacent buildings.
- g. A streetscape must be created by each building integrating with adjacent structures in a way that enhances the natural surroundings, while creating interest through complementary design.
- h. All parking for multi-family residential uses will be encouraged to be provided either in the rear of the site or underground, and shall be screened out of public view as much as feasible.

3. Renovation or Removal of Existing Structure(s)

- a. If there is an existing structure on the site, a historic value assessment is required to accompany an application to re-develop the site.
- b. If historic value is determined by the assessment, the assessment report must be forwarded to the Mission Community Heritage Commission for a recommendation regarding the best approach for preserving the heritage value on the site (pictorial record and demolition, restoration, density bonus and restoration, or other options). The commission’s recommendation are to be forwarded to Council at the time the application is being considered.
- c. Where possible and in conjunction with section 4.1 and 4.2 of the Development Permit Area C Guidelines, existing structures with

a recognized historic value should be incorporated into new development in a way that maintains the historic integrity and enhances the historic value of the site.

5. Exemptions

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.

Area D - LOUGHEED HIGHWAY CORRIDOR AREA DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

This area is an auto dependent commercial development precinct located on the north and south sides of the Lougheed Highway. The objective for the Lougheed Highway Corridor Area is to ensure a high quality and attractive form of commercial development, with attention given to streetscape views from the Lougheed Highway. Development Permit Area D has been designated in the OCP to respond to this objective, noting that by encouraging adherence to professionally designed developments, individual site aesthetics and continuity along the highway corridor can be enhanced.

3. Objectives

- To provide for an attractive and continuous development area for commercial land uses;
- To encourage a high standard of site and building design; and
- To coordinate the siting, form and volume of commercial developments, and their areas for parking and loading uses, through the efficient use of land.

4. Guidelines

The Lougheed Highway Corridor Area is identified as Area D on **Map 5**.

1. Building Form and Character

(a) Building form and character must include:

- a high quality and attractive form of commercial development through professional designed developments that enhance individual site aesthetics and continuity along the highway corridor
- attention given to the streetscape viewed from the Lougheed Highway.

(b) Architectural attention with respect to the siting of buildings, facades, exterior finish and roof lines is encouraged.

(c) New commercial developments should be designed in harmony with newly constructed buildings on adjacent sites.

(d) The streetscape created from building forms should complement each other, thereby avoiding monotony, and enhancing the natural surroundings.

- (e) Pedestrian linkages between adjacent buildings and developments are encouraged.
- (f) The use of “untreated” concrete as a final building finish shall not be encouraged, instead exterior finishes that cover such materials shall be encouraged, together with façade treatment of designed building entrances, windows and awnings.
- (g) Crime Prevention through Environmental Design principles are to be utilized.

2. Landscaping

- (a) To complement high quality building design, attractive outside visual appearance of commercial developments is to be achieved through effective use of site landscaping, fencing and screening.
- (b) Substantial landscaping to new development sites is required.
- (c) Surface parking lots are encouraged:
 - to be screened as much as possible from streetscape view by good-quality fencing or landscaping, or a combination of both;
 - to have provisions for breaking up large parking areas by separating parking sites and incorporating internal site landscaping attention, raised pedestrian walkways and strategic siting of buildings;
 - to use of different forms of parking area surface materials such as brick and decorative rock work instead of solely relying upon asphalt; and
 - to interplant the parking area with trees to integrate into the overall landscaping scheme.
- (d) At the front property line of all commercial sites, provision for a landscaped boulevard is a crucial aspect to include as part of a site design plan and should include:
 - deciduous trees of a minimum two-inch trunk diameter to be planted a maximum of 15.0 ft apart;
 - tree foliage that will act as a visual buffer to paved areas on site and
 - efforts to retain of existing trees on site.
- (e) Use of hedges, floral displays, lawns with park benches, brickwork fences and screens and ornamental lights is encouraged to be also included in site landscape design.
- (f) Signage plays another highly visible role in streetscape views. Signage should be architecturally designed, coordinated for site location and placement and complementary to the site building design.

5. **Exemption**

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.

Area E - LOUGHEED SERVICE COMMERCIAL CORE DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

The subject area is characterized by service commercial uses located in the Lougheed Highway area to the west of the downtown. The objective for this area is to ensure a high quality and attractive form of commercial development, with attention to streetscape views from the Lougheed Highway, Logan Avenue, Fraser Crescent and adjacent streets. The guidelines are intended to respond to this objective, noting that by encouraging adherence to professionally designed developments, individual site aesthetics and continuity from the adjacent streets can be enhanced.

3. Objectives

- To provide for an aesthetically attractive and continuous development area for commercial land uses;
- To encourage a high standard of site and building design; and
- To coordinate the siting, form and character of commercial developments, and their site uses for parking and landscaping uses, through the efficient use of the land.

4. Guidelines

The Lougheed Service Commercial Core Area is identified as Area E on **OCP Map 5**.

1. Building Form and Character

- (a) While it is recognized that existing commercial developments in the subject area have already assumed a certain physical character, new developments have the potential to dictate and assume a new appearance for the area.
- (b) Building form and character must include designing buildings that are pleasant to look at, where architectural design attention with respect to the siting of buildings, facades, massing, exterior finish and roof lines is encouraged and where flat roof lines and blank exterior walls are not encouraged.
- (c) New commercial developments should be designed in harmony with existing buildings on adjacent sites.
- (d) The streetscape created by the building forms should complement each other, thereby avoiding monotony, but creating a positive visual impact.

- (e) Pedestrian linkages between adjacent buildings and developments are encouraged and could include continuous weather protection over pedestrian walkways.
- (f) In order to promote active pedestrian interest and activity in this area, small retail units that are located at grade level are encouraged where visual variety, high quality design, effective storefront signage and window displays, and overall attention to building scale in relation to the walking speed of pedestrians at street level is emphasized.
- (g) To promote the office component use of this area, buildings of two storeys are encouraged and should be architecturally designed with attention to varied and articulated facades.
- (h) The use of 'untreated' concrete as a final building finish will not be encouraged; instead, exterior finishes that cover such materials should be used together with façade treatment of designed building entrances, windows and awnings.
- (i) Crime Prevention through Environmental Design elements will be utilized.

2. Landscaping

- (a) To complement high quality building design, attractive visual appearance of commercial developments is achieved through effective use of site landscaping, fencing and screening of parking areas.
- (b) Substantial landscaping is encouraged for each commercial site:
 - to screen parking and paved areas of each site from the Lougheed Highway and adjacent streets;
 - to increase the amount of natural vegetation and shaded areas on each development site; and
 - to finish all properties in a manner that is aesthetically attractive and reflects the natural "green" character of Mission.
- (c) At the property lines that abut adjacent streets, provision for a minimum ten foot wide landscaped boulevard is a crucial aspect to include as part of the site design plan to serve as a buffer area between the adjacent street and the paved area of the site.
- (d) Within the landscaped boulevard, the planting of mature deciduous trees is encouraged at an approximate ratio of one tree to every three parking spaces.
- (e) Use of hedges, floral displays, lawns with park benches, brickwork fences, shade areas and ornamental lights is encouraged to be also included in site landscape design.

- (f) Use of focal points such as public art or features such as water fountains will be considered.
- (g) Since parking areas will be highly visible from adjacent streets, the design of parking areas is encouraged to be attractive and efficient with surface parking lots screened as much as possible from streetscape view by use of landscape berms or good-quality fencing or a combination of both.
- (h) Provision for breaking up large parking areas by having separate parking sites shall be encouraged through the use of internal site landscaping attention, raised pedestrian walkways and strategic siting of buildings and the integration of the overall landscaping scheme on the site, interplanting of the parking area with trees.
- (i) Use of different forms of parking area and pedestrian walkway surface materials such as brick and decorative rock work is an option for site developments, instead of solely relying upon asphalt.

5. Exemption

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.

Area F - DOWNTOWN FAÇADE DESIGN DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(d and f) of the *Local Government Act* (downtown revitalization, and form and character)

2. Intent

This area has existing structures, streetscapes and vistas that have significant historic importance. It is the historic value of elements from the past that gives a community its sense of time and place. The guidelines are intended to ensure that careful regard is given to remaining examples in an effort to protect, restore or at the very least record those authentic elements that are part of Mission's heritage.

3. Objectives

- To protect existing historic elements and character through the adoption and implementation of the Downtown Mission Façade Design Guidelines;
- To ensure that renovations to existing structures respects the heritage value, character and authentic elements of the structure; and
- To facilitate the revitalization of the downtown core commercial area through the establishment of guidelines for the form and character of commercial and residential apartment development.

4. Guidelines

The Downtown Façade Design Area is identified as Area F on **OCP Map 5**.

1. Protect existing examples of 1920 and 1930 architecture by retaining those features and existing elements and restoring them, while:
 - providing for an attractive and coordinated development area for commercial residential apartment land uses;
 - revitalizing the downtown as a commercial area; and,
 - creating a high standard of building exterior design reflecting the 1920's to 1930's Edwardian architecture style indigenous to the downtown area.
2. Development permit area façade design guidelines (as detailed in The Downtown Mission Façade Design Guidelines are herein adopted. The guidelines are focused on the elements summarized below:
 - façade location;
 - façade width;

- façade height;
 - ground floor façade elements such as tiling, window patterns and retail entrances;
 - pedestrian weather protection;
 - second storey design treatment;
 - roofs and parapets;
 - façade materials;
 - façade colours;
 - signage;
 - lighting; and
 - surface parking lots.
3. When an application involves the renovation or removal of an existing structure:
 - (a) If there is an existing structure on the site, a historic value assessment is required to accompany an application to re-develop the site.
 - (b) If historic value is determined by the assessment, the assessment report must be forwarded to the Mission Community Heritage Commission for a recommendation regarding the best approach for preserving the heritage value on the site (pictorial record and demolition, restoration, density bonus and restoration, or other options). The commission's recommendations are forwarded to Council at the time the application is being considered.
 - (c) Where possible and in conjunction with section 4.1 and 4.2 of the Development Permit F, existing structures with a recognized historic value should be incorporated into new development in a way that maintains the historic integrity and enhances the historic value of the site.

5. Exemption

1. 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.

Area G - DOWNTOWN EAST END DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(d and f) of the *Local Government Act* (downtown revitalization, and form and character)

2. Intent

The objective is to ensure that as the Downtown East End redevelops with a mix of commercial and residential land uses, both in existing structures and new construction, with a view to creating an attractive and seamless link with the existing downtown area by incorporating Edwardian elements into newly built and renovated commercial and multi-family residential projects, or restoration of existing structures with recognized heritage value. The Development Permit Area G guidelines have been developed to respond to this objective.

3. Objectives

- To ensure that renovations to existing structures respects the heritage value, character and authentic elements of the structure;
- To provide for eastward expansion of the downtown business area;
- To encourage development to occur in a similar Edwardian design and mixed use fashion as the downtown commercial core;
- To facilitate a high standard of site aesthetics and building design; and
- To co-ordinate the elements of building form and character, and landscaping within each new development site, and have these design elements integrate with overall development in the area.

4. Guidelines

The Downtown East End Development Permit Area is identified as Area G on **OCP Map 5**.

