

Mission

Area Redevelopment Plan





Office Consolidation
2022 July

Mission

Area Redevelopment Plan

Bylaw 12P2004
Approved 2006 July 18



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

Note: This office consolidation includes the following amending Bylaw:

Amendment	Bylaw	Date	Description
1	5P2007	2007 March 12	Add text to 5.2.3
2	37P2008	2008 June 01	<ul style="list-style-type: none"> a. Add text to Section 3.0. b. Delete text in Section 5.0. c. Delete and replace text in Section 6.0. d. Delete and replace text in Section 6.0. e. Delete and replace text in Section 13.0.
3	64P2008	2008 September 08	a. Delete and replace Map 4.
4	8P2009	2009 April 06	<ul style="list-style-type: none"> a. Delete and replace text in section 7.1. b. Delete section 7.2 in its entirety and replace with new text. c. Delete section 7.3 in its entirety and replace with new text. d. Delete section 7.4 in its entirety and replace with new text. e. Delete and replace text in section 12.3.4
5	16P2009	2009 July 13	<ul style="list-style-type: none"> a. Delete and replace Map 4 (entitled Land Use Policy Plan). b. Delete section 11.4.5 in its entirety and renumber subsequent sections accordingly.
6	39P2009	2009 October 05	a. Delete Section 5.1.3.11 in its entirety and renumber subsequent sections accordingly.
7	15P2013	2016 February 8	ABANDONED
8	16P2013	2013 June 11	a. Delete and replace text in Section 5.2.3 entitled "Policy", policy 5 in its entirety and renumber subsequent sections accordingly.
9	21P2021	2021 July 28	a. In Section 6.0 Residential Land Use Policies, subsection 6.1.3, Policy, delete policy 2 and replace with new copy.
10	41P2022	2022 July 26	a. In Section 6.1.3 Policy, under policy 1., after the first sentence, add new text.

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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PART I

PLAN IN SUMMARY





Part I

1.0 PLAN IN SUMMARY

The Mission Area Redevelopment Plan (Mission ARP) proposes a vision for the Mission community. The four key elements of this vision include:

1. Recognizing the unique role that Mission has played in the history of Calgary and the significance of preserving where possible its special character buildings,
2. Promoting a built form of medium to high density apartment development that blends into the existing streetscapes in a sensitive manner,
3. Encouraging private developers to contribute affordable housing, and
4. Supporting pedestrian-oriented commercial developments along 4 Street SW and 17 Avenue SW and a pedestrian walkway along the west side of the Elbow River.

The ARP:

- Recognizes Mission as an eclectic residential community incorporating a mix of high and medium rise apartments, while encouraging the preservation of older character homes and apartments.
- Incorporates development guidelines for new commercial and residential developments to ensure that new developments are compatible with the existing streetscapes.
- Encourages residential development in the rear yards of character homes and apartments (where the sites are large enough) as a method of preserving character homes and apartments.
- Allows live-work uses, bed and breakfasts and office conversions that are low-traffic generators in older homes.
- Promotes the special natural environment of Mission. Its location in the Elbow River Valley gives it a unique microclimate ideal for native plants and trees. The ARP promotes the preservation of trees and advocates their replacement when deemed necessary.
- Recommends that new developments conform to the guiding principles of Smart Growth.



2.0 INTRODUCTION

2.1 *History and Existing Conditions of the Mission Community*

Mission is one of twin “turn of the century” communities in Calgary known as Cliff Bungalow-Mission. The community is older than the city itself. This area is bounded by the Connaught-Beltline residential community in the north, the Mount Royal escarpment or “cliff” in the west, and the Elbow River in the south and east. The 4th Street business district divides the twin communities. They are close to the downtown employment areas, and social and recreational facilities (Map 1).

2.1.1 *Historic Context*

Mission is unique because of its association with the historic Catholic Mission from which it takes its name. The Mission was originally a tract of land (two quarter sections) given to the Oblates of Mary Immaculate in 1884 by the government of Sir John A. Macdonald to establish a French Canadian Catholic mission west of St. Boniface, Manitoba. Fathers Lacombe and Leduc homesteaded these lands.

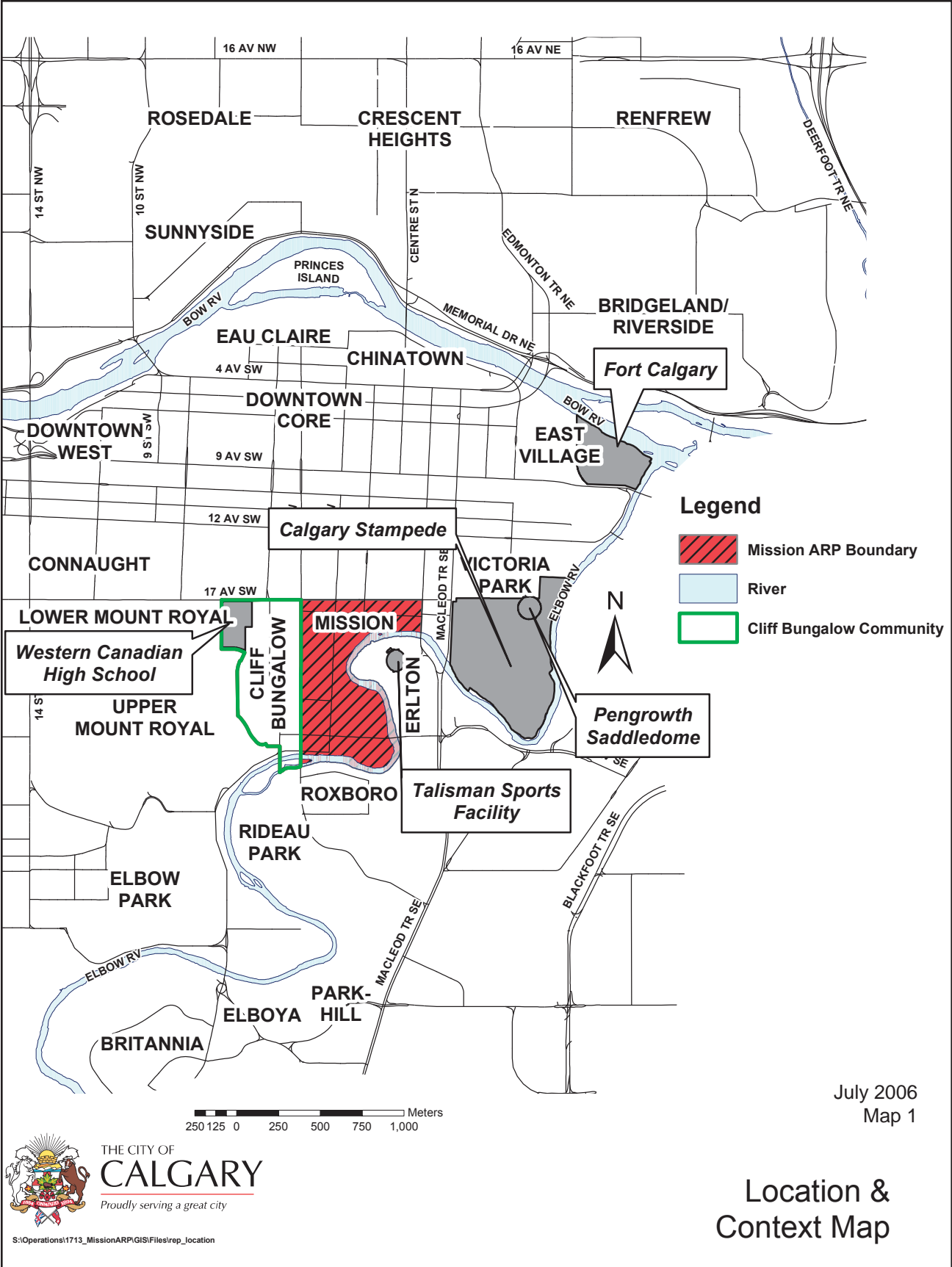
The Mission was incorporated as the Village of Rouleauville in 1899 and annexed to Calgary in 1907. Annexation resulted in the provision of cement sidewalks, streetcars, water, sewer and electrical services. The period from 1908 to 1914 was one of remarkable growth and optimism in which most of Mission’s single detached houses were built. During this period, the three brick commercial buildings on 4 Street SW and some brick low rise apartments were also built. With annexation came a name change from Rouleauville to Mission.



THE ELBOW RIVER - THE SOUTH AND EAST BOUNDARY OF MISSION



HISTORIC APARTMENT LOCATED AT 19 AVENUE AND 2 STREET SW





Of the several Catholic institutions and homes from that early era, the oldest surviving examples include:

- Sacred Heart Convent located at 225 19 Avenue (built in 1893)
- C.N.R. station (the former St. Mary's Parish Hall) at 141 18 Avenue (1905)
- McNab Wing of the Holy Cross Hospital at 2210 2 Street (1928)
- McHugh House at 110 18 Avenue (1896) and
- Rouleau House at 141 18 Avenue (1888).

St. Mary's Parish Hall became the railway station for both the Grand Trunk Railway and the Canadian National Railway before becoming the home for the Alberta Ballet.

Mission is also known for its many older residential dwellings including homes and apartments, institutional buildings and commercial buildings. These date back to the late 1800s and to Calgary's early boom period prior to the First World War.

Mission was substantially built out by the First World War and retained its essential historic character for many decades. It was not until after the Second World War that Mission started to experience the pressure of redevelopment with the construction of newer apartments in the neighbourhood. The oil boom of the 1970s had a major impact on the area and the original character began to undergo substantial change. The pace of change slowed during the subsequent economic downturn, yet at the same time, Mission began to be a popular inner-city neighbourhood. Fourth Street SW began to regain its stature as a successful commercial strip and more people were attracted to live in the area.

The latest boom has intensified the redevelopment pressures in Mission as the area continues to increase in popularity as a place to live.

2.1.2 Existing Conditions

The area has many natural features, including the Elbow River which defines the south and east boundaries of the community. It is also known for its trees, shrubs, river bridges and other amenities related to pedestrian activities. Its location adjacent to the Elbow River enables residents and visitors to enjoy a picturesque park-like setting and microclimate.

The Mission community today is a diverse community providing affordable rental accommodation for young professionals, service workers, students and seniors.

Ninety percent (90%) of the dwelling units in Mission are apartments. The percentage of Mission's population between the ages of 25 and 34 is double that of the city of Calgary (34% in Mission as compared to 17% in Calgary). The percentage of Mission's population over 65 years of age is significantly higher than that of Calgary (14% as compared to 9%). The percentage of Mission's population that live alone is 46% as compared to 9% for Calgary. Only 22% of occupied dwellings are owned while 78% are rented.



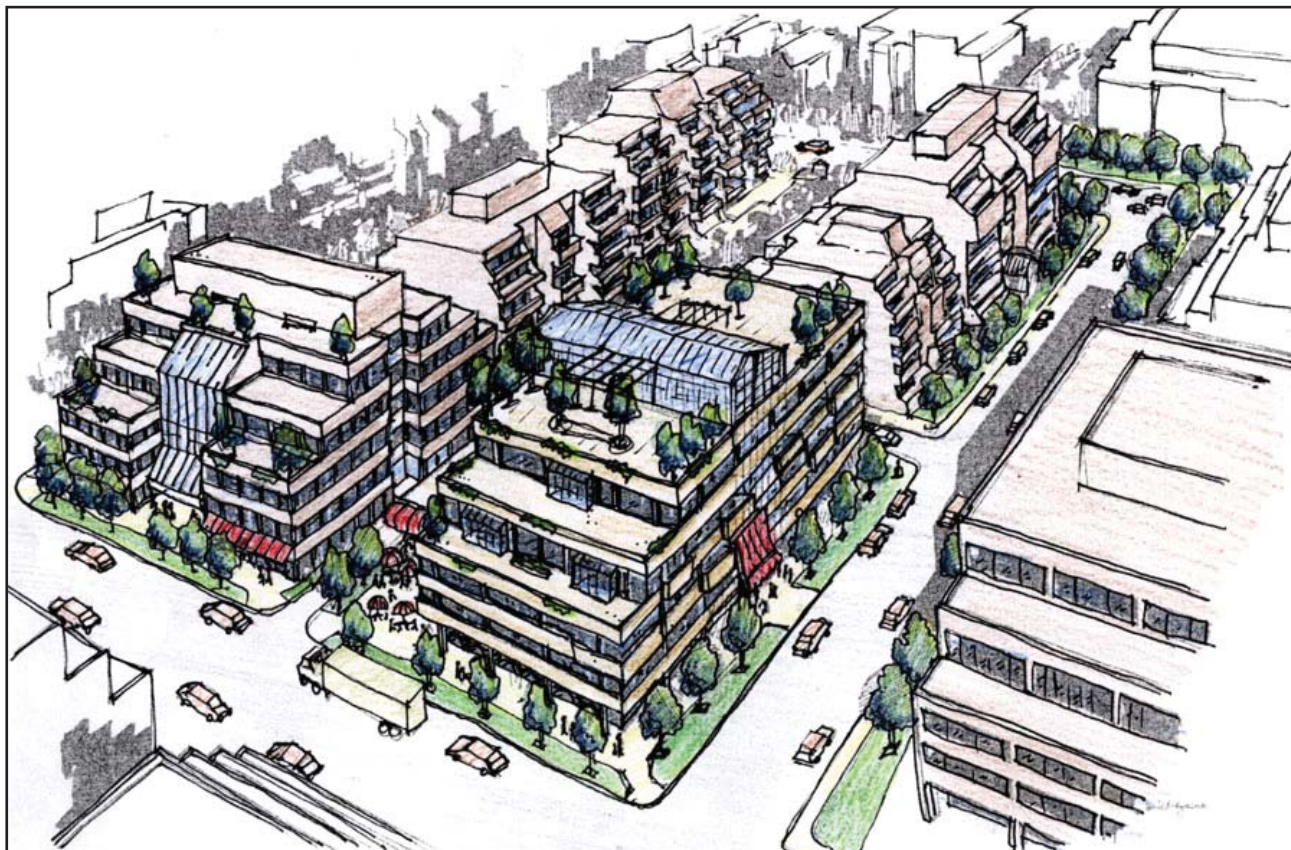
2.2 1982 Mission Area Redevelopment Plan

The Mission Area Redevelopment Plan was approved by City Council in October 1982. The Plan envisioned the transformation of this “turn of the century” community comprising two and three storey single-detached homes and apartments into a medium to high rise apartment community. Apartments ranging from four to seventeen storeys in height were anticipated depending on the location. This future apartment community was to accommodate residential dwellings needed in the Downtown and Beltline (Connaught-West Victoria) areas.

The 1982 ARP recognized the need to acknowledge a select number of potential heritage buildings in the community. It also recommended public improvements for the 4 Street SW commercial district and the Elbow River edge.

2.3 Development Activity in Mission since 1982

Calgary experienced a recession beginning in 1982 that affected the redevelopment anticipated when the Mission ARP was approved. The effects of this recession would persist until the late 1990s. During this period, redevelopment consisted of two five-storey apartments, a stacked townhouse, a fourplex, a townhouse, an addition to an existing apartment, the upgrading of older apartments and the conversion of older apartments into condominiums.



1982 PERSPECTIVE OF THE MISSION REDEVELOPMENT PLAN



Since 2000, the pace of redevelopment has picked up with the approval of six major developments. All but one have resulted in the demolition of older character homes, apartments and commercial buildings.

A key problem with the 1982 Mission ARP is its lack of direction with regard to 'fit' of new developments within the broader community context. The *Calgary Plan* (Calgary's municipal development plan) recommends that when redevelopment occurs, it should be sensitive to surrounding developments and streetscapes. There are, however, no guidelines in the 1982 ARP advising either the Approving Authority, the developer or the community on how to evaluate a proposal to build a six storey residential apartment next to a two storey character home or apartment. Generally in these situations, the character homes are not protected.

2.4 *Policy Changes Since the 1982 Approval of the Mission ARP*

Policy documents approved by City Council since 1982 that affect the Mission community include:

2.4.1. *The Calgary Plan (approved in 1998)*

This Plan consolidates the strategic policies including those of the *Calgary Transportation Plan* (approved in 1995) that guide Calgary's growth and development over the next twenty years. While the *Calgary Plan* does not address Mission specifically, the key policies are:

- a) Encourage sensitive types of housing intensification in all neighbourhoods, in accordance with local plans to promote a more compact city form;
- b) Encourage new housing close to transportation facilities and within mixed use centres to support transit and pedestrian mobility choices;
- c) Encourage walking, cycling and other modes of transportation; and
- d) Encourage preservation of Calgary's historic sites.

2.4.2. *Looking Ahead, Moving Forward (Council's Priorities 2002-2004)*

This policy document approved in July 2002 is the most recent Council directive regarding maintaining community vitality while redevelopment occurs. City Council has heard the desire of Calgarians for accessible, affordable and appealing communities that have a compatible mix of housing, jobs, shops, parks and open spaces connected by a well-planned, integrated transportation system. Council is therefore committed to:

- (a) Fostering vibrant, livable and welcoming communities with a strong sense of community and place;
- (b) Increasing the use of public transit;
- (c) Reducing through traffic from established neighbourhoods;
- (d) Increasing the supply of safe and affordable housing; and
- (e) Fostering communities in which citizens protect, watch over and care for one another.



2.5 *Public Consultation*

A lengthy public consultation process was carried out during the preparation of this Area Redevelopment Plan. Initiatives used to engage property owners, residents and absentee landlords consisted of open houses, block meetings, visioning exercises, and the preparation of a draft ARP for discussion purposes. A local architectural firm was also hired to review the draft ARP and assist in making recommendations on the future planning for Mission.

Following that, The City of Calgary and the Cliff Bungalow-Mission Community Association jointly sponsored an Urban Design Project. Four architectural firms were hired to recommend ways of both preserving the character homes and apartments while allowing landowners the opportunity to add density on their properties. The Cliff Bungalow-Mission Community Association hired the Urban Design Studio (Faculty of Environmental Design) of the University of Calgary to make recommendations on how redevelopment could occur while respecting the character homes and apartments.

2.6 *What are Area Redevelopment Plans?*

Area Redevelopment Plans (ARPs) are bylawed planning documents for communities in Calgary. They are to be considered in combination with other plans, bylaws and policy documents. They are intended to supplement the Land Use Bylaw by providing direction within which the discretion of the Approving Authority should be exercised in a particular community. Districts under the Land Use Bylaw apply uniformly throughout the city – the ARP is intended to provide a community orientation to the district uses and rules.

Part II of this ARP is adopted by bylaw. Any changes to these pages require an amendment to the ARP with a public hearing of Council and advertising requirements as set out in the Municipal Government Act. The pages which contain the Introduction and Supporting Information (Parts I & III) have no legal status.

All municipal improvements proposed by this ARP are subject to The City's capital budget priorities and approval process. Expenditure of specific municipal funds recommended by this ARP will ultimately be evaluated by City Council in relation to the needs of other communities and citywide spending priorities.



2.7 *Disclaimer*

Area Redevelopment Plans promote a vision for a community, and put in place policies and guidelines that work toward achieving the vision over time. Policies and guidelines in an ARP are not to be interpreted as an approval for a use on site, as the policies do not address the specific situation or condition of each site within a plan area. In that regard, particular site conditions, including environmental contamination, must be assessed on a case by case basis on application for subdivision or development approvals.

The ARP is not an endorsement or acceptance under the Alberta Building Code and the Safety Codes Act, R.S.A. 2000, c. S-1. When building use changes are contemplated, in particular with large existing buildings or building complexes, thorough assessments for Alberta Building Code compliance are required in order to determine whether existing life safety systems can accommodate the new uses proposed. When reviewing applications that propose a change in use of an existing building, the Approving Authority may require the submission of an Alberta Building Code compliance assessment report in order to verify that the building is suitable for the proposed use. Design changes necessary to bring an existing building into Alberta Building Code compliance as a result of a change of use are addressed by application for a building permit in the normal course.



PART II

MISSION AREA REDEVELOPMENT PLAN





PART II

3.0 MISSION AREA REDEVELOPMENT PLAN

Note: This ARP was adopted by Council when the City of Calgary Land Use Bylaw 2P80 ("2P80") was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 ("1P2007"), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.

Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect. **Bylaw 37P2008**

3.1 Boundaries of the ARP

The Mission ARP is bounded by 17 Avenue SW in the north, 4 Street SW in the west, the Elbow River in the south and the Elbow River and 1 Street SE in the east (see Map 2). The Mission ARP covers approximately 53.5 hectares (132 acres).

3.2 Goals of the ARP

The goals of the Mission Area Redevelopment Plan are:

1. To ensure that existing and new development contributes to the enhancement of Mission as a unique, safe, vibrant and livable inner-city community;
2. To establish a policy framework for sensitively managing growth and change within the context provided by the Municipal Development Plan (*The Calgary Plan*) while maintaining and protecting the special historical character of the community;
3. To encourage a variety of dwelling types that support a diverse population mix and variety of income levels, as well as special needs groups;
4. To encourage mixed-use developments at a pedestrian scale along 4 Street SW and 17 Avenue SW;
5. To encourage new residential and commercial development to be compatible with the special character of Mission;
6. To recognize and protect where possible, the historical significance of the community;
7. To protect the natural environment of Mission, in particular the edge conditions along the Elbow River; and
8. To promote safe pedestrian, transit and vehicular movements and connections throughout Mission to other communities and to the downtown.

These goals are consistent with generally accepted principles of *Smart Growth*.