1. Commercial Development Permit Guidelines

- (a) Commercial office, retail, personal service, restaurant and other uses as defined by Council will predominantly occupy the first storey area of all development proposals.
- (b) Development design will apply to proposed new and retrofitted buildings.
- (c) Building form and character design elements will extend to siting of buildings, facades, roof lines and streetscape orientation, distinctive to the 1920's and 1930's architectural features as defined by the Downtown Mission Façade Design Guidelines (i.e. The Study) dated May 1994, prepared by Jon Ellis and Associates.

- (d) Historic façade appearance, canopy and awning weather protection for pedestrians, attention to storefront and window display, and patio areas in front of buildings will be encouraged.
- (e) Convenient public pedestrian access to and from adjacent commercial properties is encouraged. Provision of public park benches, rest and shade areas, weather protection and secure lighted walkways for pedestrians is further encouraged.
- (f) The intent of landscaping the downtown east expansion area is to 'green' and provide a more natural environment feature to new developments:
 - by including trees, and screening to complement the building design and enhance interesting site views and focal points; and
 - by incorporating the use of decorative fencing or brick walls in conjunction with landscaping treatment.
- (g) Design of parking areas should incorporate landscaping detail to minimize obtrusive streetscape views by buffering asphalt parking areas through creative use of landscape flower areas, landscape buffers and berms, trees and decorative fencing.
- (h) Innovative façade designed signs and architecturally featured low level composite signs that complement the form and character of buildings is encouraged.
- (i) Garbage receptacles, loading and storage areas are encouraged to be located in screened areas, away from public view as much as possible.
- (j) Crime Prevention through Environmental Design elements are to be used.

2. Residential Apartment Development Permit Guidelines

- (a) Apartment residential use within the Downtown East End Expansion Area must be located on the second storey and above. The mixed use of commercial and residential is intended to make new developments more financially viable.
- (b) Residential Apartment design will utilize the architectural features identified in the Downtown Mission Façade Design Guidelines (i.e. The Study) dated May 1994, prepared by Jon Ellis and Associates.
- (c) Landscaping features are to enhance building design and to screen parking areas.
- (d) Use of focal elements such as water fountains and public art is encouraged.

3. Renovation or Removal of Existing Structure(s)

- (a) If there is an existing structure on the site, a historic value assessment is required to accompany an application to re-develop the site.
- (b) If historic value is determined by the assessment, the assessment report must be forwarded to the Mission Community Heritage Commission for a recommendation regarding the best approach for preserving the heritage value on the site (pictorial record and demolition, restoration, density bonus and restoration, or other options). The commission's recommendations are forwarded to Council at the time the application is being considered.
- (c) Where possible and in conjunction with section 4.1 and 4.2 of the Development Permit Area C Guidelines, existing structures with a recognized historic value should be incorporated into new development in a way that maintains the historic integrity and enhances the historic value of the site.

5. Exemption

- 1. 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 freestanding signs.

Area H - MULTI-FAMILY RESIDENTIAL DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

The subject area is so designated to provide guidelines for the general form and character of multi-family residential development in the Urban Area.

Due to the predominant single-family character of the urban area located south of 7th Avenue, effective site selection of new multifamily projects represents the preliminary criteria to evaluate. This Development Permit Area seeks to provide objectives that can be utilized to develop multi-family residential projects in an orderly manner, and in a fashion that will have as minimal impact upon single family uses as possible.

The success in developing more multi-family residential uses in the community will be critically dependent upon the sensitivity and creativity provided to integrate the design, appearance and function of projects into the existing single-family neighbourhood. The massing of buildings, exterior design and appearance, orientation to street, maintenance of views and attention to the physical attributes of the adjacent area are essential features to evaluate.

The quality of landscaping and standards of maintenance are very important characteristics in the development of new multi-family residential projects. The goal is to achieve a superior level of site aesthetics and appearance through high quality landscaping design in the frontage and perimeter areas of the development, in creation of open space areas, specific treatment for parking areas and retention of existing trees and vegetation.

3. Objectives

- To provide for a large, identifiable area for multi-family developments to locate;
- To encourage development to occur in a phased siting fashion;
- To facilitate a high standard of site aesthetics and building design; and
- To coordinate the integration of multifamily developments into existing neighbourhood areas through the establishment of general provisions for building form and character and landscaping.

4. Guidelines

The Multi-family Residential Development Permit Area is identified as Area H on **OCP Map 5**. The area designated for Multi-family Infill Residential Development, within the Development Permit Area which distinguishes three sub-areas where these guidelines apply.

1. Siting

- (a) Higher density multi-family projects are especially encouraged in the areas adjacent to the downtown commercial core and to the east of the commercial area primarily on 2nd and 3rd Avenues. Orientating higher density residential uses on the periphery of the commercial core provides views and proximity to downtown uses and transportation amenities for the residents, and a nearby market for commercial businesses.
- (b) The three sub-areas where Multi-family Infill Residential is provided for are defined as follows:
 - (i) 1st Avenue to 4th Avenue between Murray Street and the Cedar Valley Connector (not to exceed 82 dwelling units/ha (33 units/ac));
 - (ii) the area south of 7th Avenue between Stave Lake Street and the western edge of the “Urban” boundary (not to exceed 52 dwelling units/ha (21 units/ac)); and
 - (iii) on the following main corridor routes in the general area between 7th and 14th Avenues – Horne Street, Taulbut Street, Grand Street, Cedar Street, Hurd Street, 7th Avenue, and portions of 14th Avenue (up to 40 units/ha (16 units/ac)).
- (c) Attention to adjacent land uses should be considered in the planning phase:
 - to minimize the impact upon established single family residences; and
 - when the adjacent land uses are not residential, to provide for both physical separation and security for multi-units, as well as for visual and acoustic privacy.
- (d) Low density multi-family cluster development proposals will be considered on a case-by-case basis on sites throughout the urban area that are topographically constrained or contain significant environmental features, based upon their compliance with the following provisions:
 - (i) a net density of approximately 30 to 40 units/ha (12 to 16 units/ac);
 - (ii) retention of a minimum of 15% of the site as natural, undeveloped open space; retention of all areas of the site with a grade exceeding 30% as natural, undeveloped open space;

- (iii) sites that are adjacent to, or a component of, future neighbourhood commercial nodes will be encouraged.

2. Building Form and Character

- (a) Design attention and architectural style will be encouraged to provide attractive roof lines, unobtrusive building height, bay windows, unique building entrance points and limited massing of building exteriors in order to ensure that new multi-family developments add to and enhance the existing visual appearance of the neighbourhood and to not create excessive disruption of the visual character of the neighbourhood.
- (b) Strong individual residential unit identity through smaller design components is encouraged.
- (c) Multi-family buildings are encouraged to provide a transition to the character and height of adjacent buildings.
- (d) All flat roofs should have a prominent articulated cornice treatment.
- (e) Exterior design should include considerable attention to the type and quality of finishing materials by using brick and stone, and bay windows to create focal points in exterior facades, and by avoiding the use of stucco on large extended surfaces that appear flat and uninteresting. Massing and long, uninterrupted blank walls are not preferred.
- (f) All multifamily residential developments are encouraged to face or give the appearance of facing the street where:
 - townhouse residential units have their “front door” (i.e. principal public entry) facing the public street; and
 - apartments face their main lobby and entrance, to the public street; and
 - where multi-family developments do not directly face the street, design appearance to the street may be accomplished by façade attention to the individual units, by providing pedestrian access to the street and where appropriate, by providing fences designed with individual unit gates and entrances.
- (g) Townhouse developments that contain more than four units per structure and similarly, large apartment projects, should provide building façade interruptions, distinctive neighbourhood roofing characteristics and open space landscape treatment breaks to provide for an aesthetically pleasing and varying streetscape appearance.
- (h) Multi-family residential developments should carefully consider the view impacts of the new structures on the existing neighbourhood and the possibility to create additional public and

private views through the new construction, by limiting building mass and height where it will block significant views from adjacent buildings, and by linking up new open space to existing open space on adjacent sites to extend view depth.

- (i) The livability of the new dwelling units with regard to access to views and sunlight should also be considered in the building design through utilization of staggered building elevations, having all units above grade, and locating landscaped open space next to windows and adjacent buildings with limited opportunities for distant views.
- (j) Balconies and patios should be designed with attention initially to the usability of the space by the resident and secondly to the overall design of the building to ensure a cohesive, attractive image and not a 'tacked on' look, 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; and
 - developing a balance between the balcony and building frontage.
- (k) Integration of Crime Prevention through Environmental Design elements into building form and character considerations is necessary.

3. Landscaping

- (a) Multi-family residential developments will be encouraged to provide landscaping that creates visual interest and identity.
- (b) The frontage area of new developments should be entirely landscaped with specific attention to providing a variety of plant materials and treatments, some of which should achieve substantial size at maturity.
- (c) The use of landscaping pockets of vegetation such as flowering shrubs within a well maintained and cut grassed area is encouraged.
- (d) In side yards, the use of decorative brick walkways to design elements such as park benches and formal courtyards are encouraged.
- (e) Developments should maximize useable open space by creating large contiguous open spaces rather than a series of isolated spaces and open space should also be used as a buffer between adjacent buildings when privacy for the residents and access to sunlight are issues.

- (f) Developments will be encouraged to provide landscaping which reinforces the neighbourhood character by retaining large healthy and/or significant stands of trees on site, to protect or stockpile for replanting existing shrubs or other landscape features which would lend visual continuity to the neighbourhood.
- (g) Successful site design also extends to blending in parking areas of multi-family residential projects into the attractive form and character goals of the development.
- (h) Underground parking for apartment buildings is encouraged, especially near the downtown area, while townhouse developments are to provide an enclosed parking space adjacent to each dwelling unit in addition to one other space. Emphasis on visually screening the parking area from streetscape views and from adjacent lots is further encouraged.
- (i) Parking areas should be screened as much as is feasible from frontage and streetscape views through use of landscaped hedges, landscape berms, sloped grassed or flower bed areas or by design elements such as brick fences.
- (j) 'Viewing' aisles into the development to maintain site safety should be integrated into site screening considerations.
- (k) Parking areas will also be encouraged to be broken up through the interplanting of landscaping and decorative brickwork, especially between parking areas of adjacent dwelling units.
- (l) The use of alternative construction materials to asphalt such as paving stones, brick or aggregate concrete is encouraged to complement the overall landscape treatment of the site.
- (m) A clear, direct and pleasing pathway system, preferably with decorative paving materials and landscaping treatment is encouraged to be provided to connect the buildings with parking lots and the sidewalks in the abutting streets.
- (n) 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 or of decorative brickwork. Long, monotonous fencing is not encouraged.
- (o) The size, height, location and design of multifamily project name signs should be architecturally integrated into the overall design of the buildings and landscaping. Similarly refuse containers and areas should be attractively and completely screened with materials complementing the project's fence design, with consideration given for providing access for collection vehicles.

5. Exemption

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.

Area I - WATERFRONT DISTRICT DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

Mission's waterfront has the potential to become a significant landmark area for the community. The objective is to develop the waterfront district as a high-density residential and mixed-use urban neighbourhood, with a high quality, pedestrian oriented environment and strong connections to the Downtown. To achieve this objective, the subject area is designated for the establishment of guidelines for the general form and character of multi-family residential and commercial development of new development in a waterfront character and setting. The character of the waterfront area will evolve as re-development occurs as determined by the Waterfront Development Concept Plan dated April 1992, prepared by Hotson Bakker Architects, Coriolis Consulting Corp. and Hay and Co. (i.e. The Concept Plan).

3. Objectives

- To guide the development and re-development of the waterfront area through the adoption and implementation of by the Waterfront Development Concept Plan dated April 1992, prepared by Hotson Bakker Architects, Coriolis Consulting Corp. and Hay and Co. (i.e. The Concept Plan);
- To develop the waterfront area with strong linkages to the downtown, computer rail area and other key destinations; and
- To achieve the following objectives from the Concept Plan:
 - Recognize that this area is Mission's best opportunity for increased community access to, and enjoyment of, the river and for residential and commercial development in a waterfront setting.
 - Protect the opportunity for waterfront-oriented public and private development in the long term, even if short-term prospects are limited by market, budget and other constraints.
 - Encourage private development, as a means of generating investment, employment and tax base in the community.
 - Increase Mission's ability to attract visitors.
 - Increase the community's enjoyment of the river and increase the community's awareness of Mission's historical and current relationship with the river.

- Reinforce the efforts to strengthen Mission's downtown and to strengthen Mission's tourism sector.

4. Guidelines

The Waterfront District Development Permit Area is identified as Area I on **OCP Map 5**.

1. The character of built space in the overall development should reflect a traditional waterfront architectural form to the greatest degree possible. The use of timber, painted wood cladding and shed roofs is encouraged.
2. To maintain viewsapes to the Fraser River, staggered building heights from the south to the north are encouraged.
3. Projecting elements (such as eaves, porches, etc.) are encouraged on commercial structures.
4. Weather protection through the use of projecting canopies and arcades should be provided along the north side of Harbour Avenue.
5. The use of stained or painted wood for exteriors is encouraged. Openings should be punched with strong coloured mullions and window trim.
6. Terraced or stepped forms of residential development are encouraged with large terraces and decks.
7. Where residential structures have at grade parking, landscape buffers should be provided on site to screen parking from the street. Screening of parking may be achieved by the installation of berms and planting or by use of a combination of screen walls and planting. Extensive landscaping on the remainder of residential sites is also encouraged.

5. Exemption

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.

Area J - COMMUTER RAIL REDEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

The Commuter Rail Redevelopment Area is planned for redevelopment from a low intensity, light industrial/commercial area to a high-density residential, mixed-use area. The presence of the West Coast Express Commuter train station will largely contribute to this transition. The subject area is designated as a Development Permit Area to establish guidelines for the general form and character of future residential and commercial developments within the redevelopment area. The primary objective of the designation is to encourage a professionally designed mixed use form of residential and commercial development so as to 'bridge' and 'connect' the downtown area with proposed new developments within the Harbour Avenue waterfront.

3. Objectives

- To encourage a professionally designed mixed use area through the adoption and implementation of the Mission City Commuter Rail Development Area Concept and Strategy Plan dated February 1996, prepared by Jon Ellis and Associates (i.e. Commuter Rail Development Area Plan).

4. Guidelines

The Commuter Rail Redevelopment Development Permit Area is identified as Area J on **OCP Map 5**.

1. Create a development plan that is integrated with the Mission downtown commercial core and the Mission waterfront area in order to maximize redevelopment opportunities resulting from the establishment of West Coast Express commuter rail service.
2. Maximizing the area's residential development potential, as well as its residential livability.
3. Encouragement of commercial investment opportunities.
4. Identifying design considerations for building form and character of new developments.

5. Exemption

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.

Area K - INDUSTRIAL DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character of industrial development)

2. Intent

To achieve a high quality built form for industrial development within the District of Mission. 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. 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.

3. Objectives

- To encourage a high visual design and functional standard of industrial development.
- To improve the street level appearance of industrial development and encourage business façade recognition.
- To create industrial developments oriented to pedestrians while maintaining efficient vehicle access.
- To incorporate Crime Prevention Through Environmental Design principles to provide a safe industrial environment.
- To minimize the overall impact of new industrial developments on adjacent industrial and non-industrial uses.
- To incorporate rainwater management techniques to maximize onsite rainwater retention.

4. Applicability

The Industrial Development Permit Area is identified as all areas designated Industrial on OCP Map 1.

5. Guidelines

Site Design and Planning

Buildings on corner sites should front both street edges. These buildings should strongly define the corner and exhibit visually prominent 'landmark' architecture.

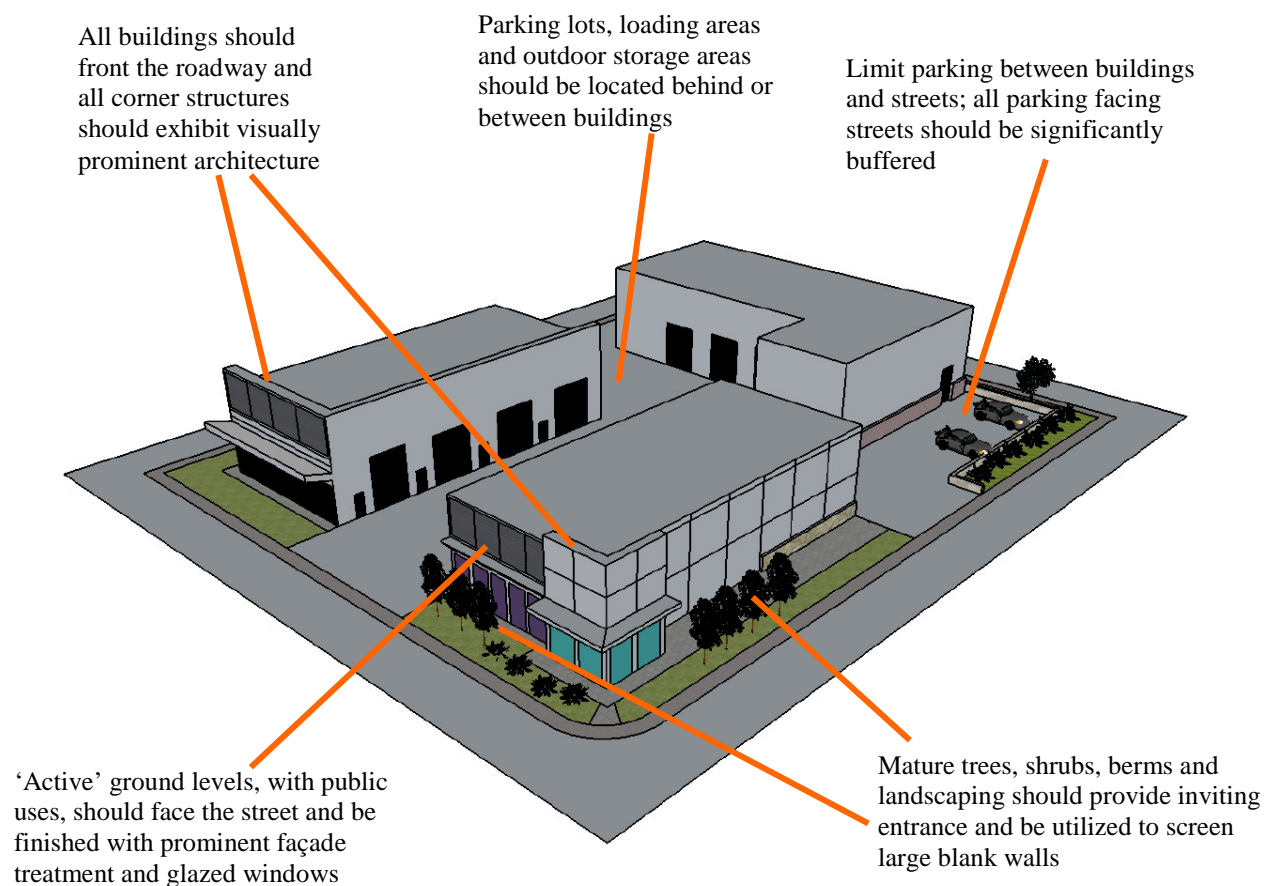
Buildings on corner sites should also be oriented to the street and locate the office/showroom component to the forefront or corner of the building with facades that are easily identifiable and visible from streets.

Overhead service doors and loading bays should be located at the interior or rear of buildings and should not face a street. Service doors should be designed to fit with the overall design of the building.

Most parking should not directly front onto streets and should be located at the interior or rear of the development. All parking readily visible from the roadway should be buffered visually by berms, vegetation or low-rise rockwork walls.

All development should provide a street presence with entrances and architectural interest in building designs fronting public streets.

Fundamental design and site planning ideas are summarized in the following standard illustration:



Building Form and Character

All buildings shall provide an appealing visual appearance using high quality materials, tin or metal buildings will be discouraged in Urban Industrial areas.

Roof edge designs should incorporate varying architectural treatments, articulation, elevations, textures, colours and improvements.

Design consideration must create an appealing visual relationship between buildings and streetscape. Specific design consideration should also extend to the Mission Bridge, all highway bypass traffic, trails and commuter rail viewscape corridors.

Single story construction is not encouraged on public street frontages.

All remaining frontage space not utilized by the public should be treated with architectural and/or landscaping features to maintain a definite and attractive street edge.

Building faces that front streets and corner locations should be developed with ‘active’ ground floors to create a positive public image and identifiable businesses, while promoting a more pedestrian friendly streetscape.

Extended blank walls along streets should be avoided; exposed surfaces of buildings are encouraged to be finished with murals, painted grooves or dyed concrete block with varied textures and colours to improve blank wall surfaces.

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 facades.

Rooftop appurtenances such mechanical units, venting, air conditions, rooftop heaters, satellite dishes etc. should be grouped and buffered, to reduce noise and visual intrusion to reduce the visual impact from surrounding uses. The use of lattice work, vegetation or combination thereof is encouraged. A sufficient perimeter around objects should be given for maintenance purposes.

Manufactured mobile structures are not deemed as an appropriate building form.

Service areas, bay doors, loading docks should be recessed to minimize visual impact as well as conflicts with pedestrians.

Lighting and Signage

External lighting should be used to enhance safety of persons on the site after dark.

Pedestrian lighting is encouraged along all pedestrian pathways.

Lighting should be designed so as to have no direct source of light visible from the street or adjacent property. Care should be taken to ensure that lighting glare does not pose a nuisance to pedestrians or motorists.



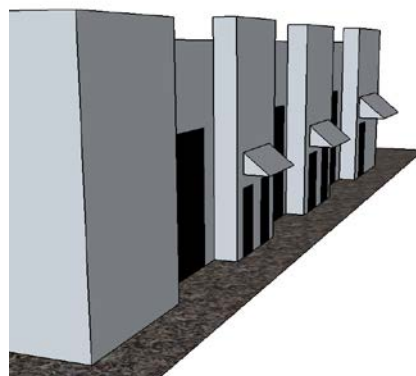
Rooftops should demonstrate varying elevations, treatments and colour



Where appropriate, all buildings should provide impression of two stories with the use of spandrel glass



Rooftop appurtenances should be visually buffered with lattice work or vegetation



Service bays and loading docks should be recessed while incorporating varying rooflines to create architectural interest

External and signage lighting should utilize Light-Emitting Diode (LED) technology where appropriate.

Up lighting and down lighting is supported to enhance the architectural features of the building.

Signage is to be architecturally co-ordinated with the overall design of the building and should be integrated with the building façade through colour and graphic style.