3.3 Guiding Principles of Smart Growth

The City is committed to the principles of Smart Growth in the development and redevelopment of our communities. Smart Growth is distinguished by the development of neighbourhoods that accommodate growth, provide housing choice, make efficient use of the existing transportation and utilities networks, and produce safe, interesting, and comfortable pedestrian environments. The guiding principles for the continued revitalization and redevelopment of Mission are consistent with this approach and are summarized below:

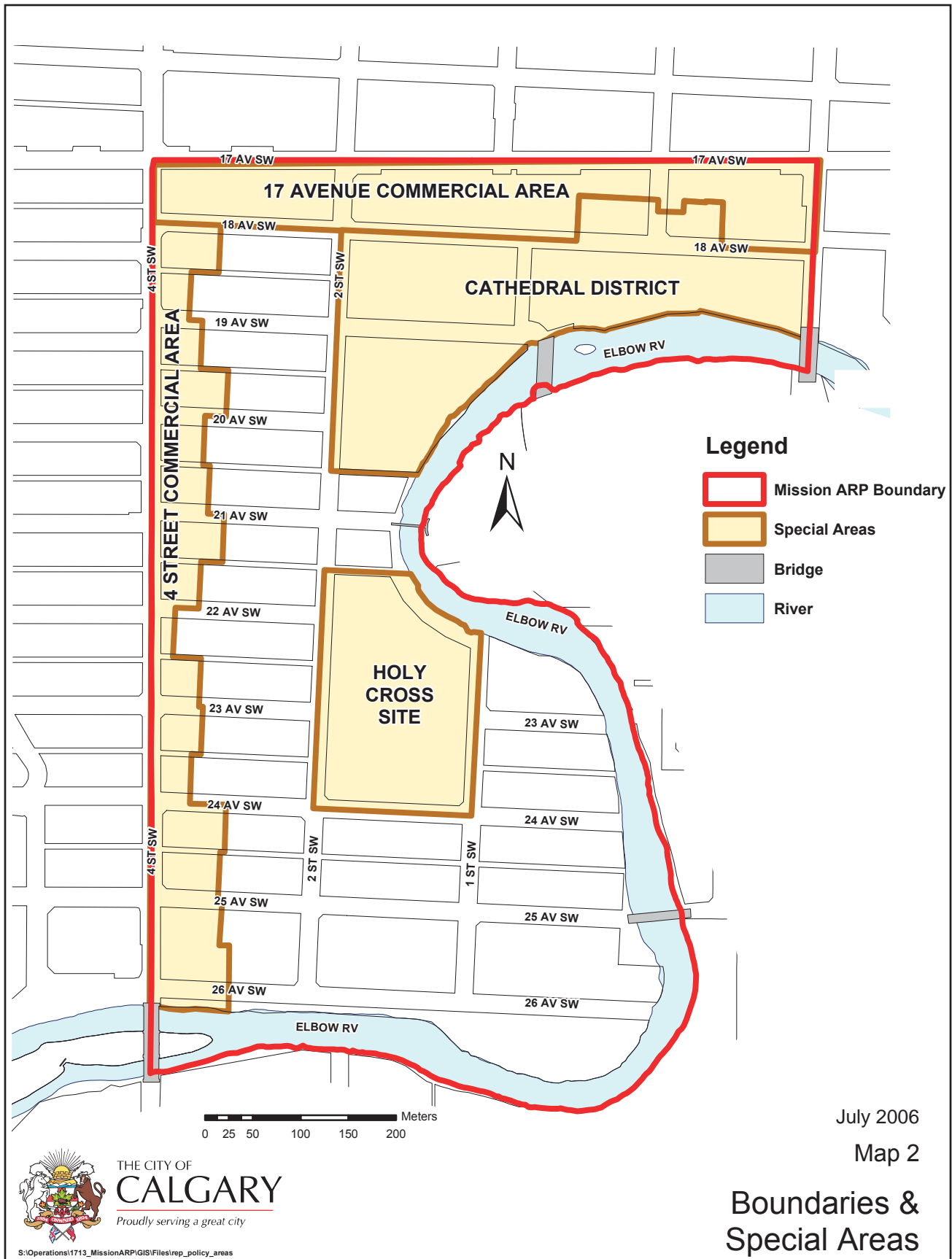
1. Mix land uses to keep homes, jobs and stores close together, increasing convenience and reducing the need to drive;
2. Take advantage of existing community facilities to get the most out of the parks, schools, roads, transit systems and utilities that have already been built;
3. Create a range of housing choices including townhouses, apartments and suites to meet different lifestyle needs;
4. Foster walkable neighborhoods not only by creating a pleasant walking environment, but by ensuring that there are nearby destinations like stores and transit stops to attract pedestrians;
5. Promote distinctive, attractive communities with strong identities by taking advantage of features that make an area special, like heritage buildings, unique shopping streets or appealing open spaces;
6. Preserve open space, natural beauty, and sensitive environmental areas;
7. Encourage growth in existing communities by finding ways for new development to fit in with the older neighborhood;
8. Provide a variety of transportation choices so that there are safe, viable alternatives to driving cars; and
9. Encourage citizen participation in development decisions.

3.4 Special Areas within Mission

The Mission ARP identifies four distinct areas that sit within the community:

- 4 Street SW
- 17 Avenue SW
- Holy Cross site
- Cathedral District

Each of these areas is addressed separately within the ARP to recognize their unique characteristics, and to allow for policies and guidelines that protect these characteristics as the evolution of the Mission community continues.



July 2006

Map 2

Boundaries &
Special Areas



4.0 MISSION AS AN HISTORIC COMMUNITY

4.1 Context

As one of the oldest Calgary communities, Mission has good examples of historic residential, commercial and institutional buildings, as well as streetscapes. There are approximately 175 buildings in the Mission area that are old enough to be considered potential historic sites (over 45 years of age), although most of these have not yet been formally evaluated. The buildings include one, one-and-one-half and two-storey single detached wood frame dwellings, apartments, commercial and institutional buildings, and bridges. The majority of them were built during one of Calgary's earliest growth periods between 1910 and 1913.

The architectural styles of the single-detached dwellings include two storey houses that are adaptations of the Queen Anne Revival and American Foursquare styles.

The apartments include double-bayed façades with predominant cornices as is evidenced in the Flexford House and the Sibley Apartments.



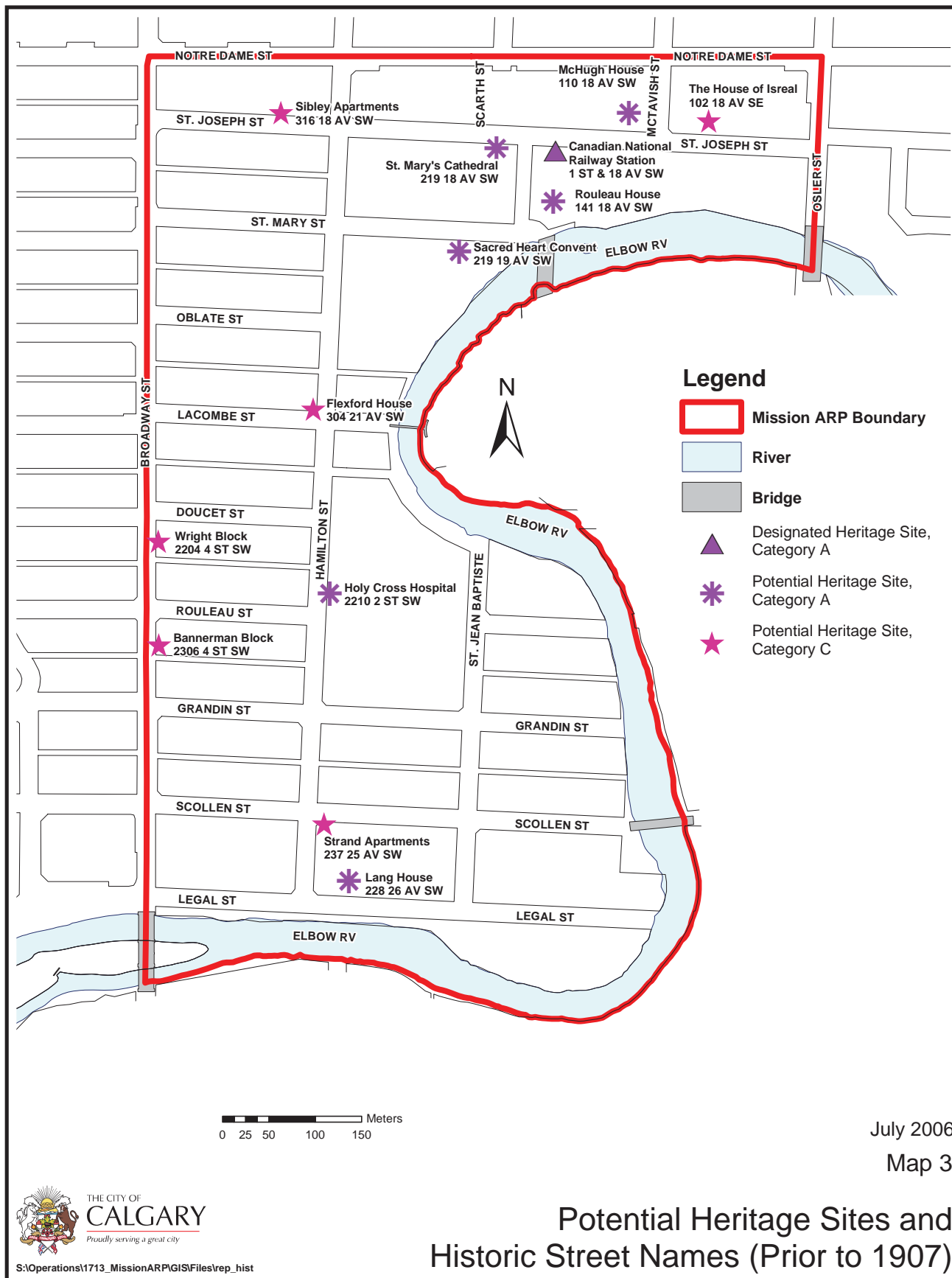
THE FLEXFORD HOUSE



THE SIBLEY APARTMENTS

The City of Calgary Heritage Authority maintains an *Inventory of Potential Heritage Sites*. Within Mission, the *Inventory* currently identifies thirteen buildings as potential historic sites. Using a Council-approved process, the Heritage Authority ranks potential historic sites (Map 3). Sites listed on the *Inventory* include:

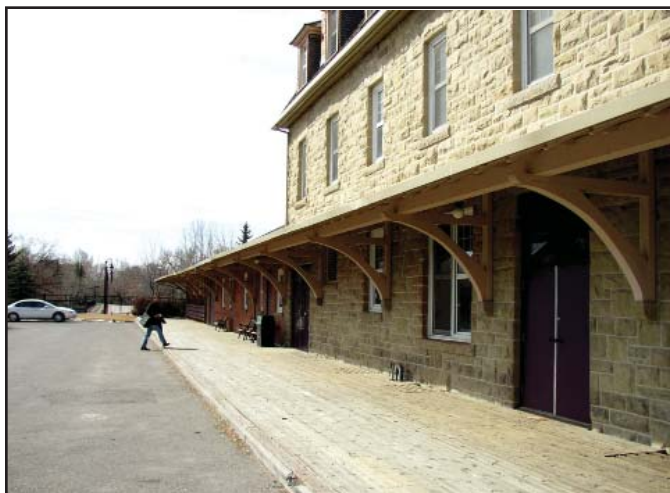
- McNab Wing of the Holy Cross Centre (2210 2 Street SW),
- McHugh House (110 18 Avenue SW),
- Rouleau House (141 18 Avenue SW),
- C.N.R. Station (St. Mary's Parish Hall) (141 18 Avenue SW),
- Sacred Heart Convent (225 19 Avenue SW),
- Lang House (228 26 Avenue SW),





- Bannerman Block (2306 4 Street SW),
- House of Israel (102 18 Avenue SE),
- Sibley Apartments (316 18 Avenue SW),
- Wright Block (Aberdeen Apartments) (2204 4 Street SW),
- Flexford House (304 21 Avenue SW),
- Strand Apartments (237 25 Avenue SW), and
- St. Mary's Cathedral (219 18 Avenue SW).

The C.N.R. Station, in addition to being on the City *Inventory*, is also a provincially designated historic resource.



THE C.N.R. STATION



THE ROULEAU HOUSE



THE MCHUGH
HOUSE

THE LANG
HOUSE





THE BANNERMAN BLOCK



THE HOUSE OF ISRAEL

There are a number of character structures in Mission that are not currently on the *Inventory*, but may warrant inclusion. These structures include residential and commercial buildings, and bridges.

Residential blocks in Mission generally contain a mix of “turn of the century” single detached homes and apartments and newer apartments built between the 1940s and 1980s. There are clusters of older single detached buildings on 20 and 21 Avenues SW between 2 and 4 Streets and on 23 and 24 Avenues SW between 2 and 4 Streets.

There are three commercial character buildings on 4 Street. They include the Young Block, Aberdeen Block and Inglis-McNeil Block. The Young Block is a two storey building with retail at grade and office above located at 2120 4 Street SW. It was built in 1912. The Aberdeen Block is a three storey mixed-use building with retail at grade and two storeys of residential above located at 2206 4 Street SW. It was built in 1913. The Inglis-McNeil Block is a two storey house with a one storey storefront located at 2310 4 Street and built in 1911.

The Mission and CNR bridges across the Elbow River are also heritage structures within Mission that currently are not included on The City’s Inventory.

On October 3, 1983, City Council approved the Heritage Management Program Policies and Procedures. In that report, density transfer was identified as a tool to encourage the preservation of historic sites. In areas outside the downtown, City Council may consider incorporating density transfer for historic preservation purposes, as part of a Direct Control land use designation. In 2002, Council approved the Heritage Incentive Program, to provide financial assistance to owners of commercial buildings that are formally designated as Municipal Historic Resources.



4.2 Objective

- Encourage conservation of the community's historic resources through sensitive intensification, renovation and adaptive re-use.

4.3 Policy

1. The City of Calgary encourages the preservation of buildings included on the *Inventory of Potential Heritage Sites*.
2. Adaptive re-use of historically significant sites and structures is encouraged.
3. Additions, renovations and significant alterations to identified potential historic sites should be of a nature and quality that complement the existing character of Mission.
4. Promote public awareness of historic sites in Mission.

4.4 Implementation

1. The Approving Authority should use incentives, including voluntary density transfers approved in the Heritage Management Program Policies and Procedures, which encourage the adaptive re-use of historic residential, commercial and institutional sites that are on the City's Inventory.
2. Owners of potential historic sites are encouraged to investigate use of the Heritage Incentive Program.
3. Owners are encouraged to use the density transfer system as approved by City Council in the Heritage Management Program Policies and Procedures (1983).
4. To expedite the inclusion of buildings on The City's Inventory of Potential Heritage Sites, the community is encouraged to:
 - Prioritize the existing stock of sites that may meet the criteria for inclusion on the *Inventory*;
 - Research the sites to the standard of the Calgary Heritage Authority; and
 - Submit completed applications to the Calgary Heritage Authority for inclusion on the Inventory of Potential Historic Sites.

As part of this initiative, the community should explore the potential for Provincial funding.



5. The community is encouraged to continue the implementation of the Street Sign Project (See Figure 1).
6. The community should develop a Mission plaquing project whereby interpretive plaques identify and provide information on the historic sites in the community, and including new buildings to commemorate demolished buildings.
7. The community is encouraged to request the installation of heritage style streetlights when the existing streetlights need to be replaced (see Figure 2).

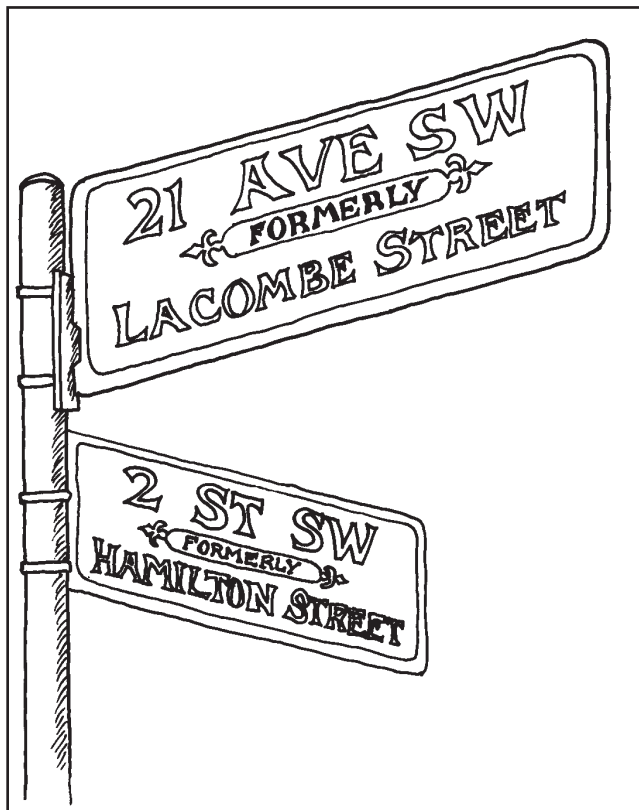


FIGURE 1:
IMPLEMENTATION OF THE STREET SIGN PROJECT.

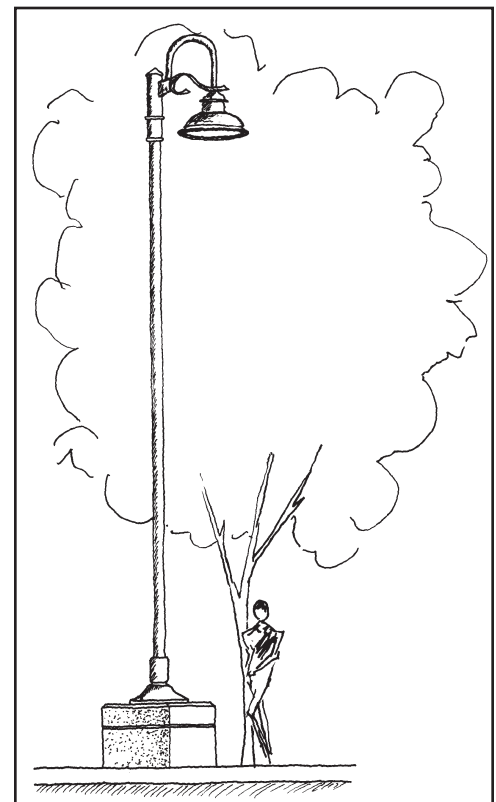


FIGURE 2:
USE OF HISTORIC STREET LAMPS



5.0 COMMERCIAL LAND USE

5.1 4 Street SW

5.1.1 Context

A focus of the Mission community is the 4 Street SW commercial area originally known as Broadway Street. The north and east boundaries of the Cliff Bungalow community (4 Street SW and 17 Avenue SW) are major commercial streets which traditionally served as shopping streets for inner city residents. The character and uses along 4 Street have evolved from local commercial and residential to office and service commercial. Retail uses are predominantly at-grade and 4 Street SW serves a special role as a pedestrian-oriented retail area serving both the Cliff Bungalow-Mission communities and the city at large. While there is a predominance of restaurants and coffee shops on 4 Street SW, there are a variety of other complementary commercial uses that cater to the Cliff Bungalow-Mission residents.

The 4 Street Business Revitalization Zone (BRZ) was established in 1990. The BRZ has been instrumental along with the Cliff Bungalow-Mission Community Association initiating the annual Lilac Festival, a Spring street fair that attracts Calgarians from all parts of the city.

A concern was raised during the preparation of the ARP that the current parking standards in the Land Use Bylaw may be too excessive. A parking study of the 4 Street SW Commercial Area was undertaken on August 14 and 16, 2003. On those days, City staff carried out 741 interviews. The results indicated that 51% of those interviewed had traveled to the area by automobile. The other 49% arrived either as passengers in automobiles, or by walking, cycling, transit or some other form of non-automobile travel.

Bylaw 37P2008



THE ABERDEEN BLOCK



THE YOUNG BLOCK



5.1.2 Objectives

- Maintain the pedestrian street character of 4 Street SW;
- Encourage mixed use developments with ground floor commercial uses and residential uses above on 4 Street SW close to transit;
- Discourage the intrusion of commercial developments into the residential area;
- Encourage the sensitive rehabilitation of commercial historic sites;
- Encourage privately-owned parking stalls for public use when possible; and
- Minimize impacts of commercial-oriented parking on surrounding residential streets.

5.1.3 Policy

To maintain the character of 4 Street SW, commercial development is to be encouraged through the following policies (see Map 4 for land use policies for the community).

1. A variety of uses including residential, offices, retail, restaurants, and entertainment uses are encouraged, but should not negatively impact adjacent residential development.
2. Mixed-use projects containing a residential component are encouraged.
3. All new commercial or mixed-use developments should accommodate pedestrian-oriented commercial uses such as retail, personal service businesses and restaurants at grade (excluding offices, financial services and medical clinics).
4. Pedestrian-oriented commercial areas have the following elements (see Figure 3):
 - wider sidewalks of a minimum of three metres (nine feet),
 - continuous retail frontage,
 - direct access to retail uses / shop entrances on the sidewalks,
 - large window areas lining the sidewalks allowing views into stores or display areas inside the stores,
 - late afternoon sunlight on commercial properties,
 - outdoor patios,
 - accessible transit,
 - convenient bicycle parking,
 - street parking for vehicles adjacent to the businesses,
 - public art and street furniture, and



- commercial developments that complement the special character and original architecture of the Mission area.