In multiple tenant buildings signs should be designed to present a unified appearance and should not significantly differentiate in size.

Non-illuminated or directly and indirectly illuminated projecting signs are encouraged to protrude perpendicularly from the façade wall of multi-tenant buildings.



Streetside signage for multitenant buildings should be uniform and architecturally coordinated with the building

Landscaping

Appropriate entrance design and attractive site landscaping at the perimeter of the site, especially at the front and toward adjacent streets, should form an integral part of the site development design.

Frontage of lots will be encouraged to maintain a landscaped area that utilizes street trees, flowering shrubs and landscaped berms. A defined and attractive street edge should be the goal of all landscaping along public streets.

Larger industrial projects and all prominent corner projects should incorporate useable public and private open space, or 'gathering' areas, into their landscaping designs. The use of high quality landscaping and functional (seating friendly) cement/rockwork is encouraged to be incorporated within the streetside landscaping.

All planted shrubs used for landscaping should incorporate mature, low growing and weather resistant species. The extensive use of bark mulch without plantings should be minimized.

All vegetation used for landscaping should complement a building's architectural features.

Landscaping should screen parking areas and outdoor storage from street view with the use of vegetation, berms and low-rise rockwork walls.

Where applicable, trees and landscaping should be used to buffer interior parking from any barren walls of pre-existing neighbouring industrial buildings.

Vegetation or trees should not impede vehicular sight distances from entrance and exit points.

To limit required maintenance, all landscaping should incorporate native plants and/or drought resistant species and utilize xeri-scape principles. Where practical, the use of evergreen and colourful



Landscaping can be incorporated as part of the onsite rain water management system

deciduous plantings should be employed to promote seasonal greenery.

In order to encourage energy efficiency and conservation, all trees utilized, at mature height, should not impede winter daylight into buildings and provide shade in summer.

Parking & Loading Areas

Loading facilities should be located away from public streets and into the interior or rear of a site.

The majority of parking and all loading areas should be located between or to the rear of buildings, with access from internal circulation of the site.

The strategic use of permeable parking pavers at entrances and pedestrian corridors is encouraged to improve surface drainage and to create visual interest within parking areas.

Surface area parking should be divided into smaller sections to avoid a monotonous appearance. Intermittent use of landscaping strips, trees, building edges, pedestrian pathways and pavement treatment between parking stalls will enhance the visual appearance of elongated parking areas.

Parking areas adjacent to public roadways should provide low-level landscaped buffer between the parking and the public realm.

Parking areas should facilitate convenient and safe pedestrian access between building entrances, parked cars and sidewalks of adjoining streets. Features such as distinct paving should be incorporated where appropriate and pedestrian movement should be designed to avoid any obstruction by parked vehicles.

Crosswalks should be clearly designated through the use of pavement markings, stamped concrete, paving stones and signage where appropriate.

Universal Access

All parking allocated for mobility challenged people should be located as close as possible to the main entrance to the building.

All pedestrian pathways should be fully accessible to mobility challenged people. Sidewalks and pathways should be wide enough for wheelchairs and scooters and should include a tactile strip where appropriate. Gradual slope curb-cuts and curb let-downs should be provided in appropriate locations to facilitate safe, direct and convenient access from parking areas.



Strategic use of permeable pavers is encouraged throughout parking areas



Where appropriate, use of pavement markings, stamped concrete and paving stones is encouraged

Waste and Recycling

Waste management facilities are to be completely screened by landscaping vegetation and/or wood fencing and/or by a constructed enclosure with similar features of the building for which it serves.

Refuse receptacles should be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weather and animal resistant.

Consideration should be given to provide access for large garbage collection vehicles during site design and waste facilities should be stored at the rear of buildings.

Recycling and compost containers should be provided as part of disposal area facilities. Accordingly, industrial facilities should provide an area applicable to at least four (4) conventional sized dumpsters to provide for recycling and compost containers.



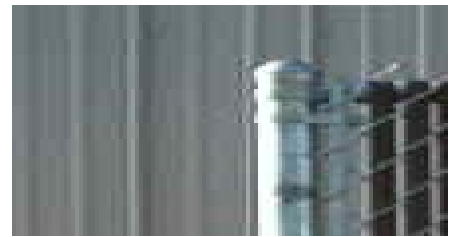
Waste management areas should provide room for recycling and composting containers

Outdoor Storage

Outdoor storage areas are encouraged to be located at the rear or side of the building, and designed in an unobtrusive manner.

Outdoor storage is encouraged to be minimized, and where present, be visually buffered by landscaped berms, trees and substantial site landscaping.

Security lighting of outdoor storage areas is not to illuminate adjacent or nearby properties to intensity greater than existing street lights adjacent to nearby impacted sites.



Privacy slats may be utilized as screening alternatives provided they are similar in colour to the building's façade.

Environmental Sustainability Design Principals

Rainwater Management:

New developments are encouraged to maintain pre-development rainwater runoff conditions where landscaping should be included as part of the onsite rainwater management system.

Techniques such as:

- bioretention areas,
- rain gardens,
- infiltration trenches,
- vegetated swales,
- directing rainwater from drain pipes into
 - vegetated areas, or
 - rain barrels for irrigation use later,



Where appropriate, bioretention areas should be incorporated into the landscaping and parking design

- pervious paving materials, and
- green roofs

are all encouraged to be incorporated as part of the overall design of the site and buildings.

Greenhouse Gas Emission Reduction:

Developments are encouraged to provide end-of-trip facilities such as showers and lockers within the development for the convenience of employees.

All buildings should provide exterior bike lock apparatuses and secure indoor bike storage for employees.

Interior office, public or display areas should have a southern orientation with ample windows for natural light.

For industrial developments with multiple tenancies, outdoor amenity spaces with lunch benches and southern exposure located near the street are encouraged for the convenience of employees.

Sustainability Initiatives

All industrial proposals must submit a sustainability statement which provides an overview of sustainability initiatives incorporated within the development. Items to be addressed within the statement must be verifiable and relate specifically to:

- Rainwater Management (Impervious Surface Reduction, green roof treatment, rain barrels or cisterns, etc.)
- Recycling and Composting Facilities
- Water Use Reduction (Low consumption fixtures, grey water systems, rainwater recycling, water efficient landscaping etc.)
- Energy Efficiency (High performance envelopes, low energy consumption appliances, passive solar gain, renewable energy systems or pre plumbing for solar panels etc.)
- Materials and Resources (Locally obtained building materials, recycled content, construction waste management etc.)
- Social Sustainability (End of trip facilities, bike storage, landscaped gathering places, light pollution reduction etc.)

6. Exemption

A development proposing to construct a new building(s) or an addition to an existing building(s) less than 111.5 sq. m. and existing signage alterations 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.

Area L - CEDAR VALLEY MULTI-FAMILY RESIDENTIAL DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

Cedar Valley is planned as a residential area with extensive parkland and natural areas. To achieve this mix of residential and parkland/open spaces, higher densities must be developed. To achieve the desired built form (e.g. compatible with existing development, reflective of neighbourhood character) the properties are designated as a Development Permit Area so that guidelines may be established. .

3. Objectives

- To encourage a high visual design and functional standard of development for higher density residential uses.
- To maintain a development density that can support adjacent commercial land uses and the viability of infrastructure such as public transit.
- To provide a mix of housing forms, choices and affordability opportunities for new residents to Cedar Valley.
- To incorporate Crime Prevention through Environmental Design principles to provide a safe residential environment.
- To minimize the impact of new multiple-family residential developments on existing and proposed other lower-density housing forms.
- To minimize effects on existing natural features and environmentally sensitive areas.
- To create new residential developments that are orientated to pedestrians rather than automobile vehicles.

4. Guidelines

The Cedar Valley Multi-Family Development Permit Area is identified by the following designations as listed on **OCP Map 1b – Cedar Valley**:

- Townhouse
- Apartments
- Seniors Congregate

1. Siting

- (a) Buildings are to be sited to preserve and maximize views, to utilize natural light, and to complement the natural landscape.
- (b) Siting of buildings should suit the neighbourhood character and complement adjacent developments.
- (c) Clustering of buildings on sites with environmentally sensitive or significant natural areas is encouraged.
- (d) Buildings should be sited to create courtyards, green space areas, child play areas, and other common areas that would not be visible outside the multi-family complex.
- (e) Buildings that are more than two storeys in height should be set back further than one and two storey buildings so that the buildings seem smaller from the street.

2. Building Form and Character

- (a) Building materials, colour and architectural design should complement the neighbourhood character and existing landscape.
- (b) A common architectural design theme of building form and character is encouraged to be used throughout the residential project while emphasizing strong individual unit identity through smaller design components.
- (c) The liveability of the new dwelling units with regard to views and sunlight should also be considered in the building design through utilization of staggered building elevations, having all units above grade, and locating landscaped open space next to windows and adjacent buildings.
- (d) Small clusters of townhouse units are a preferred design for townhouse development.
- (e) All multi-family residential developments are encouraged to face or give the appearance of facing the street. This orientation should contribute to an attractive streetscape view and includes the building façade, landscaping and fence treatment along the subject street.
- (f) Larger apartment buildings and long rows of buildings should be broken up by utilizing design considerations such as varying building separation, building articulation, breezeways and courtyards to provide variety, create landscape pockets and to reduce bulk and building massing.
- (g) Townhouse developments that contain more than four units per structure should provide building façade interruptions, distinctive neighbourhood roofing characteristics and open space landscape treatment breaks to provide for an aesthetically pleasing and varying streetscape appearance.

- (h) Building lines and rooflines should be created in a design manner so as to provide relief of monotony.
- (i) All walls of buildings should have detail such as texture, modulating and articulation of wall lines, design articulation and use of bay windows.
- (j) Screening of mechanical equipment, especially equipment sited on rooftops, is encouraged and, wherever possible, integrated into the architecture of the development.
- (k) Balconies and patios of multi-family buildings should be designed with attention initially to the usability of the space by the resident and secondly to the overall design of the building to ensure a cohesive attractive image.
- (l) Ground entry access (i.e. Front porch and door) is encouraged for all main floor suites. Such entries should have strong individual identity.
- (m) Pedestrian linkages are encouraged throughout multi-family developments and to link these developments with each other and to parks, schools, commercial centres, etc.
- (n) A clear and direct pathway system, preferably with decorative paving materials, adequate lighting and landscaping treatment should be provided to connect the buildings with parking areas.
- (o) Design elements such as park benches and formal courtyards are encouraged.
- (p) 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 or of decorative brickwork.
- (q) The size, height, location and design of multi-family project name signs should be architecturally integrated into the overall design of the form and character of buildings.

3. Landscaping

- (a) Attractive site landscaping must be incorporated into the design of all multi-family residential projects.
- (b) Planning schemes are encouraged to appear as natural as possible and, wherever feasible, to utilize plant types that maintain existing wildlife habitat and create new habitat.
- (c) Natural landscape features between or near unit clusters should be preserved wherever feasible by incorporating open space buffers.
- (d) New development should provide landscaping which reinforces the neighbourhood character by retaining large healthy and/or significant stands of trees on site, to protect or stockpile for

replanting important shrubs or other landscape features which would lend visual continuity to the neighbourhood, to duplicate any strong existing area landscape features such as hedges or floral display in the front landscaped area, and to work with the topography of the site and neighbourhood.