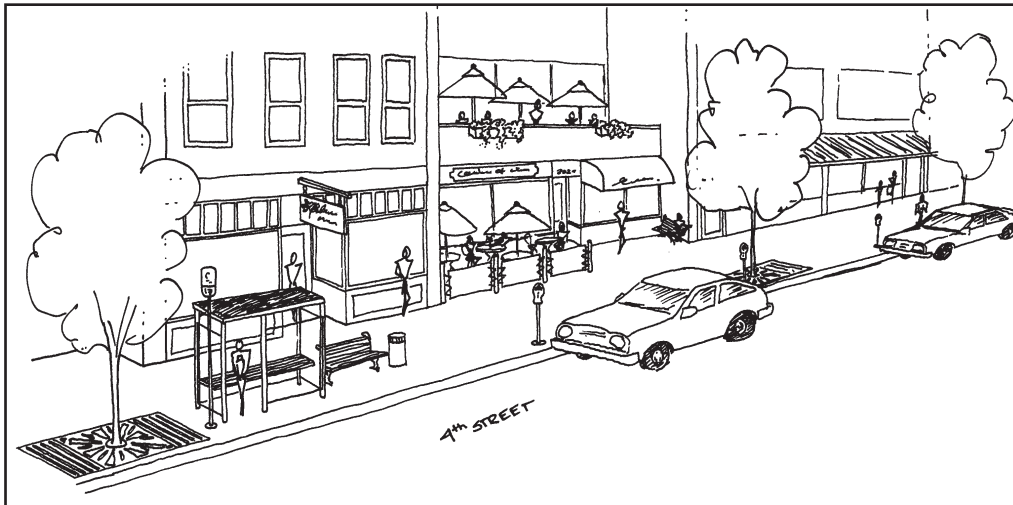


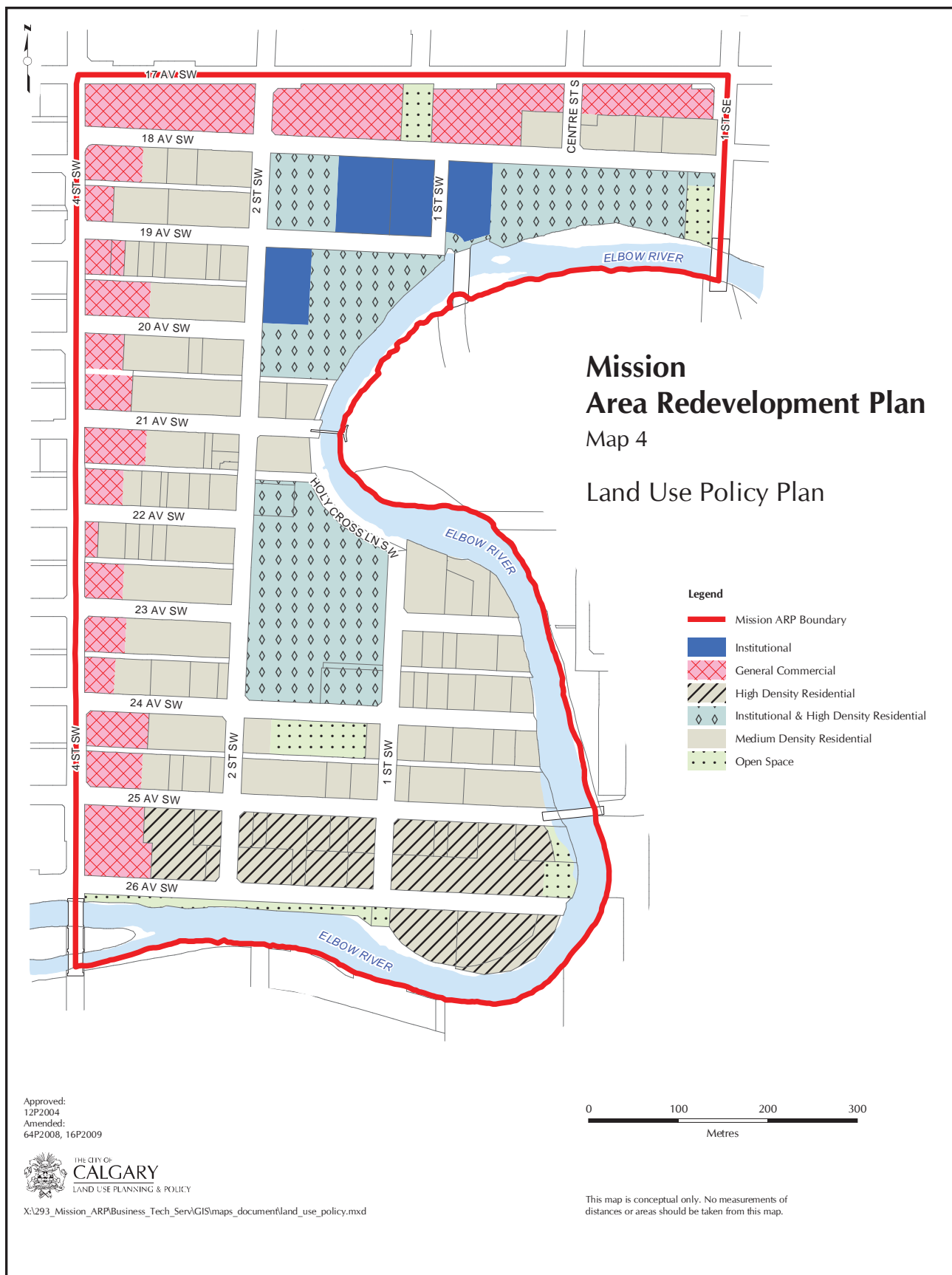
FIGURE 3: PEDESTRIAN-ORIENTED COMMERCIAL STREETScape ON 4 STREET SW.

5. At-grade commercial parking, unless wrapped with an intervening use, is strongly discouraged as it is disruptive to a pedestrian-oriented streetscape.
6. Auto-oriented uses, which normally involve extensive front yard parking and access, are inappropriate for the pedestrian-oriented nature of 4 Street SW and should not be allowed. Examples of such uses include auto body and paint shops, automotive sales and rental, drive-in businesses, service stations and gas bars. These uses should be discouraged unless they relate to the character of the street and there is no front yard vehicular access or parking.
7. Remnant parcels with older houses having commercial zoning but without frontage on 4 Street SW should be allowed to be converted to low traffic generator-type office uses such as professional offices or bed and breakfasts.
8. Restaurants with a net floor area (excluding kitchen) of up to $\pm 230 \text{ m}^2$ (2,500 sq. ft) are encouraged. Drinking establishments with a net floor area (excluding kitchen) greater than $\pm 140 \text{ m}^2$ (1,500 sq. ft.) are discouraged.
9. The 4 Street SW land use designations of C-3(27) and DC for general commercial or commercial with residential uses (in place in Land Use Bylaw 2P80 at the time of approval of this ARP) allow for an appropriate building form for the street. This type of land use designation should be retained to encourage intensive, mixed-use developments close to transit.
10. The eastward expansion of commercial development into the adjacent residential area is discouraged and if approved would require an ARP amendment.

Deleted

Bylaw 39P2009

11. Parking relaxations for commercial sites on the Inventory of Potential Heritage Sites are encouraged.





5.1.4 Implementation

The following guidelines are to be considered by the Approving Authority in the review of development applications.

1. Pedestrian-scale development:

- a) At-grade pedestrian-oriented retail commercial and service uses are encouraged (see Figure 4). Storefronts should be designed to accommodate continuous retail frontage with land uses such as retail shops, restaurants, and personal service businesses. Design features should be included that enhance the pedestrian atmosphere by adding spatial complexity and interest (e.g., forecourts and second floor offices). The main floor of new developments should be at the same level as the sidewalk.

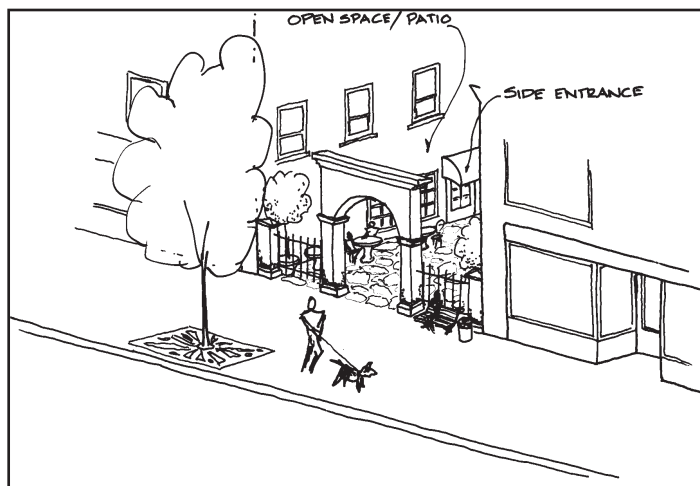


FIGURE 4:
DESIGN FEATURES SHOULD ADD COMPLEXITY
AND INTEREST TO THE PEDESTRIAN ENVIRONMENT.

- b) To encourage pedestrian scale of development, a maximum height of the wall face of 14 metres (46 feet) fronting on 4 Street SW is encouraged.
- c) To support the pedestrian environment, particularly where the minimum width of sidewalks is three metres (ten feet) or less (between the curb and the face of the building), the ARP recommends that the ground level of the building should be recessed one and a half metres (five feet) to create extra space for pedestrian movement.
- d) Buildings should be designed or setback to allow for sunlight at the curb on the west side of 4 Street SW between the hours of 10:00 am and 2:00 pm from March 21 to September 21 (see Figure 5).
- e) Bay windows and French windows are encouraged in order to add a human scale to the building façade. Clear glazing of store windows and at-grade entry from the public sidewalk to individual shops and major building entrances are desirable and enhance the pedestrian experience. Continuous storefronts should be broken up by doorways, columns or other significant architectural elements. This would allow for the introduction of elements and materials that will maintain the traditional retail scale of Mission (e.g.: provision of a substantial window apron) (see Figure 6).

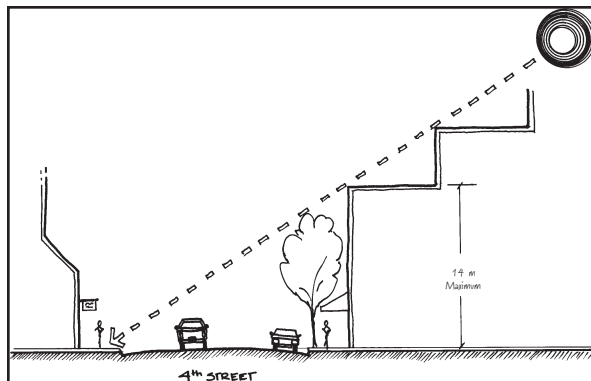


FIGURE 5:
MAXIMUM SUNLIGHT ON THE WEST SIDE OF 4 STREET SW.

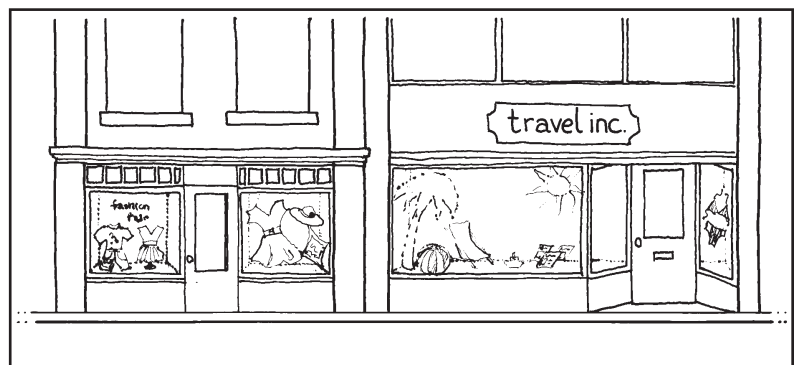


FIGURE 6:
GLASS STOREFRONTS ADD
HUMAN SCALE TO THE BUILDING FAÇADE.

- f) A wide variety of storefront details is encouraged. The use of awnings, canopies, arcades or recessed areas in the front of a building to enhance storefront differentiation, pedestrian movement and window-shopping and provide weather protection to the pedestrian is encouraged (see Figure 7).
- g) At-grade commercial uses that are $\pm 230 \text{ m}^2$ (2,500 sq.ft.) or smaller, with frontages of $\pm 7.5 - 12$ metres (25 - 40 feet), are encouraged. Commercial uses larger than $\pm 230 \text{ m}^2$ (2,500 sq.ft.), if considered, should not break the continuous retail frontage of the street. Store frontage should be no more than 12 metres (40 feet), with the remainder of the commercial area on a second floor, basement, or wrapped behind the adjacent retail units.

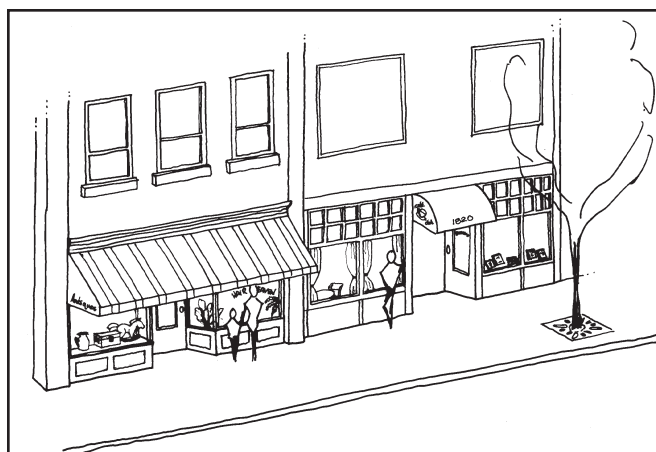


FIGURE 7:
VARIATION IN STOREFRONT DETAIL
IMPROVES THE PEDESTRIAN EXPERIENCE.



2. Commercial-residential interface:

- a) To limit the impact of commercial development on adjacent residential areas, the orientation of commercial development should be toward the 4 Street SW frontage and not toward the avenues.
- b) To encourage a more appropriate transition in building form and height to the adjacent residential areas to the east, a landscaped setback for commercial buildings adjacent to residentially-designated land is required.
- c) Outdoor patios (including rooftop patios) must be located and designed to minimize their impact on adjacent residential uses.
- d) For corner development, a wraparound commercial window and is recommended (see Figure 8). In addition:
 - Consideration should be given to using the balance of the commercial parcel between the commercial building and the residentially designated lands as a service corridor, parking area, landscaped buffer or for on-site circulation.

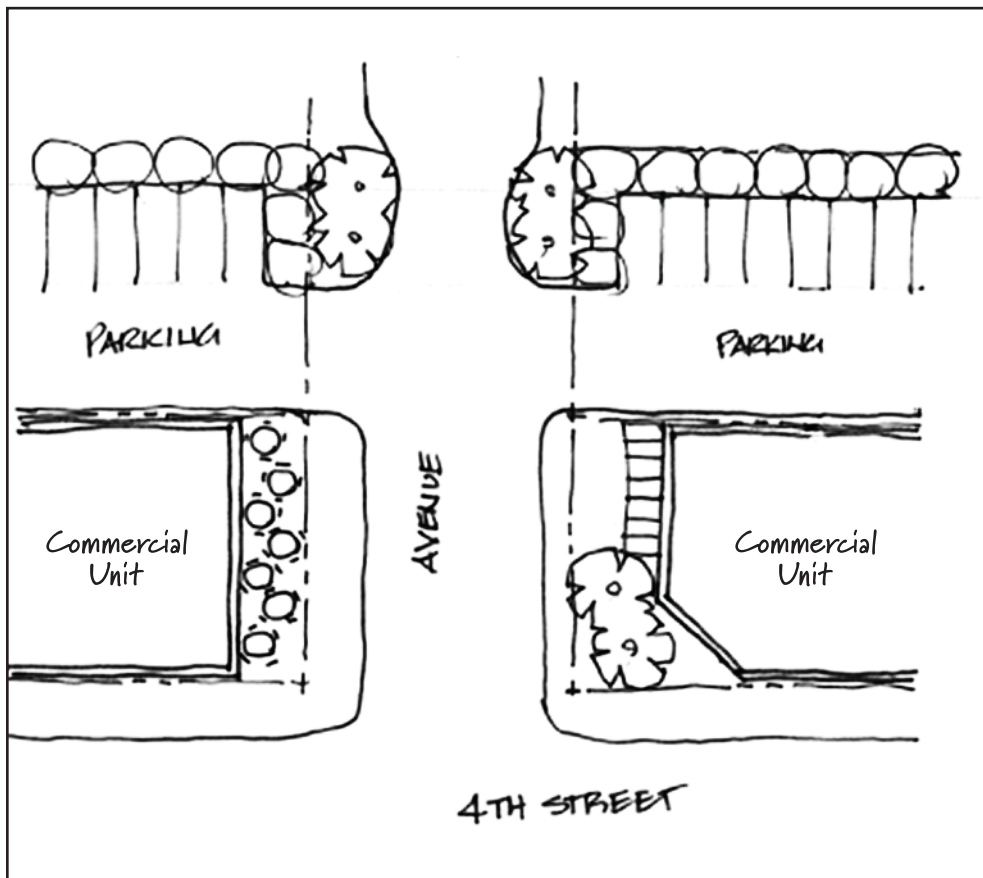


FIGURE 8:
FOR CORNER DEVELOPMENT, A WRAPAROUND COMMERCIAL WINDOW AND BUILDING ACCESS ALONG THE AVENUE IS RECOMMENDED.



- Beyond the wraparound portion of the commercial building, there should be a transition along the avenue, which provides for continuity between the commercial and residential development. This transition may include a landscaped setback consistent with the avenue or alternative techniques (e.g.: bulbing out of the sidewalk). Soft landscaping in this transition area is encouraged.
 - Within a landscaped setback, public usage (e.g.: seating) is encouraged adjacent to the south building face while climate protection could be provided adjacent to the north face.
- e) Garbage containers should not be located immediately adjacent to residential properties, or encroach on the pedestrian rights-of-way. Efforts should be made to visually screen adjacent residential development from commercial servicing. Garbage containers shall be fully enclosed and the container areas designed as an integral part of the development.
3. Parking:
- a) Buildings and site design should be pedestrian-oriented. All surface-parking areas should be located behind buildings on existing commercial land adjacent to 4 Street SW. Strip retail development with at-grade parking in front of or beside the building is prohibited.
 - b) Parking areas should be located underground, where possible.
 - c) Where structured parking is provided, the street face should be retail with the parking located behind. A landscaped buffer should be provided adjacent to the residential development and the avenue in order to limit the negative visual impacts.
 - d) To reduce on-street parking congestion, owners of developments with commercial uses are encouraged to make available any unused parking spaces for public use during non-business hours.
 - e) Commercial developments should provide on-site bicycle parking.
 - f) Parking relaxations for commercial sites on the Inventory of Potential Heritage Sites are encouraged.
4. Trees:
- a) Existing trees and shrubs should be protected during new development where possible. Trees judged to be unhealthy by the Approving Authority should be replaced.
 - b) When trees are planted to enhance pedestrian areas, adherence to industry best practices is recommended to provide sustainable sidewalk tree planting.
5. Crime Prevention Through Environmental Design (CPTED):
- a) A Crime Prevention Through Environmental Design (CPTED) review should be carried out on all land use redesignation and development permit applications.
6. Urban Design:
- a) In addition to the above, the Urban Design Guidelines described in Section 9.0 should be applied.



5.2 17 Avenue SW

5.2.1 Context

The land use policy for 17 Avenue SW (see Map 4) supports a regional pedestrian-oriented commercial strip. This policy recognizes the important role that 17 Avenue SW plays in the city's transportation network and as a commercial strip of citywide significance. As such, 17 Avenue SW functions as a unique major commercial area that attracts people from all parts of the city. Continuous retail frontage and a variety of businesses characterize this commercial strip. The portion of 17 Avenue SW within the Mission ARP boundary extends from 4 Street in the west to 1 Street SE in the east (south side only). The Uptown 17 Business Revitalization Zone (BRZ) was established in 1984 and extends from 14 Street SW to 2 Street SW. The BRZ has developed modifications and changes to the streetscape.

The predominant land use policy for 17 Avenue SW within Mission is general commercial. This policy for the south side of 17 Avenue SW coincides with the general commercial policies in place for the north side of 17 Avenue SW. That part of 17 Avenue SW in the vicinity of 1 Street SE falls within the policies of the Stampede LRT Station area.

The area between 17 and 18 Avenues SW is without a lane. This through-block area between 1 Street SE and 4 Street SW is distinct from other areas within Mission in this regard.

There are a number of residential buildings fronting on 18 Avenue SW that fall under a general commercial policy. Some of these buildings are interspersed with parking lots that are associated with the commercial uses that front on 17 Avenue SW. One of these buildings, the Sibley Apartment building (316 18 Avenue SW), is on the Inventory of Potential Heritage Sites.

The 400-metre "walk zone" of the Stampede LRT Station falls within the northeast part of the Mission ARP boundary. High-density development options and safe walkable pedestrian environments are key to vital future LRT Station developments.

5.2.2 Objectives

- Encourage mixed-use developments with ground floor commercial uses and residential uses above, particularly near the Stampede LRT station;
- Encourage a height of commercial development that allows sunlight to reach the sidewalk of the north side of 17 Avenue SW during daylight hours from spring to autumn; and
- Encourage safe pedestrian access to the Stampede LRT Station.

5.2.3 Policy

1. A variety of uses including residential, offices, retail, restaurants, and entertainment uses are encouraged, but should not negatively impact adjacent residential development.
2. Mixed-use projects containing a residential component are encouraged.