- (e) Retaining walls are encouraged to be terraced as much as possible.
- (f) Parking areas should be screened as much as is feasible from frontage and streetscape views by landscaped hedges, sloped grassed or flower bed areas or by design elements such as brick fences. 'Viewing' aisles into the development to maintain site safety should be integrated into site screening considerations.
- (g) Parking areas should also be broken up through the interplanting of landscaping and decorative brickwork, especially between parking areas of adjacent dwelling units.
- (h) Green buffer areas are to be located on each side of Cedar Street and on other arterial roads to provide a green gateway to the community. These buffer areas are encouraged to be at least 6 m. wide, would fall within the frontage of private property, and are to have an abundance of landscaping primarily comprising of street trees and shrubs. The buffer strip area is intended to enhance pedestrian movement within Cedar Valley.
- (i) Large site parking areas are discouraged; clusters of parking spaces or individual parking spaces with shared driveways are encouraged.
- (j) Refuse collection, utilities and service areas are encouraged to be sited within buildings, underground or provided with an attractive landscape screen or a screen designed to match with the site's buildings, with consideration given to providing access for collection vehicles.

5. Exemption

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.

Area M - CEDAR VALLEY COMMERCIAL DEVELOPMENT PERMIT AREA

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

The subject sites are designated as a Development Permit Area for the establishment of design guidelines for the general form and character of commercial developments within an urbanized Cedar Valley.

Development permit guidelines for siting, building form and character, and landscaping are outlined under the categories of local commercial and village neighbourhood centre commercial.

Local Commercial is intended to provide limited grocery services and could include small retail units such as a video store or coffee shop, and an accessory unit on the second storey.

A design concept of the Village Neighbourhood Commercial Centre is envisioned with a mix of uses that provides frequently needed services within an easy walking and driving distance from residential neighbourhoods and includes multi-family units above the ground floor commercial. In addition, the Village Neighbourhood Commercial Centre will create a focal point and meeting place for the neighbourhood it services.

3. Objectives

- To encourage a high standard of site and building design;
- To provide a safe commercial environment by utilizing Crime Prevention through Environmental Design principles;
- To minimize commercial building site impacts on adjacent land uses, view vistas and natural areas;
- To maintain the character of adjacent residential uses;
- To prohibit strip mall development;
- To provide safe and convenient access to commercial buildings for motorists, pedestrians and cyclists; and
- To establish gathering places and focal points as an integral part of the commercial development.

4. Guidelines

The Cedar Valley Commercial Development Permit Area is identified by the following designations as listed on **OCP Map 1b – Cedar Valley**:

- Mixed Use Commercial Residential

Mixed Use Commercial

(a) Siting

- (i) Buildings are to be sited to preserve and maximize views, to utilize natural light, and to complement the natural landscape.
- (ii) Siting of buildings should suit the neighbourhood character and complement adjacent developments.
- (iii) Site design considerations of pedestrian safety and efficient vehicular movement is required.
- (iv) Buildings should also be sited in a manner that provides safe and attractive pedestrian linkages to other buildings, various amenities and parks.
- (v) Buildings should be sited as close to the front and exterior side property boundaries along roads, to create a community landmark and gateway feature, and in such a manner that a street wall of commercial and residential activity frames the four corners of the intersection.
- (vi) Building form, plazas, or landscaping should be used to announce major entry points to the commercial development.
- (vii) Modulation of building facades at ground level is encouraged to be provided to enable various street activities such as outdoor cafes, street entertainment, sidewalk sales and other public amenities.
- (viii) Corner buildings should be sited in a manner that will encourage pedestrian movement and be oriented to the entire corner and not to emphasize only one streetscape.

(b) Building Form and Character

- (i) Building form and character, architectural design, materials and colour should create a unique Cedar Valley neighbourhood character, complement the existing landscape and should be sensitive to the rural roots and traditional images of the community.
- (ii) Buildings should provide sensitive transitions to adjacent developments and retain unifying elements such as roof lines, style, window patterns and building articulation.
- (iii) Buildings should provide external visual cues which relate to interior functions and use. Typically, ground level design

detail should relate to retail and commercial activities, and upper floor design should relate to office or residential activities.

- (iv) Ground level design treatment should include materials such as brickwork and generous amounts of clear glass to provide visual transitions and connections between indoor and outdoor activities.
- (v) Public art is encouraged as a means of providing interest, civic identity and community pride.
- (vi) Overhead protection should be provided over portions of sidewalk for weather protections to enhance and encourage pedestrian mobility and they should be individualized by building.
- (vii) Vertical emphasis on building detail is encouraged to diminish building massing.
- (viii) Variety in rooflines and cornice treatments is encouraged to add building form and character design emphasis and contrast.
- (ix) Other elements of the building form and character pertain to associated amenities on the site and the manner that they integrate into the overall appearance of the development. These include attention to:
 - Safe and attractive pedestrian linkages to be provided to connect the commercial buildings together as well as connecting the commercial buildings to parking areas, amenities, parks and other activities. These pedestrian linkages are to also connect the commercial areas to the nearby residential areas.
 - Driveway access should be provided for servicing commercial buildings. Driveway access off of side streets may allow all turning movements, while access off of Cedar Street shall be restricted to right-in and right-out (no left turns).
 - Parking areas should be sited to the rear or side of the commercial developments whenever possible.
 - Parking area surfaces should be broken-up with landscaping and use of surface materials such as brick and decorative rockwork.
 - Refuse collection, utilities and service areas should be within buildings or be provided with a landscape screen or screening which is architecturally compatible to adjacent buildings, with consideration given to providing access for collection vehicles.

- The use of commercial signs within Cedar Valley will be of superior design, low profile and integrated into the residential character of the area. Signs should be incorporated into the building architecture of buildings without dominating the façade.
- The commercial building name and date is encouraged to be integrated within the architecture of the building as a means of identity and heritage.

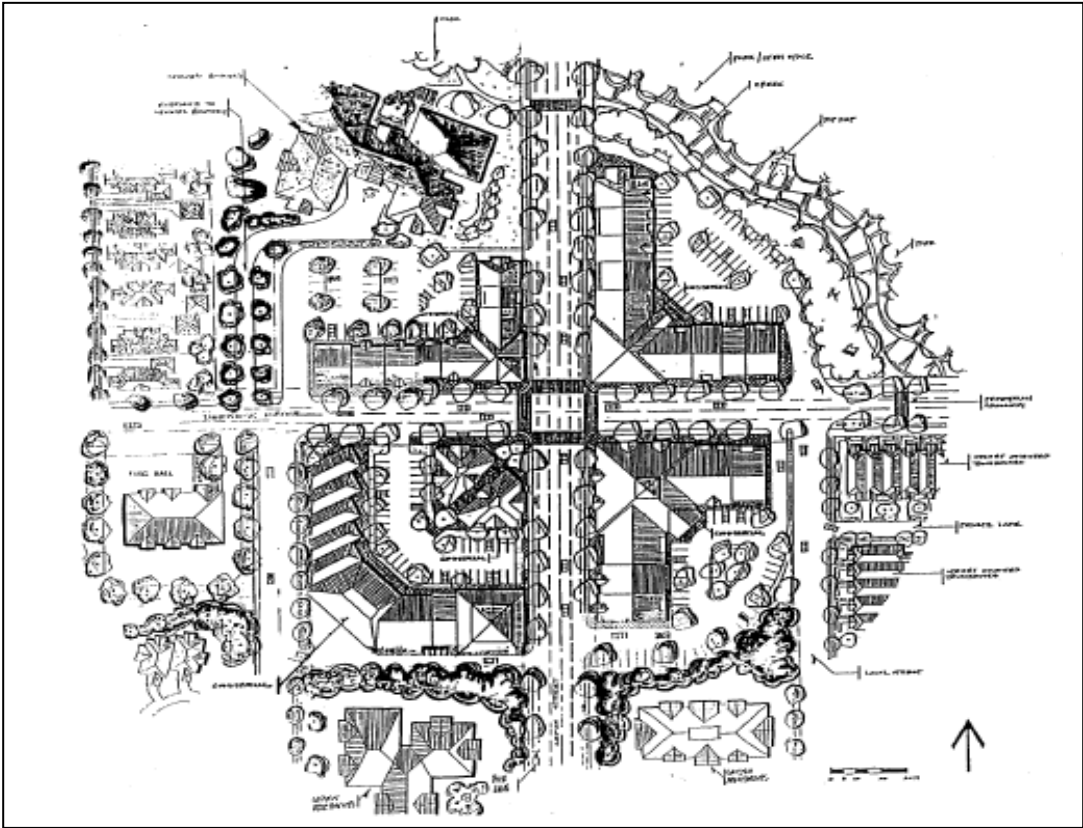
(c) Landscaping

- (i) A professionally designed landscape plan shall be submitted as part of the development permit application.
- (ii) The Municipality shall require security to ensure that landscaping is installed and maintained for a minimum one-year period to a standard documented in an approved landscape plan.
- (iii) Landscaping should provide shade and enhance visual interest. Use of trees, floral displays, planters, hanging baskets, benches and ornamental lights are encouraged.
- (iv) Parking areas should be broken-up through the interplanting of landscaping and with use of decorative brickwork or rockwork as a surface material.
- (v) Green buffer areas are to be located on each side of Cedar Street and on other arterial roads to provide a green gateway to the community. These buffer areas are to be at least 6 m. wide, fall within the frontage of private property and are to have an abundance of landscaping primarily comprising of street trees and shrubs. The buffer area is to enhance pedestrian circulation and movement.

5. Exemption

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.

Village Neighbourhood Commercial Centre Concept



Area O – SILVERDALE NEIGHBOURHOOD ONE DEVELOPMENT PERMIT AREA

PART V: DEVELOPMENT PERMIT AREA GUIDELINES

17.0 Silverdale Neighbourhood One Development Permit Area

Principle: Create a well-designed neighbourhood that promotes a high quality of life.

17.1 Introduction

The *Local Government Act* Section 919.1(1) states that an official community plan may designate development permit areas for:

- the establishment of objectives for the form and character of Intensive Residential Development (section 919.1(1) e; and
- the establishment of objectives for the form and character of commercial, industrial or multi-family residential development (section 919.1(1) f).

Section 919.1(2) states that with respect to areas designated under subsection (1), the official community plan must:

- (a) describe 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.

The plan for Neighbourhood One describes a sustainable community that fits within the local landscape. The quality of the design of buildings and landscapes in Silverdale has been highlighted as a very important concern. The hillside is visible from Lougheed Highway and other parts of Mission and beyond. Design that fits with the spectacular natural setting and acknowledges the local vernacular is desired. The following objectives and design guidelines are intended to guide the work of designers in developing submissions for re-zoning and development permits as well as the work of District Council and Staff when reviewing these submissions.

17.2 Designation as Development Permit Area

All of Neighbourhood One as shown on Map 1 is designated as a development permit area under section 919.1(1)e of the *Local Government Act* to guide the form and character of Intensive Residential development

and under section 919.1(1) f of the *Local Government Act* to guide the form and character of multi-family, and commercial development.

Where a development permit is required, it would be a pre-requisite to a Building Permit.

“Intensive residential” is defined as residential development where:

- the building coverage is proposed to be greater than 40% of the lot area⁶; or
- a development is either a Clustered Cottage Residential Use or a Clustered Residential Use; or
- the area of the lot is less than 5,000 square feet; or
- a secondary dwelling in an accessory building is proposed; or
- a business use in an accessory building is proposed.