3. The intent of the land use policies for 17 Avenue SW is to encourage mixed-use developments that reinforce the pedestrian shopping street character of 17 Avenue SW, particularly where it intersects with the regional pedestrian strips of 1 and 4 Streets SW. The existing shopping street atmosphere is to be enhanced by emphasis on continuous retail frontage at-grade, building scale sensitive to the pedestrian, the assurance of sunlight on north sidewalks, open spaces, and a diversity of building facade treatments which provide visual interest at grade.
4. New commercial or mixed-use developments should accommodate pedestrian-oriented commercial uses such as retail, personal services businesses, restaurants, financial services but not offices, at grade (see Figure 9).
5. *Licensed restaurants and drinking establishments with a maximum public area of 75 sq.m. are generally considered desirable. Licensed restaurants and drinking establishments with a larger public area may be appropriate as an accessory use with a hotel.*
6. *Well-designed and well-managed licensed restaurants and drinking establishments can be valuable components of a balanced, active urban street, in particular bringing night-time activity and vitality. However excessive clustering of such uses can negatively affect residential liveability while upsetting the mix of a well balanced commercial street. As 17th Avenue SW is adjacent to residential districts and is intended to evolve toward a balanced urban street with many inter-mixed commercial uses, the intention of this Plan is to continue to allow consideration of such operations, but to limit excessive clustering.*
7. *In considering development permit applications for drinking establishments, with or without dancing or performance space, applications should be strongly discouraged that would result, either individually or cumulatively with other existing or proposed operations, in more than 50% of the linear frontage of any one block, at grade, being taken up by drinking establishment uses.* **Bylaw 16P2013**
8. Shop front windows, plaza space with outdoor seating and rooftop decks should use canopies or balconies that protect pedestrians from the elements.
9. A high-density commercial with residential or general commercial policy with a maximum residential density of 225 units per hectare (91 units per acre) is recommended for 17 Avenue SW.

Consideration for increased density may be given to properties within a 5 minute (300 metre radius) walk zone of the Victoria Park/Stampede LRT station on a site by site basis. Higher densities shall only be supported when the overall intent of the policies of the ARP has been met. **Bylaw 5P2007**

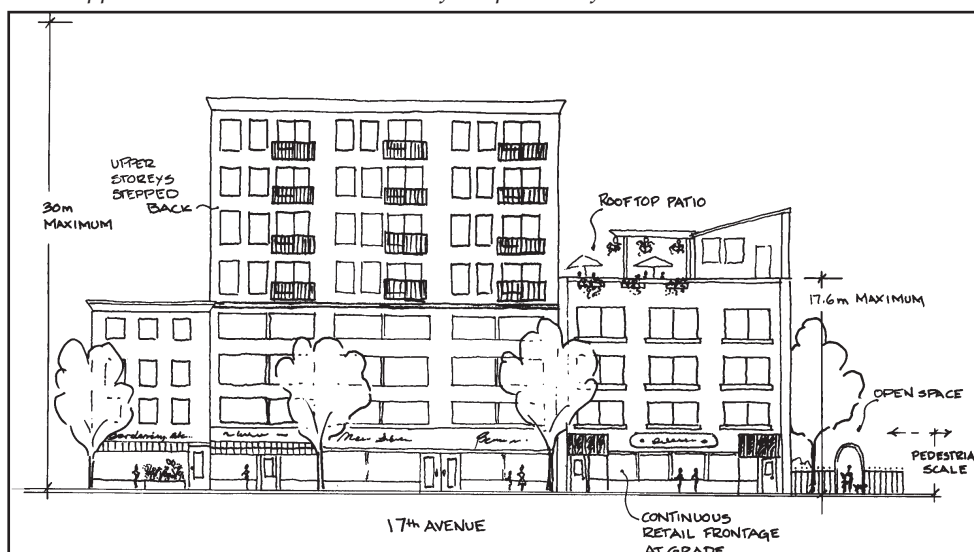


FIGURE 9:
PEDESTRIAN-ORIENTED, MIXED-USE DEVELOPMENTS ARE ENCOURAGED ON 17 AVENUE.



10. A 30 metre (98 foot) height maximum is recommended for that part of 17 Avenue between 2 Street and 4 Street SW. A 46 metre (150 foot) height maximum is recommended for that part of 17 Avenue between 2 Street SW and 1 Street SE.
11. Auto-oriented uses, which normally involve extensive front yard parking and access, are considered inappropriate for the pedestrian-oriented nature of 17 Avenue SW and should not be allowed. Examples of such uses include auto body and paint shops, automotive sales and rental, drive-in businesses, service stations and gas bars. These uses should be discouraged unless they relate to the character of the street and there is no front yard vehicular access or parking.
12. Demolition of character buildings for the use of parking is discouraged.
13. To assure continuous retail frontage and provide for pedestrian safety, parking should be accessed from 18 Avenue SW where possible.
14. Development between 17 and 18 Avenues should demonstrate compatibility with the residential uses on the south side of 18 Avenue – developments designed to back on to 18 Avenue are discouraged. This could be achieved through residential, commercial or office frontage on to 18 Avenue or landscaped open space.
15. Development within 100 metres (328 feet) of the St. Mary's Cathedral should not exceed six storeys in height, to maintain the prominence of the Cathedral..

Bylaw 16P2013

5.2.4 Implementation

The Approving Authority in the review of development applications should consider the following guidelines.

1. Pedestrian scale developments:
 - a) To reinforce the pedestrian shopping street character of 17 Avenue SW, new development should incorporate continuous retail frontage with pedestrian-oriented commercial uses at-grade, such as retail shops, restaurants, and personal service businesses. Design features should be included that enhance the pedestrian atmosphere by adding spatial complexity and interest (e.g.: forecourts and second floor retail).
 - b) At-grade commercial uses that are $\pm 230 \text{ m}^2$ (2,500 sq.ft.) or smaller, with frontages of $\pm 7.5 - 12$ metres (25 – 40 feet), are encouraged. Commercial uses larger than $\pm 230 \text{ m}^2$ (2,500 sq.ft.), if considered, should not break the continuous retail frontage of the street – store frontage should be no more than 12 metres (40 feet), with the remainder of the commercial area on a second floor, basement, or wrapped behind the adjacent retail units.
 - c) On-site commercial parking in front of buildings should be strongly discouraged, as it is disruptive to a pedestrian-oriented street face.
 - d) A recessed area in the front of a building that enhances the pedestrian movement and window shopping is encouraged.
 - e) New development should allow sunlight to fall on sidewalks on the north side of 17 Avenue SW between the hours of 10:00 a.m. and 2:00 p.m. from March 21 to September 21. In this regard, the height of the wall face fronting onto 17 Avenue SW should not exceed a maximum of 17.6 metres (57.7 feet) at the property line (see Figure 10).

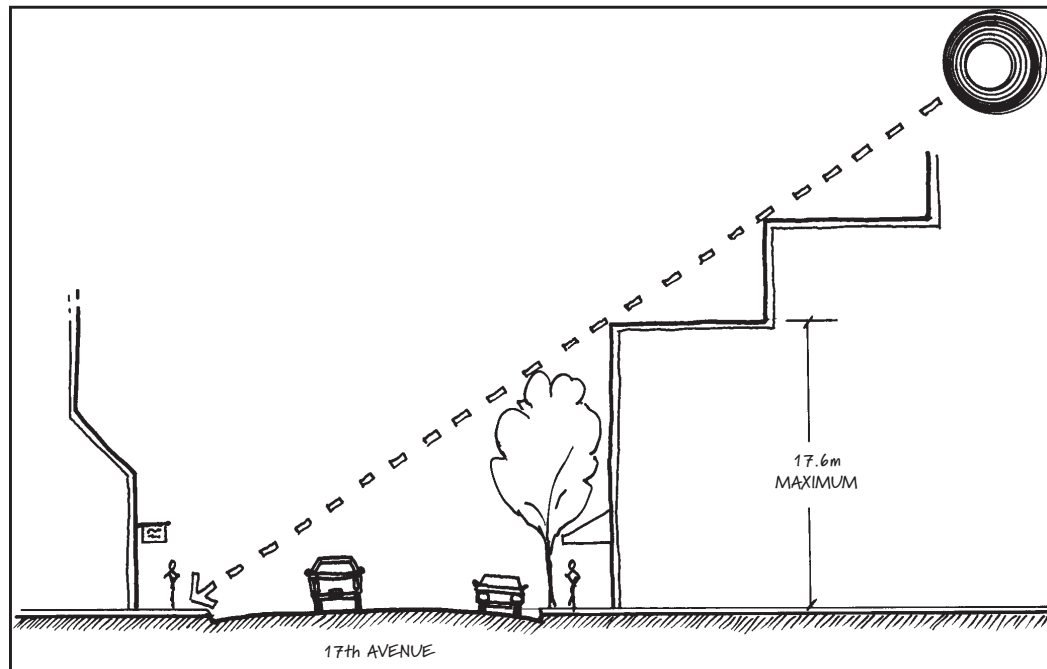


FIGURE 10:
MAXIMUM SUNLIGHT ON 17 AVENUE.

- f) Clear glazing of store windows and at-grade entry from the public sidewalk to individual shops and major building entrances is encouraged.
- g) The following window treatments are suggested:
 - Windows that are separate and distinct, as they are more consistent with a human scale.
 - Bay windows, French windows and leaded glass are encouraged in order to add a human scale to the building facade.
 - Large shop windows are desirable and enhance the pedestrian experience.
- h) The use of awnings, canopies and arcades to reinforce the uniqueness of each storefront and provide weather protection to the pedestrian is encouraged.
- i) Outdoor patios (including rooftop patios) must be located and designed to minimize their impact on adjacent residential uses.
- j) Street furniture should complement the development of public amenities for 17 Avenue SW where possible.
- k) Garbage containers should not encroach on the pedestrian rights-of-way and should be visually screened. Garbage containers shall be fully enclosed and the container areas designed, where possible, as an integral part of the development.
- l) The building step-back formula for the residential district south of 18 Avenue should also be considered for the 18 Avenue edge of development in the 17 Avenue commercial area.



2. Parking:

- a) Parking, garbage pick-up or loading should be from 18 Avenue SW.
- b) All surface-parking areas shall be located behind buildings on existing commercial land.
- c) Parking areas should be located underground, if possible.
- d) Where structured parking is provided, the street face should be retail or office with the parking located behind.
- e) Commercial developments should provide on-site bicycle parking.
- f) To reduce on-street parking congestion, owners of new developments with commercial uses are encouraged to make available any unused parking spaces for public use during non-business hours.

3. Trees:

- a) Existing trees and shrubs should be protected during new development where possible. Trees judged to be unhealthy by the Approving Authority should be replaced.
- b) When trees are planted to enhance pedestrian areas, adherence to industry best practices is recommended to provide sustainable sidewalk tree planting.

4. Crime Prevention Through Environmental Design (CPTED):

- a) A Crime Prevention Through Environmental Design (CPTED) review should be carried out on all land use redesignation and development permit applications.

5. Urban Design:

- a) In addition to the above, the Urban Design Guidelines described in Section 9.0 should be applied.



6.0 RESIDENTIAL LAND USE POLICIES

6.1 General Residential

6.1.1 Context

There are two residential land use areas within Mission: a high density residential sector and a medium high density residential sector (see Map 4). The high density sector is located south of 25 Avenue SW between 4 Street SW and the Elbow River. No change is recommended for this area.

The medium high density residential sector between 2 and 4 Streets SW and 18 and 25 Avenues SW contains a substantial number of older, distinctive homes and apartments.

This sector is subject to a number of policy changes addressing the special character of the community, affordability, mobility and quality of life.



OLDER APARTMENT AT 2ND STREET AND 18 AVENUE SW



OLDER APARTMENT AT 2ND STREET AND 19 AVENUE SW



OLDER SINGLE STOREY HOUSES ON 2ND STREET SW



OLDER 2 STOREY HOUSES ON 2ND STREET SW



6.1.2 Objectives

- Encourage the preservation of the special character homes, apartments and streetscapes of Mission;
- Support apartment redevelopment that is sensitive to the existing community character and the older architecture;
- Facilitate the provision of affordable housing;
- Encourage the preservation of buildings included on the Inventory of Potential Heritage Sites; and
- Provide the opportunity for a broad mix of dwelling types.

6.1.3 Policy

1. The high density residential policy allowing a maximum density of 395 units per hectare (160 units per acre) and a maximum height of 17 storeys is maintained for the area bounded by 25 Avenue SW in the north, the Elbow River in the east and in the south and the 4 Street SW commercial area in the west. For the site at 211 - 25 Avenue SW, a maximum density of 485 units per hectare is allowed. **Bylaw 41P2022**
2. A medium high density residential policy allowing a maximum density of 3.5 FAR with a maximum height of five storeys is recommended for the area bounded by 18 Avenue SW in the north, the Elbow River in the east, 25 Avenue SW in the south and 4 Street SW in the west, excluding:
 - the parcels located at 306, 308, 310 and 312 – 25 Avenue SW where a maximum density of 5.0 FAR and a maximum height of 28 metres is allowed.
 - the Holy Cross site which is addressed in Section 7.0; and
 - the Cathedral District which is addressed in Section 8.0. **Bylaw 21P2021**



FIGURE 11:
REAR YARD DEVELOPMENT.



3. To encourage the preservation and restoration of character single-detached dwellings and apartments in the medium high density residential area, the following policies are recommended:
 - Semi-detached dwellings, townhouses and apartments with a maximum height of three storeys are allowed in rear yards (see Figure 11);



THE LAND USE DESIGNATION ALLOWS AN OFFICE ON THE MAIN FLOOR AND A RESIDENTIAL UNIT ON THE SECOND FLOOR
2219 - 2 STREET SW

- Office conversions are allowed in single-detached houses that are isolated between two existing apartments or between an existing apartment and a street;
 - Bed and breakfasts are allowed in single-detached houses.
4. To encourage the preservation and restoration of character single-detached dwellings and apartments, a live-work policy will allow for workspace on the complete main floor of a two-storey dwelling (50% in the case of a bungalow). Only residential uses will be allowed above the workspace in the case of a two-storey building. Uses allowed under the live-work category are low-traffic generators including music lessons, non-medical offices, direct sales of goods produced on site, seamstresses, hairdressers and barbershops.
 5. Pedestrian-oriented residential development is encouraged. Examples of pedestrian-oriented features include street entrances, verandas or porches for ground floor units, inclusion of windows, building articulation every 7.5 metres (25 feet), and stepping back of the building from the street.
 6. Walk-out amenity spaces to access basement units may be considered in the front yard of new developments, where allowed by the Alberta Building Code, to encourage residential units in the basement.
 7. To increase the diversity of housing choice in the community, new residential development is encouraged to include 2- and 3- bedroom units.



6.1.4 Implementation

1. Land Use District:

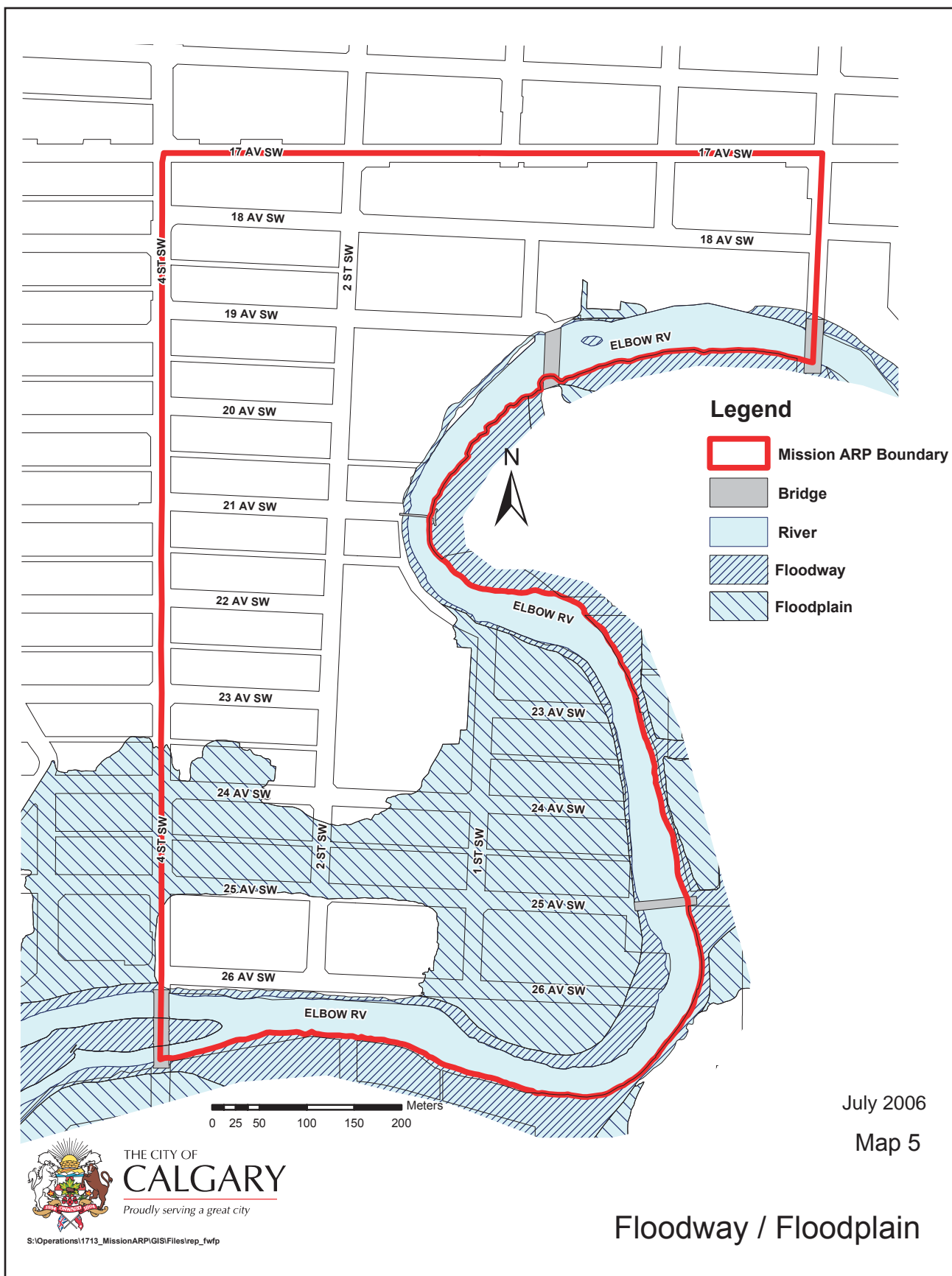
- a) A special residential land use district shall be developed to implement the policies outlined in 6.1.3.
- b) 330 23 Avenue SW has an apartment on site but is currently designated commercial. The policy for this site should be medium density residential.

2. Floodway/Flood Fringe:

- a) The provisions of the Land Use Bylaw with respect to *Part 3, Division 3 of the Land Use Bylaw (Floodway, Flood Fringe and Overland Flow)* shall be adhered to for any new development or redevelopment in the areas shown on Map 5. **Bylaw 37P2008**

3. Development Guidelines:

- a) Entries should be architecturally identifiable and visible from the street.
- b) Buildings should respect adjacent properties (minimize the disruption of the privacy and outdoor activities of residents in adjacent buildings) by recessing balconies and by attention to placement of windows and balconies that may overlook neighbouring properties.
- c) New apartment buildings should incorporate the elements of nearby historic character buildings such as bay windows, cornice lines, turrets, building modulation and horizontal banding.
- d) Separate entrances for ground floor units are encouraged.
- e) Sheltered verandas or porches for main floor units are encouraged.
- f) Main entrances to residential buildings should provide shelter from inclement weather.
- g) Buildings should be articulated every 7.5 metres (25 feet) to break up their massing. Variations in height throughout larger developments are also encouraged.
- h) Bicycle parking at entrances of residential buildings is encouraged.
- i) Replacement sidewalks for new residential developments should be of a comparable width to the existing public sidewalk.
- j) Where an integrated development plan is submitted for dwelling units in the rear yard of an existing residential building, relaxations to accommodate the plan are encouraged.
- k) Where an intergrated development plan is submitted for dwelling units in the rear yard of an existing residential building:
 - The setback abutting the alley will be considered the rear yard setback;





- New development in the rear yard should be designed to complement the existing building in design and in layout, and be compatible in scale and appearance with the residential character of the area; and
 - New development in the rear yard will provide for appropriate landscaping and building access.
4. Pedestrian-scale Guidelines:
 - a) New residential development will be expected to include horizontal articulation to provide continuity with the existing streetscape and lower profile buildings where appropriate.
 - b) Buildings on the south side of the avenues should be designed or setback to allow sunlight to the north sidewalk between the hours of 10:00 a.m. and 2:00 p.m. from March 21 to September 21.
 5. River Interface:
 - a) Development adjacent to the Elbow River should be designed to front on the River as well as the roadway. This should be achieved through stepping back of the façade, outside entrances, verandas or porches for ground floor units, inclusion of windows, building articulation every 7.5 metres (25 feet), and variation in height throughout larger developments.
 - b) New development is discouraged from casting a shadow on an area 10 metres (33 feet) from the west bank of the Elbow River between March 21 and September 21 from 10 a.m. to 2 p.m.
 6. Trees:
 - a) Adequate space for roots of trees planted in the front, side and rear yards of new developments should not be compromised by underground parking structures. Ground planters or containers should be discouraged.
 - b) Existing trees and shrubs should be protected during new development where possible. Trees judged to be unhealthy by the Approving Authority should be replaced.
 - c) When trees are planted to enhance pedestrian areas, adherence to industry best practices is recommended to provide sustainable sidewalk tree planting.
 7. Crime Prevention Through Environmental Design (CPTED):
 - a) A Crime Prevention Through Environmental Design (CPTED) review should be carried out on all land use redesignation and development permit applications.
 8. Urban Design:
 - a) In addition to the above, the Urban Design Guidelines described in Section 9.0 should be applied.



6.2 Affordable Housing

6.2.1 Context

The provision of affordable housing that responds to the unique needs of residents is important to the community of Mission. As an inner city community, Mission is home to a socially, culturally and economically diverse population. The preservation of this population diversity is a key aspect of community life. The maintenance of existing and inclusion of new affordable housing in Mission is a corner stone of preserving this diversity and contributes to the stability of the community.

Mission's multitude of older, character single, semi-detached and apartment dwellings meet some of the affordable housing needs of the community. The medium density residential land use designations existing in Mission have served well in terms of permitting the conversion of a number of these buildings into suites.

The provision of affordable housing is also a stated strategic objective of City Council. Policies and guidelines that support this objective are in keeping with broader directions and goals of The City of Calgary.

6.2.2 Objectives

- Encourage the maintenance and/or replacement of affordable housing units within the community;
- Encourage the inclusion of affordable housing units in all new developments; and
- Encourage integration of affordable housing units with the community.

6.2.3 Policy

1. Investment in affordable housing will be encouraged through a co-ordinated effort from The City of Calgary, the Mission community, and private stakeholders.
2. The City will consider a range of strategies to provide and maintain affordable housing, including regulatory and administrative policies and incentives.
3. Property owners of older character homes and apartments will be encouraged to take advantage of the federal Residential Rehabilitation Assistance Program, as well as any other available home rehabilitation grants.
4. Planning, Development & Assessment will work with Corporate Properties and the Calgary Housing Company on an opportunity basis to encourage the development and/or acquisition of affordable housing in new apartment units created in Mission.
5. Affordable housing developments should be of a scale that is integrated within the community, and provided in a variety of locations rather than one large-scale development concentrated in one area.
6. Affordable housing developments should be mixed developments that contain both market and non-market housing.



6.2.4 Implementation

1. The Approving Authority should consider variances or relaxations of development rules (eg: amenity spaces, parking requirements) for housing units that qualify for federal, provincial or municipal affordable housing grant programs.
2. The Approving Authority is encouraged to give priority in the approval process for applications that qualify for federal, provincial or municipal affordable housing grant programs.
3. Affordable housing developments will be required to adhere to the standard of design typical of other residential projects in the community.
4. Residential implementation guidelines specified in Section 6.1.4 will apply to all housing developments in Mission.



6.3 Laneways

6.3.1 Context

Lanes are a predominant feature in the residential areas of Mission. Lanes in Mission are not paved and can be quite unsightly. They provide locations for utilities and access to parking and loading. As the community continues to evolve and intensify, an increasing number of residential units within multi-family buildings have windows and balconies facing directly onto the lanes. As such, attention should be paid to the 'lanescape' to improve lanes and integrate them with the public life of the community.

6.3.2 Objective

- Support redevelopment that enhances the lane as a public space.

6.3.3 Policy

1. Explore the feasibility of paving lanes and burying overhead utilities.
2. Encourage soft landscaping adjacent to lanes. Plants selection should reflect the environmental and urban characteristics of the area (eg: low water use and low maintenance are key).
3. Improvements to laneways should be coordinated to avoid unnecessary duplication or reconstruction.

6.3.4 Implementation

1. Lane access to buildings should be clearly indicated and well lit to promote safety and the perception of safety, especially in corners and other secluded areas.
2. Mechanical equipment and garbage containers should be screened from grade level.
3. City administration is encouraged to undertake an investigation of the viability and feasibility of relocating overhead utilities and paving lanes. This study would include reference to cost recovery methods that do not unduly impact other planning objectives for Mission.



7.0 HOLY CROSS SITE

7.1 Context

The Holy Cross Site is the former Holy Cross Hospital. This 3.3 hectare (8.2 acre) site is located at 2202 2 Street SW. It is bounded by 2 Street in the west, by 24 Avenue in the south, by 1 Street and Holy Cross Lane in the east and by an east-west lane in the north. The site is comprised of a number of buildings, and a parking lot, as outlined in the following table (refer to Map 6 for building locations).

Currently the buildings are used for a variety of medical and alternative medical uses, as well as educational and residential uses.

Table 1 – The Holy Cross Site

<i>Site</i>	<i>Name</i>	<i>Storeys</i>	<i>Size</i>
1	Family Medical Practice Wing	Two storeys and basement	1,954 m ² Gross Floor Area (GFA)
2	McNab Wing	Four storeys and basement	5,817 m ² GFA
3	1950's Wing	Five storeys and basement	4,772 m ² GFA
4	1967 and 1995 Wings	Eight storeys and basement	23,758 m ² GFA
5	Grey Nuns Wing	Eight storeys and basement	10,071 m ² GFA
6	Parking lot	N/A	-
Total			46,372 m² GFA

Of these, the McNab Wing building is on the *Inventory of Potential Heritage Sites*.

The Holy Cross site has a vision that evolves from the site maintaining its current mixed-use character, whereby the existing buildings are retained and used for a similar range of uses as at present. Over time, through phased redevelopment, the site will develop into a comprehensive high density mixed use area that integrates into the community of Mission.

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7.2 Objectives

- *Provide opportunities to develop a diverse stock of residences that cater to a broad range of affordability;*
- *Allow for continuing function of the site as a mixed use (eg: residential and commercial) and public service (eg: medical and education) centre within the community;*
- *Utilize the existing buildings and infrastructure as effectively and efficiently as possible;*
- *Ensure that all new buildings are designed to minimise their environmental footprint;*
- *Provide compatible retail and personal service uses to serve the immediate area and that complement the nearby 4 Street SW and 17 Avenue SW commercial districts.*
- *Support redevelopment that is welcoming to residents of the Mission community and visitors through high quality architecture of buildings, pedestrian-oriented streetscapes and well designed spaces that encourage lingering;*
- *With any redevelopment of the site, ensure that the site is permeable to pedestrians and vehicles; and,*
- *Maintain and promote the heritage character of the McNab Wing.*

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7.3 Policy

1. Density and Height:

- a) *A maximum density of up to 5.4 FAR and a maximum height of up to 61 metres (200 feet) may be considered if it can be demonstrated that this density and height promotes a comprehensive site development that is compatible with the adjacent medium-high density residential district. In order to achieve the maximum, projects should also meet high standards of architectural and urban design quality in accordance with the Urban Design Guidelines described in Section 9.0.*

2. Heritage:

- a) *The historic McNab Wing shall be retained and designated as a Municipal Historic Resource.*
- b) *The interface between new buildings and the historic McNab Wing should be designed to the satisfaction of the Heritage Planner.*

3. Interface:

- a) *New development should have a maximum height of 15 metres (49 feet) on all façades fronting streets. Any additional floors should be set back a minimum 6 metres (20 feet) from this façade. The stepping back of new development is intended to maintain a pedestrian-oriented streetscape.*
- b) *New development should have a maximum height of 15 metres (49 feet) on all façades fronting pedestrian/cyclist pathways. Any additional floors should be set back a minimum 3 metres (10 feet) from this façade.*

4. Tall Buildings:

- a) *Upper storey building elements, including penthouse floors and mechanical rooms should be stepped or shaped to contribute to a distinctive skyline.*
- b) *Building design should respect good practices to minimise risk to migratory and resident bird populations.*
- c) *Tall building elements and massing should be organized to maximize sunlight penetration and access to sky views throughout the site.*
- d) *Tall building elements should be located on the building podium in a manner that allows sunlight to filter to the street level and minimize shadowing beyond the boundaries of the site.*
- e) *The minimum horizontal separation between a portion of a building above 15 metres (49 feet) in height used for residential purposes and any other building should be 24 metres (79 feet) unless it can be demonstrated to the Approving Authority through building design and orientation that any negative impacts relating to sunlight access to the public realm, views from residential units and the privacy of residential units can be mitigated.*



- f) *The maximum size of a floor plate for a residential building above 15 metres (49 feet) in height should be 650 square metres, except as provided below:*
 - i. *The floor plate may be increased up to 750 square metres where in the opinion of the Approving Authority, it would not unduly cast shadows on the public realm and it would not limit the ability to meet the requirements of (e) above.*
 - ii. *The Approving Authority shall not be bound by floor plate size restrictions where the development proposal is subject to compliance with a shadow protection guideline.*

5. Connectivity:

- a) *As redevelopment occurs, a public at-grade pedestrian/cyclist pathway running directly north/south through the site should be developed to connect 24 Avenue SW to Holy Cross Lane.*
- b) *As redevelopment occurs, a public street running east/west through the site should be developed to connect 23 Avenue SW between 1 Street SW and 2 Street SW.*
- c) *A pedestrian/cyclist bridge over the Elbow River should be considered in conjunction with the connection of 23 Avenue SW between 1 Street SW and 2 Street SW, in order to provide direct pedestrian/cyclist access from the Erlton LRT Station to 4 Street SW.*
- d) *The design of the interface between the building and the street should be pedestrian-oriented with frequent points of access.*
- e) *Building façades adjacent to pedestrian/cyclist pathways should be designed as principle façades.*
- f) *In order to encourage pedestrian circulation, as redevelopment occurs, all vehicle parking should be underground, with the exception of limited short-term surface parking.*
- g) *In order to maintain a pedestrian-oriented streetscape, buildings should be designed to ensure that access points to underground parking do not dominate the appearance of the street.*

6. Open Space:

- a) *The closing of a portion of Holy Cross Lane adjacent to the Elbow River and its conversion to publicly accessible open space should be considered upon the redevelopment of the site.*
- b) *In the event of subdivision of the site, Municipal Reserve should be located in a contiguous parcel at the north-east portion of the site. This parcel should connect with the future closed Holy Cross Lane adjacent to the Elbow River in order to promote connectivity to the river. This parcel should also qualify as a sub-neighbourhood park at a minimum (0.2 hectares (0.5 acres)), and be functionally integrated into the proposed development on the Holy Cross site.*
- c) *Buildings abutting open space should be sensitively designed to create a positive interface between the buildings and the open space, which clearly defines public, semi-private and private open space.*

7. Shadow Guidelines:

- a) *New development is discouraged from casting a shadow on an area 20 metres (66 feet) from the top of the west bank of the Elbow River between the hours of 10 a.m. to 2 p.m. Mountain Daylight Time on September 21.*



8. Land Uses:

a) Uses may include:

- Residential;
- Office, medical, hospital and education; and,
- Retail commercial, restaurants and personal service.

- b) Office, medical, hospital and education uses are allowed to a maximum of 35% of the total gross floor area (GFA) of buildings on the site.
- c) Retail commercial, restaurant and personal service uses should be limited to a maximum of 5% of the total GFA of buildings on the site. If this amount is to be exceeded, it must be rationalized by a market study that considers the adjacent commercial areas of 4 Street and 17 Avenue.
- d) Retail commercial, restaurant and personal service uses should be locally oriented and complement the 4 Street SW and 17 Avenue SW commercial districts.
- e) At-grade commercial uses that are $\pm 230 \text{ m}^2$ (2,500 sq.ft.) or smaller, with frontages of $\pm 7.5 - 12$ metres (25 – 40 feet), are encouraged. Commercial uses larger than $\pm 230 \text{ m}^2$ (2,500 sq.ft.), if considered, should not break the continuous retail frontage of the street. Store frontage should be no more than 12 metres (40 feet), with the remainder of the commercial area on a second floor, basement, or wrapped behind the adjacent retail units.
- f) The majority of the retail commercial, restaurant and personal service on the site should be located along 23 Avenue SW between 1 Street SW and 2 Street SW. Consideration should also be given to locating retail commercial, restaurant and personal service uses adjacent to the Elbow River and 24 Avenue SW.
- g) Retail commercial, restaurant and personal service uses are limited to the ground, main and second floors of buildings.
- h) Entranceways for retail commercial, restaurant and personal service uses should be separate from residential entranceways.
- i) Street-level commercial frontages shall provide a minimum of 75 percent transparent glazing (windows and doors).
- j) A mix of dwelling types and sizes should be provided.

9. Affordable Housing:

- a) The City will work with stakeholders to encourage the inclusion of new affordable housing on the site as described in the Affordable Housing policies contained in Section 6.2.

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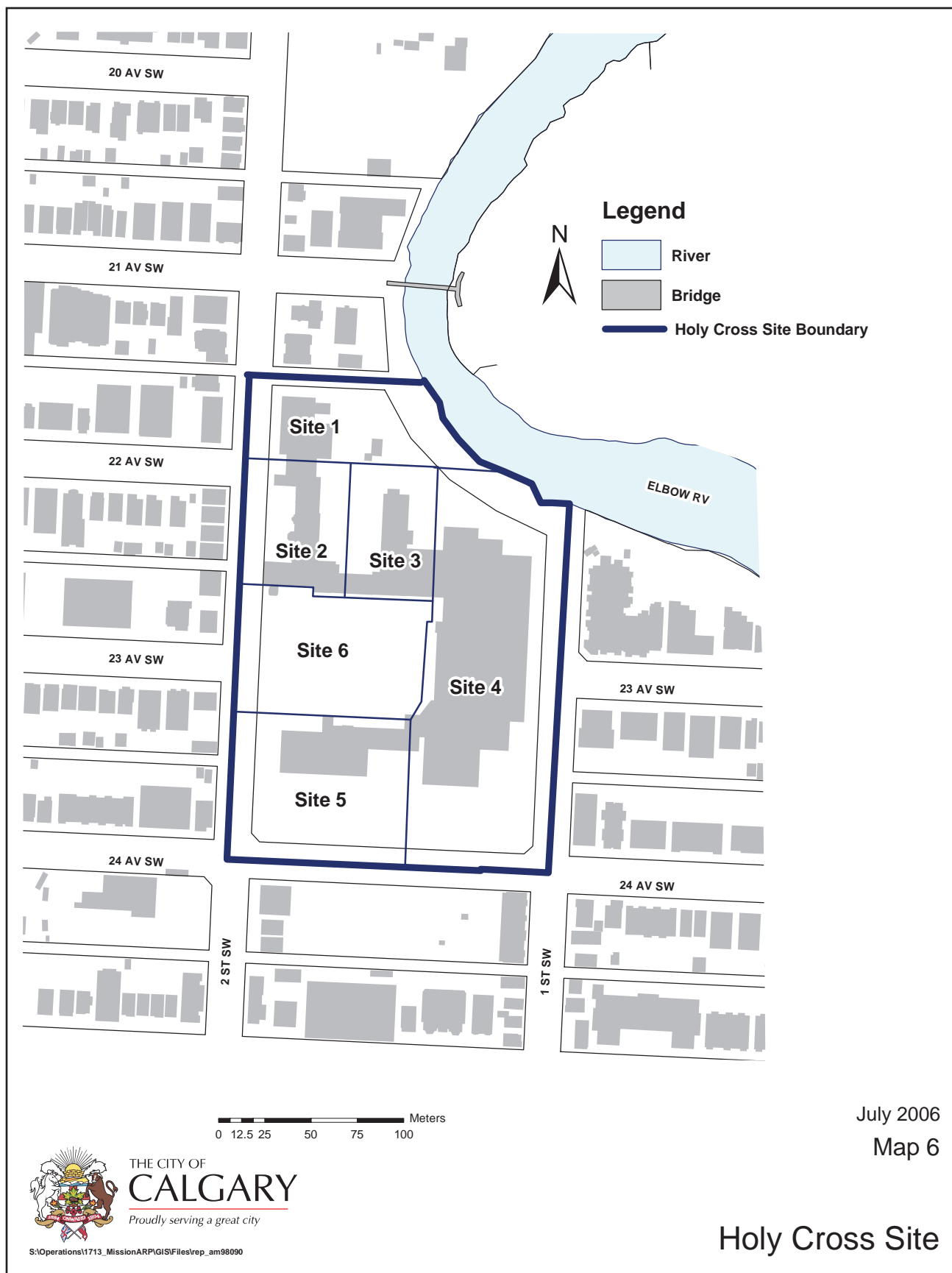
7.4 Implementation

1. *A concept plan at a level of detail that illustrates potential building, parking and access locations and relationships for the total Holy Cross Site must accompany any land use amendment, subdivision or development permit application for new structures or additions to existing structures within the site. A concept plan is a non-statutory plan submitted to the Approving Authority as supporting information for an application. The concept plan is a tool to assist the Approving Authority in evaluating a proposal in terms of its conformity with the policies and guidelines of the ARP. A concept plan should show proposed:*
 - *Land use areas;*
 - *Building locations;*
 - *Vehicular access/egress routes;*
 - *Parking areas;*
 - *Pedestrian connections and pathway connections;*
 - *Open space;*
 - *Utility alignments;*
 - *Adjacent roads and development;*
 - *Phasing; and,*
 - *Other information as requested by the Approving Authority; and*
 - *2 or more bedroom unit.*
2. *The concept plan shall include a Transportation Impact Assessment (TIA) to examine the required Transportation Demand Management (TDM) program for the site, to monitor vehicular trip generation, parking demand, transportation network improvement staging, vehicular access location and design, detailed design of 2 Street SW to accommodate all modes of transportation (walking, cycling, transit, vehicles) and to establish specific mitigating measures for development generated traffic on 1 Street SW.*
3. *The City, in consultation with the surrounding communities, should consider a pedestrian/cyclist bridge over the Elbow River in conjunction with the connection of 23 Avenue SW between 1 Street SW and 2 Street SW, in order to provide direct pedestrian/cyclist access from the Erlton LRT Station to 4 Street SW. The timing of the financing and construction of the bridge should be determined in conjunction with the planning approval mechanism that will provide for the connection of 23 Avenue SW between 1 Street SW and 2 Street SW (e.g., subdivision or development permit). Contributions from future redevelopment within the site should be considered to finance a portion of the bridge.*
4. *All parcels greater than 0.8 hectares in size are required to provide Municipal Reserve land in accordance with the Municipal Government Act (MGA) at the time of subdivision.*



5. *Land use amendment, subdivision or development permit applications for new structures or additions to existing structures within the site must also include the following information:*
 - *A description as to how the proposal has integrated the Urban Design Guidelines described in Section 9.0;*
 - *A strategy for implementing the Environmental Considerations referred to in Section 13.0 on the site; and,*
 - *Other information as requested by the Approving Authority.*
6. *Development Permit applications for new structures or major additions to existing structures within the site may be brought before the Urban Design Review Panel or other such Council appointed review authority regardless of the project size for a recommendation.*

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8.0 THE CATHEDRAL DISTRICT

8.1 Context

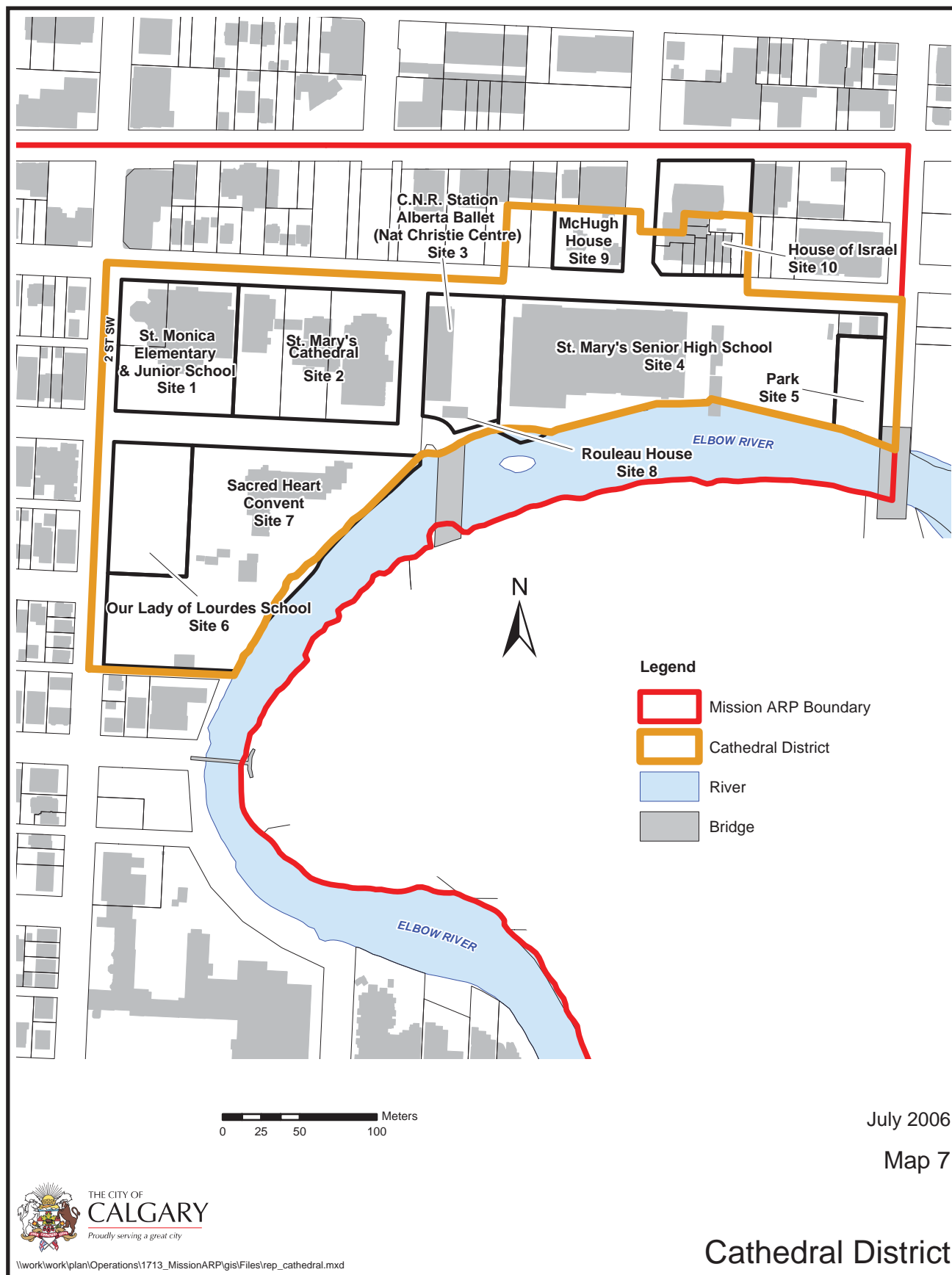
The Cathedral District is bounded by 18 Avenue in the north, 2 Street SW in the west, the south boundary of the Sacred Heart Convent lands in the south and the Elbow River and 1 Street SE in the east (see Map 7). The City recognizes the Cathedral District for its concentration of buildings and structures relating to the history and development of the Mission community. As described in Section 4.0, historic sites currently on the City's Inventory within the Cathedral District include:

- C.N.R. Station (formerly St. Mary's Parish Hall)
- Sacred Heart Convent
- Rouleau House
- McHugh House
- House of Israel
- St. Mary's Cathedral is also a prominent landmark in the area.