“Commercial” development is as defined in the District of Mission zoning bylaw.

“Multi-family” is defined as development of more than one dwelling unit per fee simple or parent lot in townhouse and apartment housing forms.

17.2.1 Statutory Building Scheme

Further to section 919(4) of the *Local Government Act*, if the owner enters into a Section 219 (of the Land Title Act) covenant that is acceptable to the District of Mission that establishes an alternative mechanism for meeting the Development Permit Objectives, then a Development Permit will not be required for the categories of development that the Section 219 Covenant provides for.

The use of a Statutory Building Scheme that harmonizes with the following Development Guidelines is also encouraged for development that does not require a Development Permit.

17.2.2 Intent

Neighbourhood One is located on a steep hillside which is highly visible from various parts of Mission. As outlined in the Neighbourhood Plan Goals and Objectives, the District of Mission is interested in ensuring that development form and character respects the hillside topography and views of the site while ensuring that buildings and landscapes are visually attractive and contribute to a highly liveable community.

17.2.3 Objectives

- To ensure that development is compatible with the natural surroundings and hillside form;

⁶ This is not intended to imply that coverage of 40% of greater will necessarily be allowed in the zoning bylaw.

- To facilitate a high standard of building design, site compatibility and site aesthetics;
- To provide a mix of housing opportunities and building forms;
- To ensure a safe urban environment;
- To create a neighbourhood that is comfortable and welcoming for pedestrians.

17.3 General Development Guidelines

17.3.1 Site Assessment

- 17.3.1.1 Identify significant natural and cultural features on the parcel/lot such as rock outcrops, ridgelines, significant trees and archaeological finds prior to undertaking a site plan in order to conserve, enhance and memorialize these features of the parcel/lot where possible.



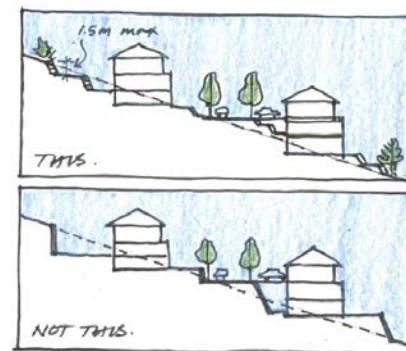
17.3.2 Building Siting & Orientation

- 17.3.2.1 The primary façade of buildings should generally be oriented towards streets and open spaces to create a sense of enclosure, encourage street vitality and provide “eyes on the street”.
- 17.3.2.2 Development located at a street terminus should acknowledge that position with distinctive architectural features and orientation of entranceways.



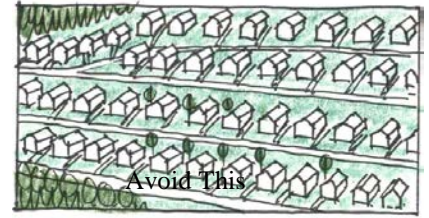
17.3.3 On-lot Retaining Walls

- 17.3.3.1 Retaining walls should respect the natural character of the site and be designed and constructed in a manner that does not dominate the site or surrounding area.
- 17.3.3.2 Retaining walls should be constructed from natural materials such as rock and stone as much as possible. Unpatterned concrete and “Allen” block should be used in moderation and should be well landscaped if used. Wooden retaining walls should be avoided.
- 17.3.3.3 Uninterrupted (non-terraced) stretches of retaining walls should generally not be greater than 1.5m in height. Planted terraces should be incorporated wherever possible.



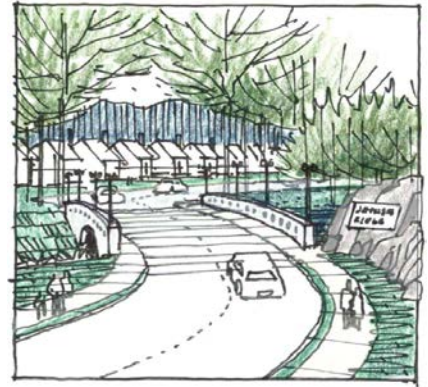
17.3.4 Views to the Site

- 17.3.4.1 All development should consider the view of the site from Lougheed Highway and ensure that the Neighbourhood presents an attractive face from all directions. The appearance of solid “walls” of buildings on the hillside are to be avoided outside the Village Centre.
- 17.3.4.2 Development should take the form of distinct “pockets of building” that are “woven” into the landscape.



17.3.5 Sense of Arrival

- 17.3.5.1 Distinctive architectural elements and landscape elements as well as signage should be used at the entry point of the neighbourhood and each precinct to signal a sense of arrival or gateway.

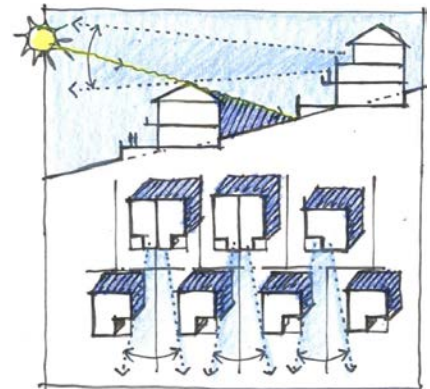


17.3.6 Fire Hazard

- 17.3.6.1 Design should consider the risk of interface fire hazard as set out in the OCP and other appropriate policies.

17.3.7 Shadowing, Sunlight and Views

- 17.3.7.1 New development should take reasonable steps to minimize shadowing on neighbouring or adjacent development.
- 17.3.7.2 Buildings should be sited and oriented to maximize views and solar access.
- 17.3.7.3 New projects should take appropriate steps to not block existing or anticipated views from other buildings where practical.



17.3.8 Safety & Security

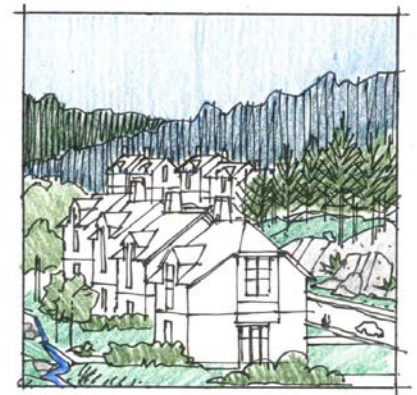
- 17.3.8.1 Developers and designers are to consider appropriate safety and natural surveillance measures (such as lighting design, visual access/surveillance) as per CPTED principles.⁷
- 17.3.8.2 Parking areas and entrances to parking structures should be designed to allow natural surveillance.
- 17.3.8.3 Development should encourage casual surveillance and “eyes on the street” through placement of windows, balconies and street-level uses. Avoid blank, windowless walls that do not permit building occupants to observe the street.
- 17.3.8.4 New development should incorporate landscaping that maintains good visibility of public areas.



17.4 Building Form & Character Guidelines

17.4.1 Overall form of development

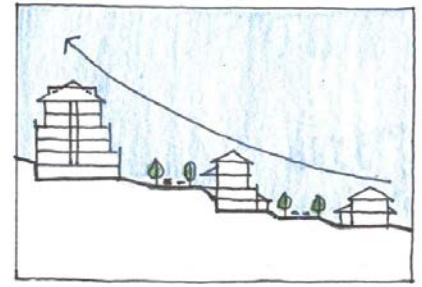
- 17.4.1.1 Buildings and landscapes should contribute to an overall “family” of development styles by using similar architectural elements, styles and materials. This is not intended to result in “uniformity” but rather in “complementary” development.
- 17.4.1.2 Building forms should respect the topography of the landscape. For example, roof forms should step down the hillside.
- 17.4.1.3 Diversity of building form is encouraged within the same area on the same street. Houses should have variations on their expression towards the street, through the location of porches, roof form, façade articulation, and front elevation design details (i.e. window proportions, trim, material and colour) are encouraged.
- 17.4.1.4 The incorporation of living spaces within the roof form is encouraged.



⁷ Crime Prevention Through Environmental Design (CPTED) is a set of design strategies aimed at improving the safety and feeling of safety in built environments.

17.4.2 Scale & Massing

- 17.4.2.1 New buildings should provide a sensitive transition to other buildings in nearby areas. Abrupt changes to height and scale should generally be avoided.
- 17.4.2.2 The visual mass of large buildings (such as apartments or commercial buildings) should be articulated (broken up) to reduce their visual impact.
- 17.4.2.3 Taller buildings should consider the following to reduce visual impact from streets, open spaces, and neighbouring property especially on the downhill side:
- Upper floors should step back from the base of the building to reduce their visual impact and
 - Ensure basement living spaces have good natural light;
 - Main storey should be punctuated with porches; and
 - Upper storey should be contained within the roof structure.



17.4.3 Exterior Finish & Architecture Features

- 17.4.3.1 The form, exterior design, and finish of buildings and structures should complement the natural landscape, preferably through the use of rich earth tones and natural materials (refer to Section 17.6 – Recommended Colour Palette). Neutral tones including white, light grey or beige are to be avoided as the dominant building colours.
- 17.4.3.2 Articulations that create interesting shadows are encouraged, especially in high visibility locations.
- 17.4.3.3 Roof structures such as chimneys, vents, skylights, HVAC equipment, satellite dishes, etc. should be placed with visual considerations in mind, particularly views from other buildings and public open spaces.
- 17.4.3.4 The use of untreated or unfinished concrete, metal, or aluminum as a final building finish is not encouraged.
- 17.4.3.5 Large expanses of any one material are not acceptable unless effective architectural details are used to break up the visual monotony.
- 17.4.3.6 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. The exterior finish of buildings, excluding roof treatments, is encouraged to be brick, finished concrete, Hardi board, architecturally faced block, cultured stone, wood or modest amounts of stucco.

17.4.3.7 New buildings should incorporate into the facades, materials that give the appearance of being substantial to avoid a 'thin veneer' look and feel.

17.4.3.8 New projects should respond positively to the desirable architectural characteristics of surrounding buildings to help new buildings be more compatible with their neighbours and ensure a good fit with existing development using some or all of the following strategies:

- Similar building articulation, scale and proportions;
- Similar or complementary architectural style;
- Similar or complementary roof forms and roof lines;
- Similar building details including patterning and placement of doors and windows; and
- Similar or complementary materials and colour.

17.4.3.9 Where building elevations are visible from adjacent roads, ensure these elevations are finished and treated similarly to the front elevation.

17.4.3.10 For corner buildings, articulate the front and exterior side walls. Wrap around porches of a functional size (i.e. depth greater than 6 feet) especially when oriented towards a good view are encouraged for single-detached dwellings.

17.4.3.11 Buildings should utilize variations in the character of rooflines, sloping roof lines, gables and dormers. However, other interesting roof treatments will be considered.

17.4.3.12 A higher level of architectural detail and, where appropriate, landscape treatment, should be used to emphasize primary entrances.