The following table provides land use information on the key sites within the district as of June 2004 (this table is for reference only):

Table 2 - Cathedral District Existing Uses

	Site name	Address	Land use	Site size	Existing use
Site 1	St. Monica Elementary and Junior High School	235 18 Avenue SW	RM-5	1,321 sq. m.	Elementary and Junior High School
Site 2	St. Mary's Cathedral, Rectory and Parish Hall	219 & 227 18 Avenue SW	RM-5	9,182. sq. m.	Church, residence and place of assembly
Site 3	C.N.R. Station (former St. Mary's Parish Hall)	141 18 Avenue SW	DC (16Z86)	4,137 sq. m.	Dance studio and training facility
Site 4	St. Mary's High School	111 18 Avenue SW	RM-5	15,943 sq. m.	High School
Site 5	Park space	1809 1 Street SE	PE	1930 sq. m.	Park and open space
Site 6	Our Lady of Lourdes School	1916 2 Street SW	DC (9Z2003)	4,372 sq. m.	School is under construction
Site 7	Sacred Heart Convent	225 19 Avenue SW	RM-5	15,846 sq. m.	Convent, retreat centre, conference centre
Site 8	Rouleau House	141 18 Avenue SW	DC (16Z86)	n/a	Vacant single family house
Site 9	McHugh House	110 18 Avenue SW	RM-5	1,813 sq. m.	Offices
Site 10	House of Israel	102 18 Avenue SW	RM-5	2,130 sq. m.	10 unit townhouse





The Cathedral District is unique given its pathways, riverbank and natural areas, and architecturally and historically significant sites. Rouleauville Square (17 Avenue SW and 1 Street SW) acknowledges and celebrates the francophone history of the area.

It is expected that existing uses within the district will remain in the long term. However, if sites within the district become available for redevelopment, medium to high density residential uses are most appropriate for the area. Any redevelopment would show consideration for public access to the riverbank.

8.2 Objectives

- Maintain and promote the historic character of the Cathedral District;
- Provide complementary/compatible uses with the surrounding community;
- Use existing buildings and infrastructure as effectively and efficiently as possible; and
- Protect the natural environment of and public access to the riverbank.



8.3 *St. Monica School Site*

8.3.1 *Policy*

1. The ARP, while anticipating that the elementary and junior high school will be in operation for the foreseeable future, allows the long term redevelopment of this site to residential and educational uses. In addition to institutional uses (e.g.: public, private and separate schools), long term uses include apartments, townhouses, park space and a farmers' market.
2. An overall concept plan for the St. Monica site should be submitted to the Approving Authority prior to any redevelopment. Any concept plan for the site should maintain a pedestrian-oriented streetscape.

8.3.2 *Implementation*

1. Parking relaxations for this site are not recommended.
2. The Urban Design Guidelines described in Section 9.0 should be applied.



8.4 St. Mary's High School

1.1.1 Policy

1. The ARP, while anticipating that the high school will be in operation for the foreseeable future, considers the long-term redevelopment of this site. Long term use may include apartments, townhouses, public, private and separate schools, farmers' market and short-term parking.
2. An overall concept plan for the site should be submitted to the Approving Authority prior to any redevelopment. Any concept plan for the site should maintain a pedestrian-oriented streetscape.

8.4.2 Implementation

1. As redevelopment occurs, a ten metre (33 foot) walkway should be developed along the west side of the Elbow River. Where an owner provides a ten metre (33 foot) pathway through their property for public use, The City of Calgary should provide fencing and screening that meets the security requirements of their existing and proposed uses and that blends into the architectural character of buildings on the site.
2. Parking relaxations for the site are not recommended.
3. The Urban Design Guidelines described in Section 9.0 should be applied.



ST. MARY'S HIGH SCHOOL



8.5 Sacred Heart Convent

8.5.1 Policy

1. The ARP, while anticipating the convent will be in operation for the foreseeable future, considers the long-term redevelopment of the site. Additional uses on the Sacred Heart Convent site will support the retention of the historic convent building, and will be charitable, religious and non-profit by nature. Allowable uses should include apartment-hotels, lodging houses, special care facilities, and low traffic-generating meeting facilities.
2. The allowable height of 17 storeys is permitted only if the historic Convent building is retained and designated, by Bylaw, as a Municipal Historic Resource to the satisfaction of the Heritage Planner. The site shall be re-designated to a Direct Control District to clarify any applicable land use restrictions and any remaining allowable density. If the Convent building is not retained, the maximum height for the Sacred Heart site shall be five storeys.
3. The maximum height of new buildings along the perimeter of the site is five storeys. The stepping back of new developments is meant to maintain a pedestrian-oriented streetscape. The density lost by this stepping back can be transferred to the centre of the site to allow an overall maximum density of 2.6 FAR.
4. An overall concept plan for the site should be submitted to the Approving Authority prior to any redevelopment. Any concept plan for the site should maintain a pedestrian-oriented streetscape.

8.5.2 Implementation

1. As redevelopment occurs, a ten metre (33 foot) walkway should be developed along the west side of the Elbow River. Where an owner provides a ten metre (33 foot) pathway through their property for public use, The City of Calgary should provide fencing and screening that meets the security requirements of their existing and proposed uses and that blends into the architectural character of the buildings.
2. Parking relaxations for the site are not recommended.
3. To preserve the Sacred Heart Convent as an historical resource, the unused height and density could be transferred within the balance of the site.
4. The Urban Design Guidelines described in Section 9.0 should be applied.



8.6 *Remainder of the Cathedral District*

The following sites are also within the Cathedral District:



- St. Mary's Cathedral and Rectory
- C.N.R. Station (former St. Mary's Parish Hall) and Rouleau House
- McHugh House
- House of Israel

The C.N.R. Station (former St. Mary's Parish Hall), now home to Alberta Ballet is a designated Provincial Historical Resource. Current land use policy for these sites allows for historic, institutional and residential uses. No changes to these uses are proposed.



9.0 URBAN DESIGN GUIDELINES

In general, urban design addresses the relationship between buildings, landscape, streets, and open spaces to produce compatibility, attractiveness and livability between the physical environment and the people who will be using it.

9.1 Policy

1. Urban design guidelines that relate to buildings, the treatment of the public spaces, and their relationship particularly to people, shall be considered in all public and private developments in Mission whether they are residential, commercial or institutional.
2. Urban design guidelines listed below shall apply throughout the plan area.
3. Development within 100 metres (328 feet) of the St. Mary's Cathedral should not exceed six storeys in height, to maintain the prominence of the Cathedral.

9.2 Implementation

1. The design of new buildings and major renovations to existing buildings shall contribute to achieving the Environmental Considerations Section of the Mission ARP.
2. The design of new buildings should complement adjacent development in terms of massing, scale, proportion and façade articulation.
3. Each development should establish a clear distinction between public and private spaces.
4. All buildings and primary entrances should be oriented to adjacent public streets and public spaces to help define the streetscape, reinforce pedestrian activity and reinforce a sense of continuity. Main entrances should not be oriented to private interior blocks or parking lots or areas.
5. Developments should be designed to be transit-supportive, pedestrian-friendly and encourage cycling.
6. Consistent building setbacks are encouraged for wider sidewalks to encourage greater emphasis on pedestrian activities and to allow for benches and street furniture.
7. Weather protection (such as canopies) for pedestrians should be provided at street level whenever possible.
8. Special features such as trees, landscaping, light fixtures, street furniture, signage, banners, public art or other pedestrian-friendly elements are encouraged.
9. The pedestrian system, public and private spaces, and principal entrances to buildings should be designed to ensure accessibility for the disabled and the elderly.
10. The design of buildings, open spaces, pathways and parking areas should adhere to the principles of Crime Prevention Through Environmental Design (CPTED). Some of the key principles are listed below:



- Encourage “eyes on the street” through the placement of windows, porches and balconies,
 - Avoid blank walls or landscaping that would obstruct clear views from the street to public or private parks or parking areas, and
 - Provide adequate security lighting. Lighting should be directional to not interfere with the enjoyment and use of neighbouring properties.
11. Notwithstanding (9) above, surface parking areas should be screened to provide a more interesting interface with the pedestrian realm.



10.0 COMMUNITY VITALITY AND DEVELOPMENT

10.1 Context

In relation to the rest of Calgary, Mission is unique in its demographic composition. Currently, the community's character is defined by a higher than average percentage of lone person households, seniors, and people living with non-family members, as well as a high rate of population mobility. Mission's dynamic population is also characterized by a diversity of socio-economic status, ethno-cultural makeup and age. These demographic and population characteristics are tied to the range of housing stock and tenure within the community, and are also related to Mission's inner-city location.

There is an obvious link between physical and social planning issues – recognizing that the ARP is a land use planning document, there is a need to reconcile the social planning impacts with land use objectives and strategies that are linked to community vitality and development. Addressing this link in land use policy also supports the Smart Growth principles approved in 2002 by City Council.

10.2 Objectives

- Promote community vitality, diversity and pride by supporting opportunities for affordable housing, recreational and social programming and community inclusive events; and
- Foster community pride, spirit and belonging within Mission.

10.3 Policy

1. The City of Calgary and the community will support affordable housing objectives and policies as described in Section 6.2.
2. The City, in partnership with the Mission community, should work to identify needs and provide appropriate and accessible recreational and social activities and services for residents.

10.4 Implementation

1. The City of Calgary and the Mission community should undertake a needs assessment to understand the social and recreational resources and demands within the community.
2. Based on the results of the needs assessment, The City of Calgary should prepare a Community Development Strategy for Mission, as a companion document to the ARP. The Strategy should address issues raised during the preparation of the ARP, and be consistent with the objectives and policies contained in the ARP. An outline of content for the Strategy is contained in Part III, Supporting Information.



11.0 OPEN SPACE AND THE NATURAL ENVIRONMENT

11.1 Context

Part of Mission's uniqueness lies in its relationship to the Elbow River. The riverbank habitat and mature trees throughout the area give the community a park-like feel and contribute to the overall special character of the community. Bicycle and pedestrian paths along the Elbow River are connected to city-wide bicycle and pedestrian paths. Pedestrian bridges provide easy access for all community residents to facilities such as the Talisman Centre to the east, and Rouleauville Park to the north.

Supply of open space in Mission is a community concern. There are three local public parks and two schoolyards in the community. The community garden at William Aberhart Park is a successful and important park in the community, as is the more formal park at Rouleauville Square. In terms of other open space, the decorative park located immediately adjacent to Macleod Trail is compromised by dust and traffic noise, making it unsuitable for relaxation or recreational purposes, and the yard at St. Mary's School is not open to the public. The yard at St. Monica's school is available for public use at certain times, although the land is privately owned.

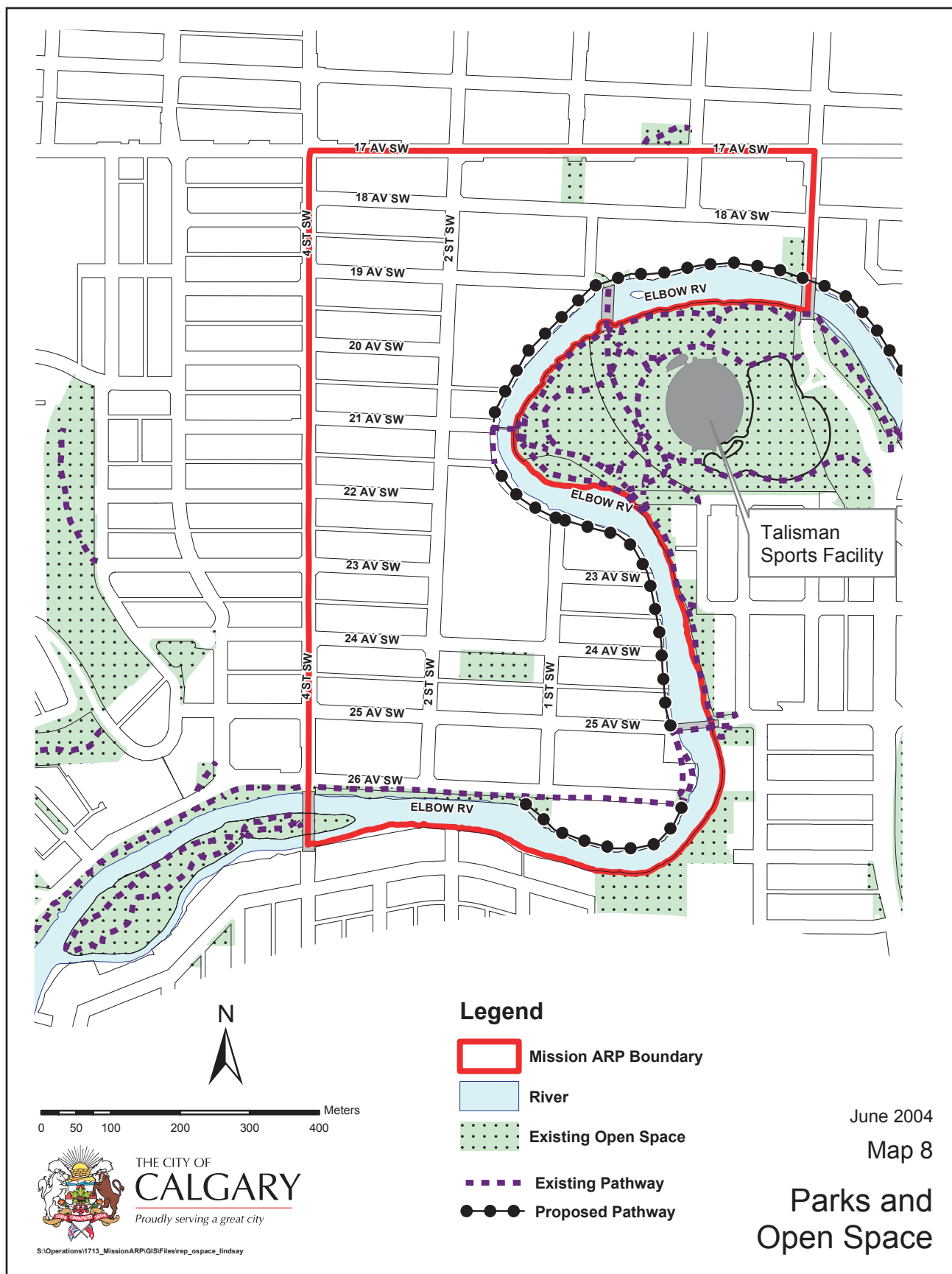
In addition to local parks, riverbank areas provide places for walking, nature appreciation and bird watching. City Council in 2000 approved the Calgary Pathway and Bikeway Plan. This Plan called for a public walkway on the west side of the Elbow River in Mission between 1 Street SW (at 26 Avenue) and 1 Street SE. There are places on the west side of the Elbow River bank where the public pathways are non-existent. Some portions on the west bank are in need of restoration. The vegetation in other portions effectively provides screening from the pathway, which affects perceptions of safety in the community.

The Mission community currently has about 1.3 hectares (3.2 acres) of local open space. This does not include the St. Mary's and St. Monica Schools, which have been exempted from the Joint Use Agreement that provides for public access to school sites. The community has access to the St. Monica schoolyard when it is not in use by the school.

The distribution of open space is as important as the overall amount. Without the schools, there is a deficiency of functional open space in the north half of the community. However, all residents of Mission are within one kilometre of Lindsay Park and the Talisman Centre (see Map 8).

11.2 Objectives

- Preserve and enhance the unique features of Mission's natural environment and open spaces;
- Maintain and protect existing trees and shrubs and encourage additional planting;
- Improve the west bank of the Elbow River where necessary, through restoration and pathway development;
- Retain all existing parks and pedestrian connections that provide for cultural, recreational, and leisure activities;
- Identify opportunities to incorporate relevant and appropriate recreational amenities in the community; and
- Encourage the development of a ten metre (33 foot) pathway on the west side of the Elbow River between 1 Street SE and 1 Street SW (26 Avenue).





11.3 Policy

1. The natural vegetation of Mission, including trees, shrubs, flowering plants and grasses and the west bank of the Elbow River, should be preserved and enhanced.
2. Open spaces should include both active and passive opportunities to serve the needs of all residents.
3. New landscaped seating areas are encouraged along 2 Street SW to provide shaded passive areas for rest and social interaction (e.g. landscaping, seating areas and tables).
4. Park areas which are not used for recreational purposes should be identified and disposed of, or replaced with more suitable open space elsewhere in the community.
5. All open spaces should be safe and accessible.
6. A 10 metre (33 foot) wide right of way to accommodate a regional pathway along the west side of the Elbow River should be implemented, as appropriate, on an opportunity basis.



ELBOW RIVER ALONG 26 AVENUE SW



ELBOW RIVER ADJACENT TO ST. MARY'S
HIGH SCHOOL



ROULEAUVILLE PARK AT 17 AVENUE AND 1 STREET SW



11.4 Implementation

1. Establish a right of way for a landscaped pedestrian walkway of ten metres (33 feet) to include a regional pathway along the top of slope along the west bank of the Elbow River linking 1 Street SE and 1 Street SW.
2. During construction, trees should be protected as outlined in the Tree Protection Bylaw.
3. If the Approving Authority deems that trees cannot be protected due to condition and/or location, and they cannot be relocated, they should be replaced.
4. Trees and shrubs to be used in rehabilitation and development include: red osier dogwood, Saskatoon, wolf-willow, water birch, sandbar willow, beaked willow, pussy willow, peach-leafed willow, balsam poplar and aspen poplar.

delete

5. Where an owner provides a ten metre (33 foot) right of way to accommodate a regional pathway through their property for public use, The City of Calgary should provide fencing and screening that meets the security requirements of their existing and proposed uses and that blends into the architectural character of the buildings on their site.
6. The City should consider use of public funds to acquire new open spaces and pathways as required.
7. The Cliff Bungalow-Mission Community Association should be consulted with regard to the location of new open spaces.
8. The City should continue the Elbow River west bank stabilization program.
9. The City, in consultation with the community, should develop a strategy to implement the pathway on the west side of the Elbow River between 20 and 26 Avenues.
10. As part of the implementation of the river pathway, The City will undertake a Biophysical Impact Assessment to determine the level of damage of the proposal, and will mitigate this impact as required.

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12.0 TRANSPORTATION

12.1 Context

The Inner City Transportation Study (ICTS) has been approved and implemented. Second Street between 17 and 26 Avenues and 25 Avenue between 2 and 4 Streets SW have been converted from one-way operations to two-way. Second Street SW, between 17 and 26 Avenues, has been designated a bicycle route.

The two metre (seven foot) road-widening setback on 4 Street SW had been a perennial problem. The effect of this setback was to discourage the redevelopment of commercial buildings on 4 Street SW. This setback has been removed.

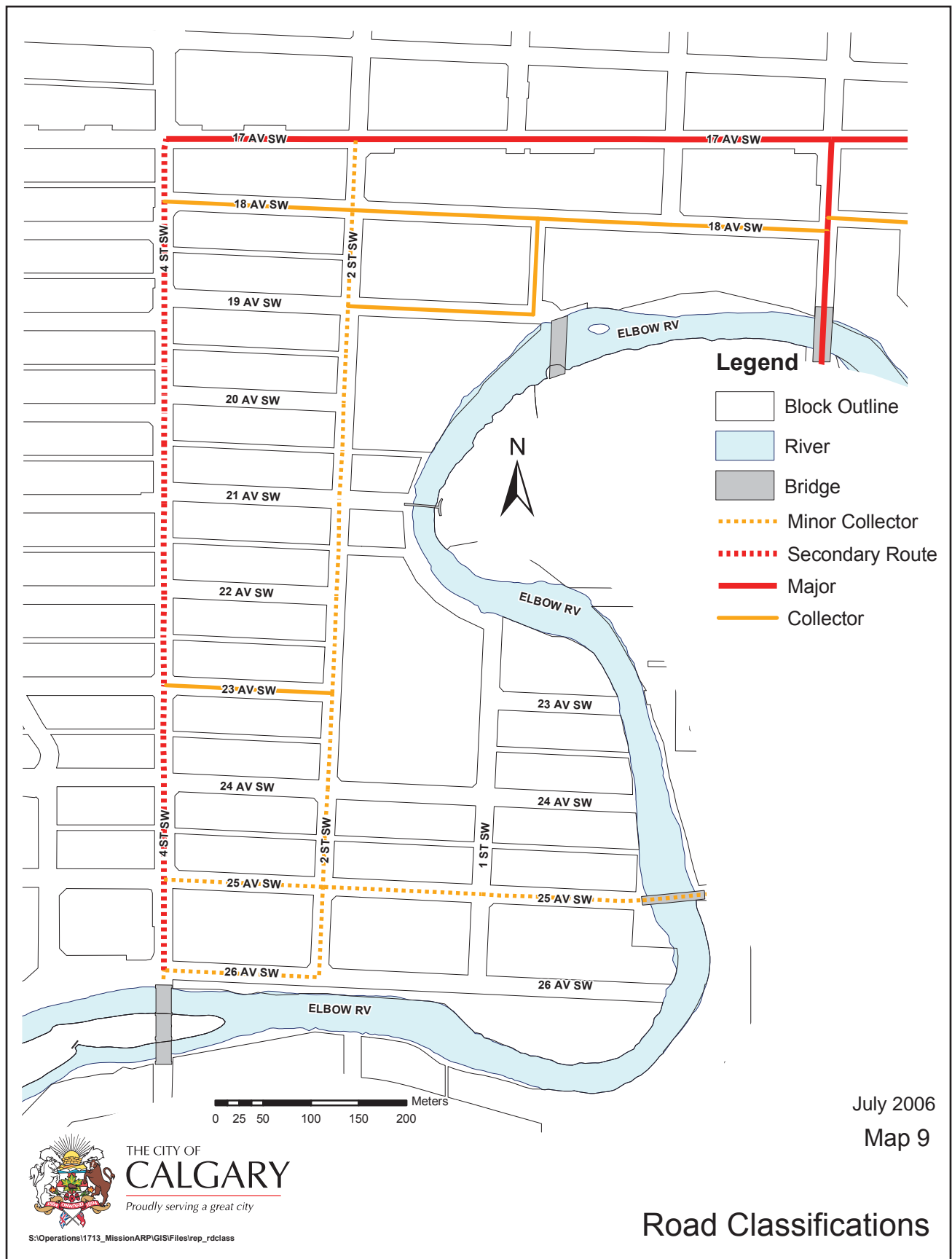
Map 9 describes the road network within Mission. Map 10 shows bus routes, LRT walking distances and bike routes for the Mission area.

12.2 Objectives

- Provide a safe, efficient and pleasant pedestrian, bicycle and vehicular circulation system; and
- Enhance the arterial road network by operational changes and not major road construction programs.

12.3 Policy

1. Mission's streets should discourage traffic short-cutting and promote a safe pedestrian and cyclist-friendly environment.
2. Fourth Street SW is designated as a secondary route. The ICTS defines secondary routes as roads that provide support to main routes by connecting to or being a continuation of the main routes. They also serve a mix of through and local traffic. They can carry between 10,000 and 30,000 vehicle trips per day. They serve as transit routes, have lower daily traffic volumes and can have regulated on-street parking.
3. Eighteen Avenue S between 4 Street W and 1 Street E; 1 Street W between 18 and 19 Avenues; 19 Avenue between 2 and 1 Streets W; and 23 Avenue between 4 and 2 Streets W are designated as collector roads. They are defined as roads that could carry between 5,000 to 15,000 vehicles per day, serving a mix of through and local traffic needs but typically having a lower proportion of through traffic.
4. *Second Street SW between 17 and 26 Avenues is designated a minor collector roadway that has residential and commercial frontages and on-street parking. 26 Avenue SW between 2 and 4 Streets and 25 Avenue SW between 4 Street and the Elbow River are designated as minor collector roads and have residential frontages and on-street parking.* **Bylaw 8P2009**
5. Second Street SW between 17 and 26 Avenues is designated as an on-street cycle route.
6. Given the location of the pedestrian/cyclist bridge to Lindsay Park on 21 Avenue SW, The





City should consider either relocating the cycle path link west of 2 Street from 22 Avenue to 21 Avenue SW, or implementing measures to ensure the safety of cyclists along 21 Avenue.

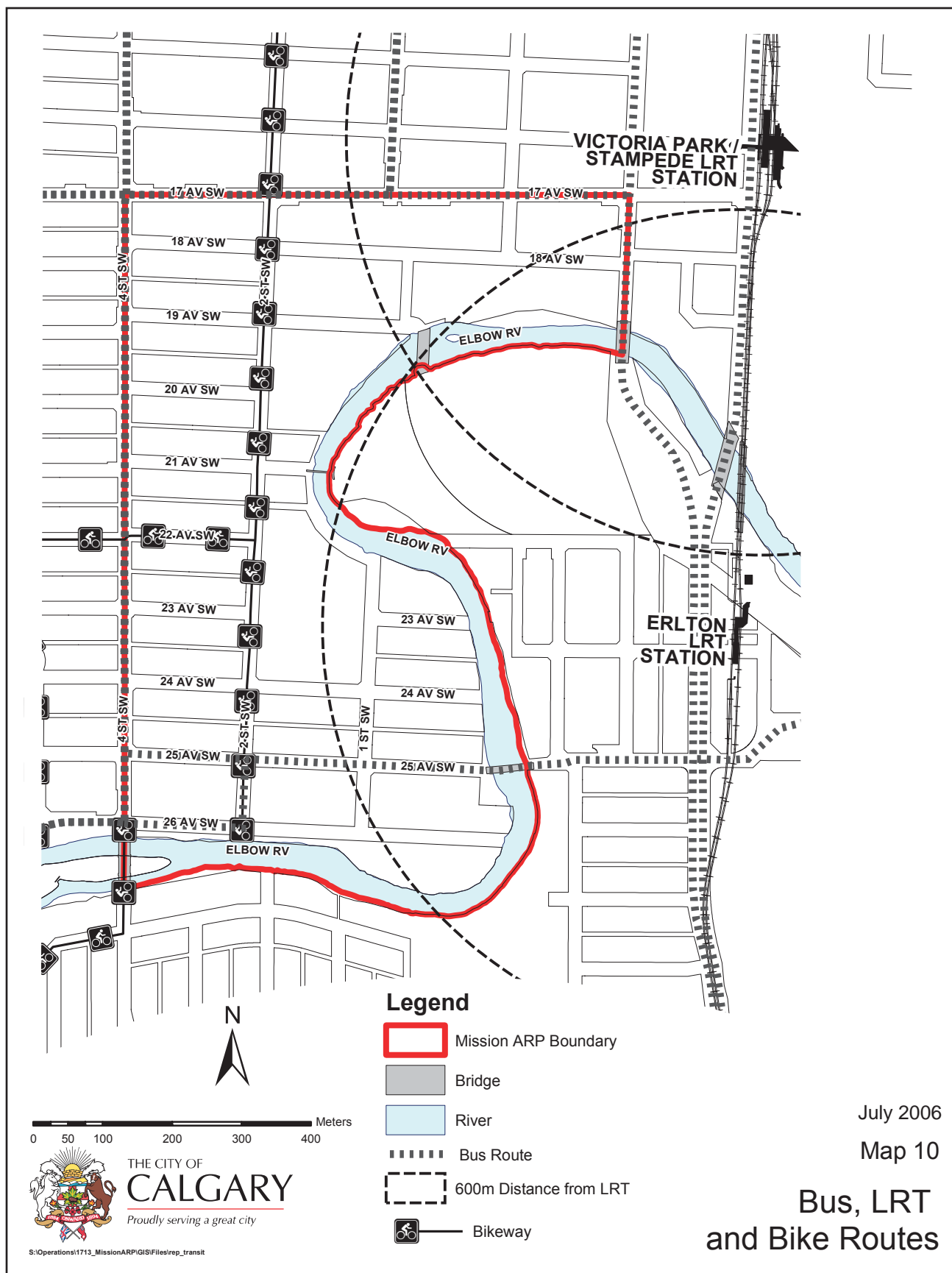
7. The City is encouraged to investigate the replacement of the current cash in lieu program in Mission with a more effective parking management system. Such a system may include investing accumulated cash in lieu in Mission in community improvements (that may include parking) and promotion of a shared parking system which makes more efficient use of existing stalls.
8. The City is encouraged to review the appropriateness of the collector road designations on 18 and 19 Avenues, and on 1 Street, within the community of Mission.
9. The City is encouraged to investigate improvements to the Holy Cross Lane, including the feasibility of a sidewalk along the Lane.

12.4 Implementation

1. On-street parking restrictions during peak travel hours should be reviewed and revised to allow for on-street parking during reverse flow hours.
2. The installation of curb extensions (bulbs) at intersections along 2 Street SW should be considered to increase pedestrian safety and visibility.
3. In residential areas, the installation of speed humps in laneways at the street end of the east-west laneways should be considered.



MISSION BRIDGE





13.0 ENVIRONMENTAL CONSIDERATIONS

13.1 Context

A healthy and livable city requires a high standard of air and water quality, and protection of the land base and the ecosystems it supports. The various levels of government have initiated programs and projects to develop, adopt and promote urban sustainability.

Calgarians have a high level of environmental awareness. To this end, The City is committed to supporting the enhancement of air, water and land base quality and to the preservation of important natural areas which contribute towards improving the quality of life for its citizens and the global community.

Working closely with the Federal Government, The City is implementing measures to meet the Kyoto Protocol commitments in reducing greenhouse gas emissions that cause climate change. The City of Calgary Environmental Policy, Principles and Goals, adopted by City Council, acts a guide to promote environmental stewardship and sustainability. City Council's aspiration as expressed in *Looking Ahead, Moving Forward*, further establishes important principles regarding The City's approaches to managing growth and community building.

As stated in the previous sections, the ARP targets key sectors, including land use, transportation and heritage conservation, to address environmental sustainability and neighbourhood enhancement which reflect community's aspiration and Council's vision of Smart Growth. Specifically, the ARP focuses on the following strategies:

- Supporting and designing a more compact and integrated development form to maximize land and infrastructure utilization;
- Promoting mixed use development and employment close to the community to reduce car usage and congestion;
- Encouraging live/work opportunities to reduce the journey to work;
- Encouraging conservation and adaptive reuse of older housing stock and buildings of heritage merit;
- Improving travel choices by emphasizing pedestrian-oriented development and street connectivity;
- Reducing greenhouse gas emissions by promoting transit, walking, and cycling as viable travel alternatives to driving;
- Protecting the natural environment along the Elbow River Corridor; and
- Promoting retention and enhancement of existing vegetation in the community.



13.2 Objectives

- Ensure that a healthy and sustainable environment is provided for the community;
- Protect and enhance the aesthetic quality of the environment.
- Encourage new development to strive for a LEED™ rating through consideration of sustainable built forms and an integrated approach to building infrastructure systems.

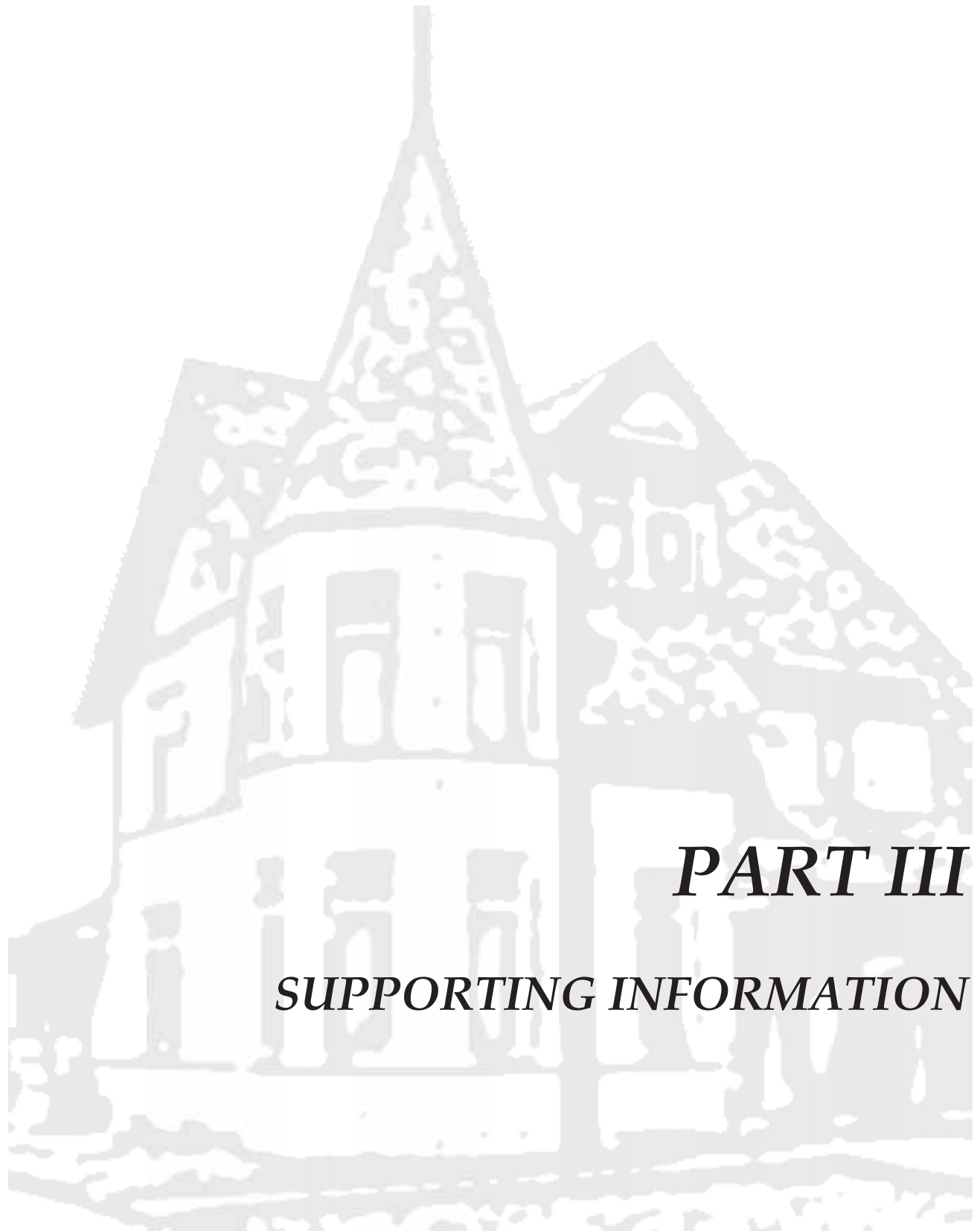
13.3 Policy

1. The environmental policies in this section apply throughout the planning area and shall be considered in conjunction with the policies contained in other applicable sections of the ARP.
2. Recognizing the importance of ensuring that the principles of sustainability and environmental sensitivity are respected, The City of Calgary will consider environmental impacts when making decisions on land use, transportation and provision of city services/facilities so that a high standard of environmental quality can be maintained.
3. Builders and homeowners are encouraged to design, construct or renovate buildings with the objective of reducing resource consumption and life cycle maintenance.
4. Resource/energy- saving design, use of building material and construction techniques (such as maximizing solar exposure, providing ecological landscaping to supplement heating and cooling, using xeriscaping and others) should be considered in site planning, building design and construction.
5. The ARP supports the preservation, rehabilitation and adaptive reuse of the older building stock in the community.



13.4 Implementation

1. Where possible, developers, builders and homeowners are encouraged to adopt best practises for the management of storm water including, but not limited to, reducing the amount of impervious surfaces (e.g. pavement, asphalt, and cement) to allow runoff to be filtered prior to entering the river systems.
2. To promote water conservation, water-saving devices shall be installed.
3. To promote recycling and to reduce municipal costs for landfill sites, The City in consultation with the community should investigate the establishment of a residential recycling drop-offsite at a convenient location for recyclable dry and /or degradable wet waste.
 - (a) The design of new buildings should incorporate recycling facilities unless unusual and extenuating circumstances make it impossible.
4. To enhance the aesthetic and environmental quality, promote the viability of an urban forest, and provide a healthy habitat for a range of birds, existing mature healthy vegetation should be preserved and integrated into the design and development of any new structure in the area where possible. Healthy trees and shrubs that cannot be retained should be considered for relocation to other parts of community if possible.
5. Additional trees should be planted to supplement the existing vegetation.
6. The Elbow River Valley, an environmentally significant area which supports a complex array of life and ecological systems, shall be protected and maintained.
7. The Elbow River is a city drinking water source and as such, The City supports innovation in stormwater management as a means of preventing potential contamination of stormwater runoff.
8. Lands adjacent to rivers may be subject to periodic flooding. Portions of Mission are subject to the special provisions for *flood fringe and floodway* through the Land Use Bylaw to reduce damage to development in these areas in the event of a flood. **Bylaw 37P2008**
9. The City is committed to providing a street light system that is functional, energy efficient, and cost effective with the least negative impact to the environment. Developers are encouraged to liaise with Calgary Roads to use directional light fixtures that are energy efficient and functional while minimizing light pollution to the sky.
10. During demolition, or conversion of old building stock, developers are encouraged to work in consultation with the Calgary Health Region and Alberta Environment to ensure that any hazardous materials (e.g. lead paint, asbestos) are handled appropriately so as to ensure protection of the environment and human health.



PART III

SUPPORTING INFORMATION





1.0 BACKGROUND

1.1 *Historical Development of Mission*

- Mission may be the earliest known residential community in Calgary and older than the City itself. It is known to have been inhabited for thousands of years by aboriginal peoples including the Blackfoot, Stoney and Sarcee (Tsuu T'ina). It was an ideal wintering spot because of the Elbow River and the geographic features associated with the river valley;
- In 1875, two of the first white settlers were Oblate priests, Fathers Scollen and Doucet. They established a Catholic mission south of the confluence of the Bow and Elbow Rivers called Notre Dame de la Paix (Our Lady of Peace). When the North-West Mounted Police arrived, the mission was moved to the area that is now called Mission;
- In 1881, the first Holy Cross Hospital was built;
- In 1884, as Calgary was incorporated as a town, Father Lacombe was obtaining title to the land for this Catholic mission from the Government of Canada;
- In 1887-88, The Rouleau House was built and today is one of Calgary's oldest houses. While built by J.J. McHugh, it was the home of Dr. Edward Rouleau, one of Calgary's first physicians;
- In 1889, the first St. Mary's Church was built and Calgary's population was 2,000;
- In 1893, the year before Calgary became a city, the Sacred Heart Convent was built (it was also used as the first school);
- In 1899, the mission was incorporated into the Village of Rouleauville, a French-Canadian community. The streets were given the names of the local French Catholic leaders such as Lacombe, Scollen, Doucet and Leduc;
- In 1905, St. Mary's Parish Hall was built (it was used for community events and as a school);
- In 1907, Mission along with Cliff Bungalow was annexed to the City of Calgary. The street names were changed to numbers and the community gradually lost its French focus with the influx of English speaking settlers. With annexation, came streetlights, electricity and sidewalks;
- In 1909, St. Mary's School was built (first purpose built Separate School in Calgary);
- Calgary's population increased from 12,500 to 67,000 persons between 1905 and 1915. Many of Mission's one and two storey-detached homes were built during this period. They were adaptations of the Queen Anne Revival, Greek Revival and American Foursquare styles;
- In 1911, the Canadian Northern Railway purchased St. Mary's Hall to serve as their new railway station;
- Between 1911 and 1913, Calgary's first apartments were built. There were twenty-five in 1911 and eighty-one in 1913. The Flexford House [1912] and the Sibley Apartments [1913] were built in Mission during this time;



- In 1913, a worldwide economic recession caused the housing boom in Calgary to collapse. Apartments continued to be popular residential options as fewer Calgarians could afford their own homes;
- In 1924, Calgary's first zoning bylaw was approved. Mission and Cliff Bungalow were designated as "multiple dwelling," encouraging multi-family and apartment developments;
- During Calgary's rapid growth periods from 1950 to 1970, Mission was seen as an ideal apartment community given its proximity to the downtown, other employment opportunities, shopping facilities and inner city amenities like the Elbow River. Thus new apartment buildings continued to replace the original housing stock;
- In 1982, the Mission Area Redevelopment Plan was approved. This Plan advocated the replacement of character houses and apartments with apartments of a maximum height of four storeys adjacent to the Elbow River, six to eight storeys between 2 and 4 Streets and 17 storeys south of 25 Avenue. The commercial areas on 4 Street and 17 Avenues were to be general commercial, C-3, with height varying between 27 metres to 46 metres (88 to 151 feet);
- Redevelopment in Mission was sporadic during the 1970s, 1980s and 1990s with an emphasis on converting rental apartments into condominiums, high rise apartments and infills;
- From the mid-1980s to mid-1990s, a group of community volunteers were assembled with the intent of acknowledging the special history of Mission as well as preserving many of its character buildings;
- In 1995, Calgary's Municipal Development Plan was approved. It encourages sensitive intensification or redevelopment that is sensitive to the streetscape and character of the neighborhood;
- In 1999, The City of Calgary agreed to review the Mission Area Redevelopment Plan.

1.2 Demographic Profile of Mission

1.2.1 Historical Population Trends

The following demographics provide a picture of those who live in Mission today. Table 1 outlines the historical populations of Mission, Cliff Bungalow, Connaught and Calgary. The populations of Cliff Bungalow, Connaught and Calgary are provided for comparative purposes. Table 1 demonstrates that Calgary has grown dramatically since 1992, whereas Mission and Connaught have had minimal growth. Cliff Bungalow in comparison has just maintained its growth.