17.4.3.13 Flashings and gutters should be integrated into the design through colour and material selection.

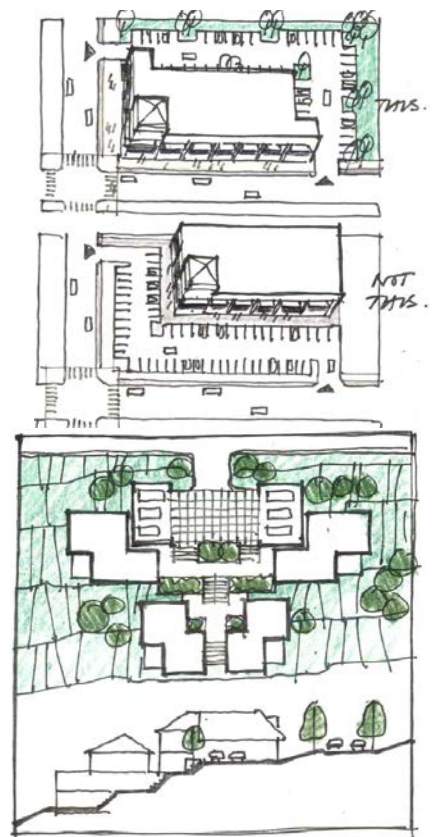


17.4.4 Secondary Dwellings

- 17.4.4.1 Accessory buildings housing secondary dwellings should be similar in architectural style and secondary in scale to the primary dwelling.
- 17.4.4.2 Outside private space and parking must be provided that is dedicated to the secondary dwelling.
- 17.4.4.3 Where coach houses are proposed, the dwelling unit must be incorporated within the roofline of the building.
- 17.4.4.4 Circulation, Access & Parking Guidelines

17.4.5 Parking

- 17.4.5.1 Surface parking areas for commercial and multi-family developments should generally be located at the rear or side of buildings.
- 17.4.5.2 Large parking lots should be avoided or broken up with landscaped islands that incorporate rainwater infiltration measures where appropriate.
- 17.4.5.3 For multi-family and commercial buildings, consider putting parking under the building. For parking not covered by a building or structure, use arbours, trellises and landscaping to help screen views of parking lots from the street, public open spaces, and significant viewpoints in the community.
- 17.4.5.4 Structured or covered parkades should be integrated within a building structure when used. The exterior façade and site development of these structures should resemble non-parkade buildings.
- 17.4.5.5 On steeper slopes sites, consider common parking areas close to the street.



17.4.6 Garages

- 17.4.6.1 Detached garages or remote parking areas that reduce grading impacts on the slope and provide easier, safer vehicle access are strongly encouraged.
- 17.4.6.2 In the case of single-detached dwellings, for garage structures attached to the main dwelling, it is preferable that garages be setback from the façade of the house a minimum of 1 metre and given less prominence in the streetscape.

- 17.4.6.3 The massing of garages should be secondary to the primary form of the home. The design and detailing of the garage should be consistent with the architectural style of the home.
- 17.4.6.4 Garage doors visible from the street are to have the same quality of detail, as does the primary building. The use of windows and wood in the garage door is encouraged.
- 17.4.6.5 Entry driveways are to be a maximum of 5.5 metres in width.



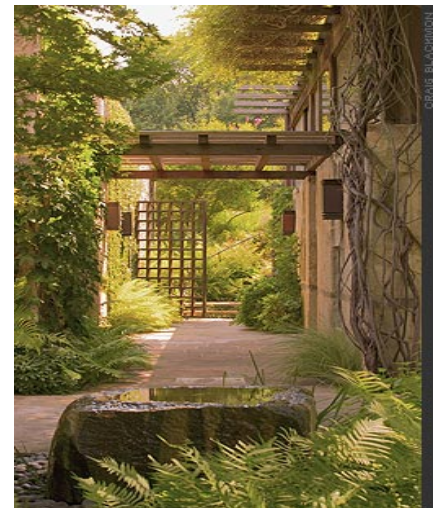
17.4.7 Unenclosed Storage

- 17.4.7.1 Where possible, site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles should be screened from adjacent roads and developments.
- 17.4.7.2 Unenclosed storage is not permitted in any required front or exterior side yard setback.

17.5 Landscape Character Guidelines

17.5.1 Landscaping

- 17.5.1.1 All Development Permit applications must provide an acceptable landscape plan created by a design professional.
- 17.5.1.2 The external appearance of buildings should be softened using plants, shrubs, trees, and where necessary, hard landscaping treatments such as terraced retaining walls and planters.
- 17.5.1.3 Plant shrubs and trees in masses and patterns characteristic of a natural setting and with the intent of encouraging biodiversity.
- 17.5.1.4 Emphasize building entries with special planting in conjunction with decorative paving and/or lighting.



17.5.2 Fences

- 17.5.2.1 No fencing is permitted in the front yards of "Intensive Residential" units.
- 17.5.2.2 Fences in the front yards of other building types should be kept low (4 feet in height or less) and should be designed to be in keeping with the architectural character of the dwelling.

- 17.5.2.3 Fences that are open to some light penetration are preferred in all locations.
- 17.5.2.4 Wood or stone fencing or a combination of the two is encouraged.

17.5.3 Landscape Restoration

- 17.5.3.1 Restore disturbed areas of the site intended to become natural open space as soon as possible after disturbance.
- 17.5.3.2 Utilize plant material for site restoration and residential landscaping that is native to the region and drought resistant.



17.5.4 Outdoor Water Conservation

- 17.5.4.1 Employ water-conserving principles and practices in the choice of plant material (“xeriscaping”)
- 17.5.4.2 Automated, permanent irrigation systems are not encouraged unless it can be demonstrated that they conserve water compared to hand watering.
- 17.5.4.3 If irrigation systems are used, provide automatic shut-off valves for irrigation systems to reduce the risk of accidental erosion in the event that a head or pipe breaks.



17.6 Recommended Colour Palette

- 17.6.1.1 The following colour palette is recommended as appropriate for the Silverdale Neighbourhood One area. Reference to specific manufacturers is for convenience only and does not suggest that products from other manufacturers cannot be used if similar colours can be achieved.

⁸ “Xeriscaping” refers to plant selection and landscaping that requires little or no artificial irrigation to maintain plants in good health.

Silverdale Neighbourhood One – Colour Palette

SEMI-TRANSPARENT STAINS ALLOW THE TEXTURE AND GRAIN PATTERNS NATURALLY FOUND IN WOOD TO SHOW THROUGH WHICH ENHANCES THE NATURAL BEAUTY OF THE WOOD. THE COLOUR OF THE STAINS IS INFLUENCED BY THE TYPE OF WOOD, ITS POROSITY AND BY THE AMOUNT OF STAIN APPLIED. TEST ON A WOOD SAMPLE TO APPROVE THE FINAL COLOUR.



Cheerful Morn
Wood - Cedar



Cheerful Morn
Wood - Pressure Treated



Cheerful Morn
Wood - Pine



PRAIRIE SUNSET

NATURAL NEUTRALS



Natural Cedar
Colour #716



Natural
Colour #199



Golden Grain
Colour #720



Cheerful Morn
Colour #700



Rustler
Colour #705



Barrel
Colour #708



Hedge Hog
Colour #709



Semi Transparent
Rich Earth Tone Colour Samples

WOODCRAFT
exterior semi-transparent stain colours **GENERAL PAINT**



Oriental Teak Colour #008



Dark Grey Colour #009



Rock Grey Colour #010



Storm Colour #906

ROCK CLIMB



Black Pearl
Colour #014



Rock Face Colour #011



Pebbles Colour #012



Cyclone Colour #013



Cheeky Cherry
Colour #717



Pacific Redwood
Colour #006



Winery
Colour #007



Earthworm
Colour #916



EARTHY MOSS



Last Rays
Colour #704



Sparrow
Colour #726



Walnut
Colour #004



California Redwood
Colour #005



Sea Grass
Colour #001



Evergreen
Colour #002



Terra-firma
Colour #003



Solid Stain
Rich Earth Tone Colour Samples



HARVEST GOLD



GREEN GOLD



BAYBERRY



BUTTERNUT



SEAFOAM



GLADE GREEN



PONDEROSA GREEN



HITCHING POST



BLUE MOSS



WILLOW MIST



SAGE - GP



SAGEBRUSH GREEN



BEECHWOOD



BRONZE



AVOCADO



IVY



FOREST - GP



MOSS BLUE



MOUNTAIN SPRUCE



WOODLAND GREEN



FOREST GREEN

WOODCRAFT

exterior solid colour stain colours

GENERAL PAINT

Solid Stain Rich Earth Tone Colour Samples



Area P – FRASER RIVER DEVELOPMENT PERMIT AREA

1. Category

The Fraser River Development Permit Guidelines are established pursuant to Section 919(1)(a) and 919.1(b) and are applicable to the Fraser River Development Permit Area shown on Official Community Plan Map 5a.

2. Intent

Establish a Fraser River Development Permit Area 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.

3. Objectives

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

4. Applicability

To achieve the objectives of Development Permit Area, the following shall apply to the issuance of development permits:

a) Activities requiring a Development Permit

A Development Permit must be obtained prior to:

- i) subdivision of land;
- ii) alteration of land;
- iii) construction of, addition to, or alteration of, a building or structure within the development permit area.

- b) Pursuant to Section 920(11) of the *Local Government Act*, an engineering study prepared by a professional engineer with experience in river engineering may be required. The report shall be certified and state that the development is safe for the use intended.

c) Guidelines for Engineers Reports to meet the Development Permit Guidelines

Where a geotechnical report is required, each report must:

- 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* hand out; and
- meet the requirements of District of Mission Floodplain Management Bylaw.

5. Exemptions

- a) A development permit may not be required for construction of, addition to or alteration of, a building or structure where:
 - i) 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;
 - ii) the property is located within the London Avenue Local Exemption Area identified on Official Community Plan Map 5a; or
 - iii) the type of construction, addition, or alteration, does not affect, or relate to, matters of health, safety or the protection of property from damage."

AREA Q - GEOTECHNICAL HAZARD LANDS DEVELOPMENT PERMIT AREA GUIDELINES

1. Category

The Geotechnical Hazards Development Permit Area Guidelines are established pursuant to Section 919(1)(a) and 919.1(b) of the *Local Government Act* and are applicable to all lands within the District of Mission.

2. Intent

Lands within the District of Mission include a variety of land forms, which have the potential to create a range of different types of hazards that may affect development. These hazards include but are not limited to: steep slopes, flooding, debris flows, rock fall, liquefactions and debris floods.

Pursuant to Section 919 of the *Local Government Act* a municipality may designate development permit areas for the purposes of protecting development from hazardous conditions.

As this Development Permit Area is established to protect areas from hazardous conditions, pursuant to Section 920(11) any requirement for a site specific geotechnical report must be prepared by an engineer with experience or training in geotechnical study and geohazard assessments.

3. Objectives

- To minimize damage to people, structures and properties from geotechnical hazards, debris floods, debris flows and alluvial fans;
- To direct development away from land subject to potential hazards;
- To ensure adequate assessment and mitigation of hazards from steep slopes;
- To allow for land use suitable under hazardous conditions in accordance with engineering studies; and
- To minimize impact of development and land alteration on the natural environment, ecosystems and biological diversity.

4. Applicability

To achieve the objectives of Geotechnical Hazard Land Development Permit Area the following shall apply to the issuance of development permits:

a) Activities requiring a Development Permit

A Development Permit must be obtained prior to:

- i) subdivision of land;
- ii) alteration of land; and
- iii) construction of addition to or alteration of a building or structure within the development permit area.

- b) Pursuant to Section 920(11) of the *Local Government Act*, a geotechnical report prepared by a Professional Engineer with experience in geotechnical study and geohazard assessments may be required where:
- i) There is a slope greater than 30% within a distance considered to be influential on the site's hazard rating, or
 - ii) Signs of slope instability exist on the property, above or below the proposed development, or
 - iii) Development may be affected by a watercourse and/or an alluvial fan hazard, or
 - iv) The Approving Officer or Building Inspector deem the report is necessary.

5. Guidelines

- a) Where possible development should be sited to avoid hazards. Where it is impossible or impractical to avoid a hazard, mitigative measures may be considered.
- b) Development permit may vary or supplement a bylaw under Part 26, Division 7 or 11 of the *Local Government Act* provided the variance or supplement is minor and directly related to, and in accordance with, the objectives of the Geotechnical Hazard Lands Development Permit Area.
- c) Conditions or restrictions may be imposed respecting the uses and densities permitted in the zoning bylaw, the sequence and timing of construction, areas to remain free of development, vegetation or trees to be planted or retained, natural drainage to be maintained or enhanced.
- d) Where the zoning bylaw permits residential use and where the geotechnical study identifies an acceptable level of risk for new construction, all new lots created should include suitable building sites. 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.
- e) Where a geotechnical report is required, each report must:
 - meet the levels of safety deemed acceptable in the District of Mission *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* hand out; and

- complete as part of the assessment and submit “Appendix D” from *Guidelines for Legislated Landslide Assessments for Proposed Residential Development in BC* (p. 54 & 55).

6. Exemptions

- a) A development permit may not be required for construction of, addition to or alteration of, a building or structure where:
 - i) 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 where *Acceptability Thresholds for Development Permit Approvals by Local Governments* the Guidelines under Development Permit Area 5(b)(1) have been met, with no conditions.
 - ii) the type of construction, addition, or alteration, does not affect, or relate to, matters of health, safety, or the protection of property from damage.

OTHER DEVELOPMENT PERMIT AREAS

1. Category

- 919.1(1)(f) of the *Local Government Act* (form and character)

2. Intent

Commercial, industrial, multi-family residential, and mixed use areas are designated at key locations as development permit areas given their high visibility in the community and the need to provide design guidelines for the form and character of development. These development areas will maintain a desired level of design character for such developments.

3. Objectives

- To encourage a high standard and consistent level of site and building design;
- To coordinate the siting, form and character of developments and landscaping of new developments; and
- To minimize effects on existing neighbourhood land uses.

4. Guidelines

Other Development Permit Area sites are designated as Development Permit Areas in **Schedule 1, "Other Development Permit Areas"**. Development Permit Guidelines accompany each designation in **Schedule 1, "Other Development Permit Areas"**.

5. Exemption

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.

SCHEDULE 1, "OTHER DEVELOPMENT PERMIT AREAS" GUIDELINES

DEVELOPMENT PERMIT AREA GUIDELINES				
MAP DESCRIPTION OF D.P. AREA	PERMIT AREA NAME AND/OR LOCATION	BUILDING SITING OBJECTIVES	BUILDING FORM AND CHARACTER OBJECTIVES	SITE LANDSCAPING OBJECTIVES
O. (ii)	Southwest corner of 7th Avenue and Hurd Street - Mixed Use Site	<ol style="list-style-type: none"> 1. The public visibility of the site is encouraged to be addressed through overall site planning and building design to commercial and multi-unit residential developments. 2. Building siting objectives should consider the following elements: <ul style="list-style-type: none"> ▪ the need to fit into the neighbourhood; ▪ to display an attractive streetscape image; ▪ to convey a pedestrian friendly character; ▪ to cluster buildings rather than massing buildings together. 	<ol style="list-style-type: none"> 1. The use of architectural design features of sloping and gable roofs, recessed doors, increased overhangs for pedestrian weather protection, residential style windows (mullions, trims) and a building character that respects the surrounding context of the site is encouraged. 2. Design coordination of all buildings on site is encouraged. 	<ol style="list-style-type: none"> 1. Utilization of street trees, landscaped berms, and increased front, side and rear setbacks in finished open space is encouraged. 2. Central green and/or public area is encouraged to be considered for the site. 3. Internal pedestrian walkways, park benches and shade areas are encouraged to be integrated within the landscape design for the site. 4. Landscaping is encouraged to screen parking and auto circulation of the site as much as possible.
O. (iv)	Heritage Park Neighbourhood Commercial - 11th Avenue and Stave Lake Street	<ol style="list-style-type: none"> 1. An appropriate scale of site development is encouraged so as to integrate successfully into the high visibility location of the property opposite from the Heritage Park Centre site and the adjacent residential area. 2. The orientation of commercial buildings should respect adjacent neighbourhood views and streetscape visual presentation. 3. Buildings are encouraged to incorporate neighbourhood friendliness in their character and siting. 	<ol style="list-style-type: none"> 1. Building form and character is encouraged to be achieved through superior architectural attention to the following: <ul style="list-style-type: none"> ▪ attractive facade treatment; ▪ substantial pedestrian weather protection; ▪ varied roof lines; ▪ articulated window design and store entry locations; ▪ pedestrian elements such as widened walkways and benches; ▪ non-glare lighting; ▪ overall building coordination. 2. Blank facade segments on buildings should be avoided. 3. An interesting, attractive neighbourhood storefront character for all buildings should be pursued. 4. Rear design treatment of buildings to adjacent residential homes should be addressed. 	<ol style="list-style-type: none"> 1. To promote pedestrian friendliness of the site, attention to the following considerations is encouraged: <ul style="list-style-type: none"> ▪ easy, safe and designated walkway corridors from adjacent streets to storefronts; ▪ integration of landscaped public spaces. 2. Comprehensive site landscaping should consider use of varied street tree types, landscaped berms to screen parking areas, integration of decorative flower areas in open space pockets, site landscaping, focal location to adjacent street intersection, use of shade areas and pedestrian benches and overall landscaping emphasis to lend interesting colour, foliage and image to the site.

DEVELOPMENT PERMIT AREA GUIDELINES

MAP DESCRIPTION OF D.P. AREA	PERMIT AREA NAME AND/OR LOCATION	BUILDING SITING OBJECTIVES	BUILDING FORM AND CHARACTER OBJECTIVES	SITE LANDSCAPING OBJECTIVES
O (v), O (vii), O (viii), O (ix)	Stave Lake Street and Dewdney Trunk Road Corner - Commercial, Nelson Street Golf Course - Neighbourhood Commercial, Dewdney Trunk Road and Richards Avenue - Commercial, Steelhead - Neighbourhood Commercial	<ol style="list-style-type: none"> 1. To achieve successful development of a commercial identity in established rural and suburban residential neighbourhoods, buildings are encouraged to be sited in scale with local context, to display an attractive streetscape image and be reflective of the design theme accomplished with existing rural neighbourhood commercial sites in the Steelhead area and at Clark's General Store in Stave Falls. 2. Building siting should incorporate both convenient automobile access and pedestrian access opportunities. 	<ol style="list-style-type: none"> 1. Neighbourhood form and character of buildings should be considered. 2. Urban commercial character of modern design and substantial site lighting should be avoided. 3. Rustic, country-style and Victorian heritage architectural forms of buildings are encouraged. 	<ol style="list-style-type: none"> 1. Site landscaping should reflect the rural or suburban natural environment of the property. 2. Planting of trees, use of flowering shrubs and decorative buffer area to adjacent street is encouraged. 3. Wherever feasible, provision of public landscaped areas for rest stops should be considered. 4. Use of historical information kiosks or signboards telling of the neighbourhood area is encouraged within public areas.
O (vi)	Hatzic - Lougheed Highway Commercial	<ol style="list-style-type: none"> 1. Redevelopment of this existing commercial area should focus on successful integration with adjacent neighbourhood residential area building character and Lougheed Highway streetscape exposure by providing comprehensive building site design review. 2. Buildings should be sited in scale with the neighbourhood and provide convenient automobile access. 	<ol style="list-style-type: none"> 1. Coordinated building form and character is desired. 2. Clustering of buildings with interconnections of public open spaces is encouraged. 3. Design attention to compatible building facades, rooflines, pedestrian weather protection, fenestration, parapet shapes, store entry locations and colours is encouraged. 4. Use of blank walls should be avoided. 5. Maintenance of existing residential views is encouraged. 	<ol style="list-style-type: none"> 1. Retention of existing landscaping and trees is encouraged. 2. Landscaping adjacent to the Lougheed Highway and Manson Street should be continuous and varied. 3. Use of landscape berms to screen parking or utilization of low dense plantings should be considered. 4. Significant colour and year round foliage from landscaping is encouraged.

DEVELOPMENT PERMIT AREA GUIDELINES

MAP DESCRIPTION OF D.P. AREA	PERMIT AREA NAME AND/OR LOCATION	BUILDING SITING OBJECTIVES	BUILDING FORM AND CHARACTER OBJECTIVES	SITE LANDSCAPING OBJECTIVES
O (x)	Clay Street – Keystone Avenue Golf Course	<ol style="list-style-type: none"> Buildings are encouraged to be sited in scale with the Local Rural Neighbourhood Character. Buildings are to display an attractive streetscape image. 	<ol style="list-style-type: none"> Design coordination of buildings on-site is encouraged. To limit massing of sides of buildings, varied design articulation is encouraged through use of varying building materials, windows, recessed doors and varied roof lines. Wherever feasible, buildings should be orientated to the street. 	<ol style="list-style-type: none"> The Clay Street portion of the site adjacent to the parking area is encouraged to be landscaped with plantings such as trees, shrubbery and flowering plants. Significant colour and year round foliage from landscaping is encouraged. Retention of existing natural landscaping and trees is encouraged at other streetscape portions of the property. Internal pedestrian pathways from parking area to clubhouse are encouraged, to incorporate park benches with shade areas. Site signage adjacent to Clay Street entrance should be low level, ground based, non-lit and complemented with flowering plants.
O (xi)	Lougheed Highway and McLean Street	<ol style="list-style-type: none"> To achieve successful development of a commercial identity in an established suburban residential neighbourhood adjacent to the Lougheed Highway. 	<ol style="list-style-type: none"> Building form and character is encouraged to be achieved through design attention to: <ul style="list-style-type: none"> varied building materials; varied roof lines; limiting building massing; emphasis to building entry locations; non-glare lighting; neighbourhood form and character of adjacent buildings. 	<ol style="list-style-type: none"> Site landscaping should reflect the suburban natural environment of the property. Planting of trees, use of flowering shrubs, and decorative buffer area to adjacent street is encouraged.
O (xii)	Lougheed Highway and Dewdney Trunk Road	<ol style="list-style-type: none"> Commercial redevelopment and expansion within this area should focus on successful integration with adjacent residential neighbourhood building character and Lougheed Highway streetscape exposure by providing comprehensive building site design review. Buildings should be sited in scale with the neighbourhood and provide convenient automobile access. 	<ol style="list-style-type: none"> Coordinated building form and character is desired. Building form and character is encouraged to be achieved through design attention to: <ul style="list-style-type: none"> Varied building materials; Varied roof lines; Limiting building massing; Emphasis to building entry locations; Non-glare lighting; Neighbourhood form and character of adjacent buildings. 	<ol style="list-style-type: none"> Site landscaping should reflect the suburban natural environment of the property. Planting of trees, use of flowering shrubs, and decorative buffer area to adjacent street is encouraged.