Table 1: Historical Population

<i>Community</i>	<i>1992</i>	<i>1993</i>	<i>1994</i>	<i>1995</i>	<i>1996</i>
Mission	3,337	3,335	3,405	3,325	3,406
Cliff Bungalow	1,964	2,087	1,959	1,954	2,009
Connaught	10,920	11,028	11,076	11,202	11,603
Calgary	717,133	727,719	738,184	749,073	767,059



Continued...

<i>Community</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>
Mission	3,510	3,550	3,614	3,664	3,682	3,746
Cliff Bungalow	2,097	2,010	2,024	1,999	1,926	1,998
Connaught	11,778	12,168	12,404	12,191	12,041	12,031
Calgary	790,490	819,127	842,388	860,749	876,519	904,987

Source: City of Calgary 2002 Civic Census

1.2.2 Age Distribution

The 0-14, 15-44 and 55+ age groups in Mission vary in comparison to Cliff Bungalow, Connaught and Calgary (Table 2). There are fewer children and more members of the 25-44 and 55+ age groups in inner city communities.

Table 2: Age Distribution for 2001 by percent

<i>Community</i>	<i>0-14</i>	<i>15-44</i>	<i>45-54</i>	<i>55+</i>	<i>Total</i>
Mission	2.6	65.6	10.2	21.6	100%
Cliff Bungalow	4.7	72.5	10.4	12.4	100%
Connaught	4.2	67.8	11.7	16.3	100%
Calgary	19.1	50.5	14.3	16.1	100%

Source: City of Calgary 2002 Civic Census

1.2.3 Number (and percentage) of dwellings by structure type

Apartments are the predominant dwelling type in Mission at 90.4% (Table 3). Connaught shares this feature with apartments at 94.3%. Cliff Bungalow on the other hand has a broader mix of dwelling types. Calgary's percentages for the same categories are provided for comparative purposes.

Table 3: Number (and percentage) of dwellings by structure type

<i>Community</i>	<i>Single family</i>	<i>Apartments</i>	<i>Townhouses</i>	<i>Converted structures</i>	<i>Others</i>	<i>Total</i>
Mission	128(4.7%)	2,460 (90.4%)	33 (1.2%)	88 (3.2%)	10 (0.4%)	2,719
Cliff Bungalow	182 (13.4%)	904 (66.7%)	45 (3.3%)	209 (15.4%)	15 (1.1%)	1,355
Connaught	87 (1.0%)	7,587 (94.3%)	275 (3.4%)	56 (0.7%)	36 (0.4%)	8,041
City of Calgary	211,502 (58.7%)	71,706 (20%)	38,103 (10.6%)	11,848 (3.3%)	26,970 (7.5%)	360,129

Source: City of Calgary 2002 Civic Census



1.2.4 Home Ownership

The percentage of home ownership in Mission at 24.3% is slightly higher than Cliff Bungalow at 18.7% and Connaught at 21.5% (Table 4). This is possibly a reflection of the recent trend of converting rental apartments into condominiums.

Table 4: Home Ownership

<i>Community</i>	<i>Total occupied</i>	<i>Total owned</i>	<i>% Home ownership</i>
Mission	2,719	662	24.3%
Cliff Bungalow	1,355	253	18.7%
Connaught	8,041	1,726	21.5%
Calgary	360,129	238,824	66.3%

Source: City of Calgary 2002 Civic Census

1.2.5 Occupancy Rates

Occupancy rates (the number of persons per dwelling unit) for Mission are comparable to Cliff Bungalow and Connaught (Table 5). Occupancy rates for inner city communities are lower than citywide rates. Again the occupancy rates for Calgary are provided for comparative purposes. A converted structure is defined as a structure originally built as a single detached house and now contains more than one residential unit or a structure originally built as a two unit residential building (duplex or semi-detached building) and now contains more than two residential units.

Table 5: Occupancy Rates

<i>Community</i>	<i>Single family</i>	<i>Apartments</i>	<i>Townhouses</i>	<i>Converted</i>
Mission	2.2	1.4	1.8	1.4
Cliff Bungalow	1.9	1.5	1.5	1.3
Connaught	2.3	1.5	1.7	1.8
Calgary	3.0	1.6	2.3	1.7

Source: City of Calgary 2002 Civic Census

1.2.6 Median Household Income

Incomes are a significant issue in Mission. In 1996, the median income (the mid-point between the highest and lowest incomes) was 35% less than the median income for Calgary (Table 6).

Table 6: Median Household Income

<i>Community</i>	<i>1990</i>	<i>1996</i>	<i>2001</i>
Mission	\$30,201	\$29,859	
Calgary	\$49,744	\$45,777	
Percentage change	39.3% less	34.8% less	

Source: Statistics Canada 1991 and 1996



1.2.7 Low Income Households

Approximately 1 in 3 households in Mission are considered low income as compared to approximately 1 in 5 households in Calgary as a whole (Table 7).

Table 7: Low Income Households

<i>Community</i>	<i>1991</i>	<i>1996</i>
Mission	970 (29.6%)	940 (28.6%)
Calgary	124,465 (17.8%)	156,206 (20.6%)

Source: Statistics Canada 1991 and 1996

1.2.8 Ultimate potential population with maximum build-out of land use districts

The ultimate design population of Mission is approximately 24,000 persons. This is based on the maximum development of the community under its existing or proposed land use designations (zoning). The ultimate population calculation was derived by multiplying the area of the site, by the floor area ratio (where applicable), by the maximum allowed units per hectare, by the apartment occupancy rate for Mission of 1.4. The ultimate population is generally never achieved but is shown only to indicate ultimate population if a total build-out occurs.

Table 8: Ultimate potential population according to current zoning (May 2004)

<i>Description</i>	<i>Dominant Zoning</i>	<i>Hectares (Ha.)</i>	<i>Maximum Population</i>
4 Street commercial area	C-3(27)	5.73	4,061
17 Avenue commercial area	C-3 and C-3(30)	5.96	4,224
Cathedral District	RM-6	7.57	3,242
Medium Density Residential (north of 25 Avenue)	RM-6	16.5	7,145
Holy Cross Centre	RM-6	4.23	1,901
High Density Residential (south of 25 Avenue)	RM-6	6.59	2,962
Total		46.58	23,805

Source: City of Calgary



1.3 Community Context

Surrounding the Mission community are four communities with statutory plans or Area Redevelopment Plans. They are the Erlton Area Redevelopment Plan, The Cliff Bungalow Area Redevelopment Plan, the Connaught-West Victoria Area Redevelopment Plan, the Blueprint for the Beltline and the Victoria Park East Area Redevelopment Plan.

1. Erlton

The Erlton community is located to the east across the Elbow River from Mission. The zoning allows low density housing south of 25 Avenue and medium density housing north of 25 Avenue SW.

2. Cliff Bungalow

The community of Cliff Bungalow is located to the west of Mission, is approximately 40 hectares in size and the zoning allows a range of low rise multi-unit dwellings with access to grade and walk up apartments. The population for 2002 was 1,998 and the number of dwelling units was 1,355. Cliff Bungalow and Mission are twin communities.

3. Connaught

The community of Connaught is located to the north of Mission, is approximately 120 hectares in size, and the zoning allows for high-density apartments with a maximum height of 17 storeys. Its 2002 population was 12,031 persons with 7,924 dwelling units that ranged from single detached, to attached townhouses, to low-rise, medium-rise and high-rise apartments.

1.4 Policy Direction

The following is a list of Council-approved Land Use and Transportation Policies with general application to Mission:

1.4.1 *Looking Ahead, Moving forward (Approved in 2002)*

This policy document outlines Council's priorities between 2002 and 2004. The policy addresses the desire of Calgarians for accessible, affordable and appealing communities. It recommends that communities like Mission have a compatible mix of housing, jobs, shops, parks, and open spaces, connected by a well-planned, integrated transportation system.

1.4.2 *The Calgary Plan (Approved in 1998)*

The Calgary Plan (Municipal Development Plan) consolidates the strategic policies, including those of the Calgary Transportation Plan that guide the city's growth and development over the next twenty years. While the Calgary Plan does not address Mission specifically, key policies are:

- Encourage sensitive types of housing intensification in all neighborhoods, in accordance with local plans to promote a more compact, adaptable form;



- Encourage new housing close to transportation facilities and within mixed-use centres to support transit and pedestrian mobility choices;
- The transit system will offer Calgarians a reasonable alternative to auto travel by facilitating access to transit for seniors and people with disabilities and integrating transit with other modes of travel; and
- Encourage walking and cycling.

The Calgary Plan also recommends that the Elbow River Valley Park System include a continuous river pathway where possible if not always adjacent to the river's edge.

1.4.3 Land Use Bylaw 2P80 (Approved in 1980)

This Bylaw is the basic land use control document that provides the specific regulatory rules and guidelines that govern land use, development and subdivision within Mission and all other parts of Calgary. The C-3 General Commercial district, the RM-6 and RM-7 medium high and high density residential district and the PE public parks, school and recreation district particularly apply to the Mission community. (see Map 11)

1.4.4 Inner City Transportation Study (Approved in 2000)

For the Mission community, the Inner City Transportation Study (ICTS) recommends:

1. Fourth Street is designated as a secondary route. The ICTS defines secondary routes as roads that provide support to main routes by connecting to or being a continuation of the main routes. They also serve a mix of through and local traffic. They can carry between 10,000 and 30,000 vehicle trips per day. They serve as transit routes, have lower daily traffic volumes and can have regulated on-street parking.
2. Second Street between 17 and 26 Avenues and 25 and 26 Avenues between 2 and 4 Streets are designated as minor collector roads. They are defined as roads that can carry between 1,000 and 7,000 vehicles per day, have residential frontage and on-street parking.
3. Second Street between 17 and 26 Avenues and 25 and 26 Avenues between 2 and 4 Streets are to be converted to two-way traffic.

1.4.5 Calgary River Valley Plan (Approved in 1984)

The Calgary River Valley Plan contains a range of policies to establish a coordinated approach to the development, use and conservation of Calgary's rivers, creeks and adjoining lands. The ultimate aim of the Plan is to create an open space system that includes regional parks, walkways, pathways and natural areas adjacent to the watercourses.



1.4.6 *Urban Parks Master Plan (Approved in 1994)*

This Plan suggests uses adjacent to the Elbow River should be passive, low intensity, informal, unstructured activities. Pathways should be accessible, usable and safe for all persons including those with disabilities. Adjacent development should respect the character of the Elbow River and provide for public access to the River Parks system.

The Plan recommends that the Elbow River Valley be protected from over-use. The landscape features should be protected and enhanced where appropriate.

Suggested improvements to the west bank of the Elbow River in Mission include:

- The construction of a new footbridge in the 24 Avenue corridor or the attachment of a new pedestrian crossing to the existing 25 Avenue bridge as an alternative.
- Restoration of the west bank of the Elbow River between 1 Street SE and 25 Avenue SW.
- A secondary trail route under or around the 25 Avenue Bridge along the public riverbank land, past the apartment building and along the existing brick walk past the four detached houses to 24 Avenue.
- A pedestrian route designated and enhanced by tree planting in the boulevard, extending westward on 21 Avenue from Lindsay Park Bridge.

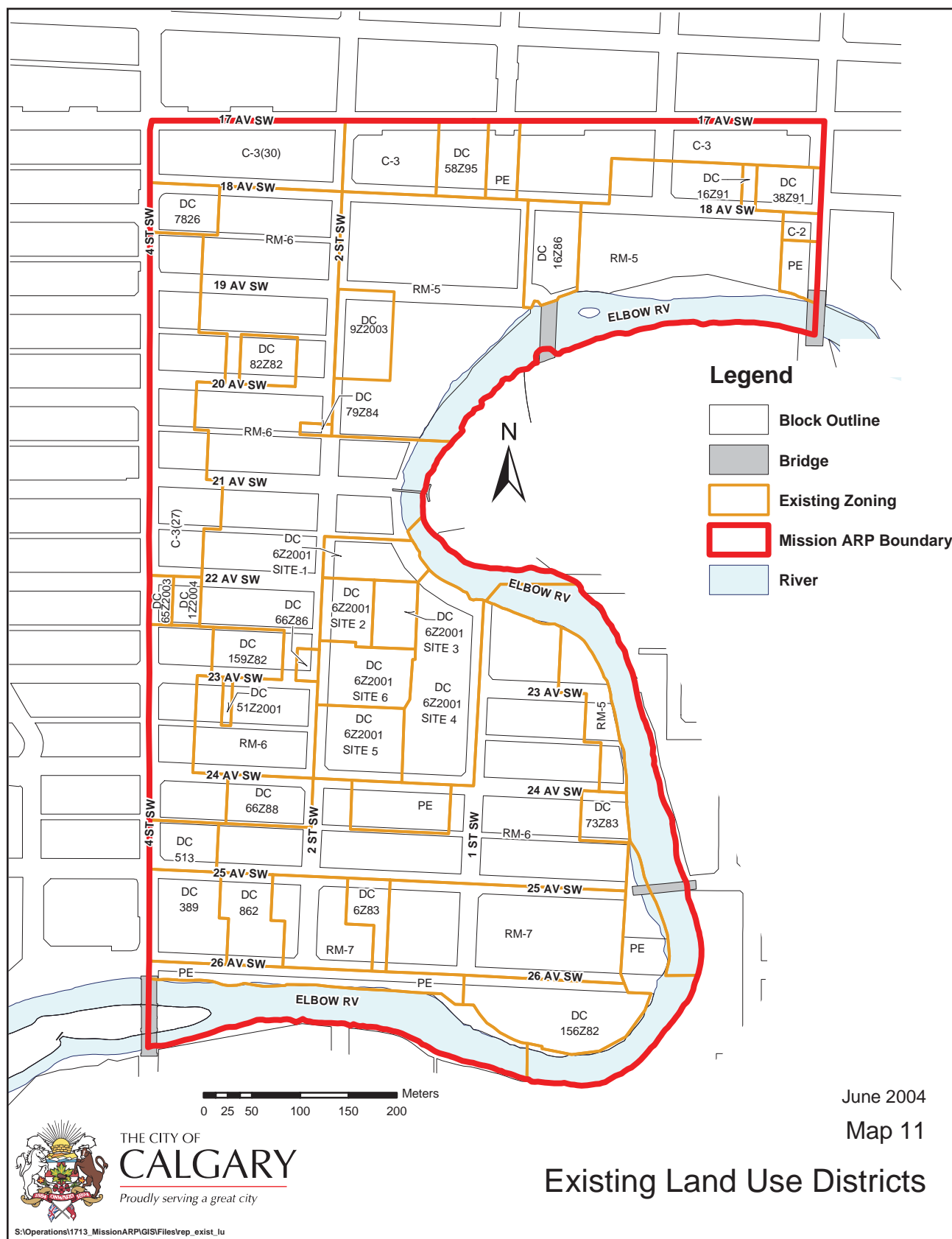
1.4.7 *Inner City Open Space Study (Approved in 1984)*

The Inner City Open Space Study addresses concerns about deficiencies in the Inner City (generally communities developed prior to 1955) parks and open space systems. Existing open spaces were evaluated according to their function as neighbourhood, community or regional open spaces. The communities' needs were then assessed by comparing them to three "prototype" communities - Inner City Family, Inner City Mixed and Inner City Adult - which basically link the need for open space to the proportion of children in the community.

Inner city communities are often limited in the amount and quality of open space that is available for public use. The provision of a minimum area relative to the population usually has overlooked the actual utility of community open spaces. Since not all open space parcels can easily accommodate primary active recreational activities, as well as serve passive recreation and aesthetic functions, sensitive site-specific designs must be evolved to allow the broadest spectrum of user needs to be satisfied. Classification of open space resources according to use parameters is the first step of a design process that has as its goal the development of recreation facilities from an optimal, multiple use perspective.

1.4.8 *LRT South Corridor Land Use Study (Approved in 1980)*

The LRT South Corridor Land Use Study recommends development policies for two station areas adjacent to Mission: the Stampede Station, located at 17 Avenue and MacLeod Trail SE and the Erlton Station, located at 26 Avenue and MacLeod Trail SE.





The portion of Mission located east of Centre Street is contained within the Stampede Station area. Land use policies for this area encourage high density mixed use (i.e., residential and commercial uses). A portion of Mission lies within the 600 metre walking distance from the Erlton Station – this distance is the prescribed limit of the LRT South Corridor Land Use Study.

1.4.9 Cash-in-lieu Parking Policy for 4 Street SW (Approved in 1994)

The 4 Street cash-in-lieu policy addresses the need for parking for older commercial uses and older buildings built under previous bylaws with parking requirements different from those in effect today and new commercial developments on sites where parking may be constrained. Table 8 below summarizes this policy. Specifically, for restaurant/drinking establishments and restaurant-food service uses 100% the required parking must be met on site. For commercial uses under 557.4 sq. m. (6000 sq. ft.), the policy allows cash-in-lieu for 100% of the parking requirement but for uses more than 557.4 sq. m only 50% of the parking requirement can be met by cash-in-lieu. Cash-in-lieu for parking for existing older buildings is at the discretion of the Approving Authority.

Table 9: Cash-in-lieu policies for 4 Street

Site size	Uses	Parking policy
557.4 sq. m. (6000 sq. ft.) or less	a) Restaurant/drinking establishment and restaurant-food service uses b) Retail/personal service uses	a) 100% parking required on site, b) 100% parking may be met through cash-in-lieu
Between 557.4 sq. m. (6000 sq. ft.) and 1114.8 (12,000 sq. ft.)	a) Restaurant/drinking establishment and restaurant-food service uses b) Retail/personal service uses	a) 100% parking required on site, b) 50% parking may be met through cash-in-lieu
Existing older buildings	a) Restaurant/drinking establishment and restaurant-food service uses b) Retail/personal service uses	a) 100% parking required on site, b) Cash-in-lieu for parking should be considered at the discretion of the Approving Authority

Source: The City of Calgary Land Use Bylaw 2P80

1.4.10 Heritage Evaluation Policy and Procedure (Approved in 1995)

City Council has approved an Heritage Evaluation Procedure that states that “a date of 45 years before the present date shall be used to determine a site’s eligibility for inclusion on The City of Calgary’s Inventory of Potential Heritage Sites”.

1.4.11 Sidewalk Width on 4 Street SW and 17 Avenue S (Approved in 2002)

City Council in removing road widening setbacks as a follow-up to Council’s approval of the Inner City Transportation Management Strategy in July 2000, has recommended that in situations where sidewalk widths are a minimum of three metres, buildings should be recessed or set back one and one-half metres to allow window shopping and access to buildings without obstructing the sidewalk.



1.4.12 Tree Protection Bylaw (Approved in 2002)

The Tree Protection Bylaw prohibits unauthorized pruning, planting, or removal of trees. It applies to all trees growing on land owned or controlled by The City of Calgary. This includes trees growing in parks, natural areas, city buildings, and roadways. The Bylaw does not apply to trees growing on private land.

The Bylaw prohibits:

- Cutting, removing, moving or pruning of City trees.
- Penetrating the bark or attaching any object or sign to trees on City land.
- Planting trees or shrubs on City land.
- Spraying trees with any substance except water.
- Attaching electrical cords or other objects to trees.
- Unauthorized entry or interference with a tree protection zone.

1.5 Other land use and transportation related documents

1.5.1 The Graham-Edmunds Architects Study by Graham-Edmunds Architects (August 2001)

The purpose of this study was to review the feasibility of the affordable housing options in the Draft Mission ARP (2000). Specifically, it was to compare the costs of converting older homes into apartments to determine if rental conversions were an affordable form of rental housing. It was also to assess if parking relaxations would encourage affordable housing options. The study concluded: (a) that the survey of rental units was not a reliable method of determining if rental conversions would produce affordable housing option, (b) that parking relaxations were a significant factor only in small scale developments and (c) that downzoning of properties would not assist in the promotion of affordable housing.

1.5.2 Cliff Bungalow - Mission Townscape and Process by the Cliff Bungalow-Mission Community Association and the Urban Design Studio, Faculty of Environmental Design, University of Calgary (October 2001)

This project provides a comprehensive tool for documenting and analyzing the Cliff Bungalow-Mission area. This work traces the various stages of Mission and highlights the historical evolution of the community from 1875 to 2001. It documents the unique neighbourhood character and provides an inventory of building types, building mass and diversity and street types. It also makes recommendations for apartment redevelopment that respects the character of the Cliff Bungalow-Mission community.



1.5.3 *Mission Urban Forest Inventory and Analysis by the Cliff bungalow-Mission Community Association and the Urban Design Studio, Faculty of Environmental Design, University of Calgary (May 2002)*

This is a compilation of the tree species in Mission that originally was provided by the Cliff Bungalow-Mission Community Association. Those documented include boulevard, ornamental and coniferous trees located for the most part on public property and street types. It also includes an analysis and recommendations for tree maintenance in the community.

1.5.4 *A Heritage Conservation Strategy for Cliff Bungalow-Mission (A Master's Degree Project in partial fulfillment of the requirements for the degree of Master's of Environmental Design (Planning) by Jason Ness (September 2002)*

This Master's Degree project provides recommendations for the conservation of existing heritage resources in Cliff Bungalow-Mission. This strategy also uses heritage legislation, education and interpretation, land use designation and design interventions as methods for conserving the special character of the Cliff Bungalow-Mission community.

1.5.5 *The Cliff Bungalow-Mission Building Inventory by Avitus Design Inc. (August 1995)*

This document provides a history of the community and a history of building types, year constructed, roof type, exterior finishing and the name and employer of the first and second resident for every building in Cliff Bungalow-Mission. See Table 10 for a summary of character buildings in Mission.



1.6 Existing Direct Control Districts

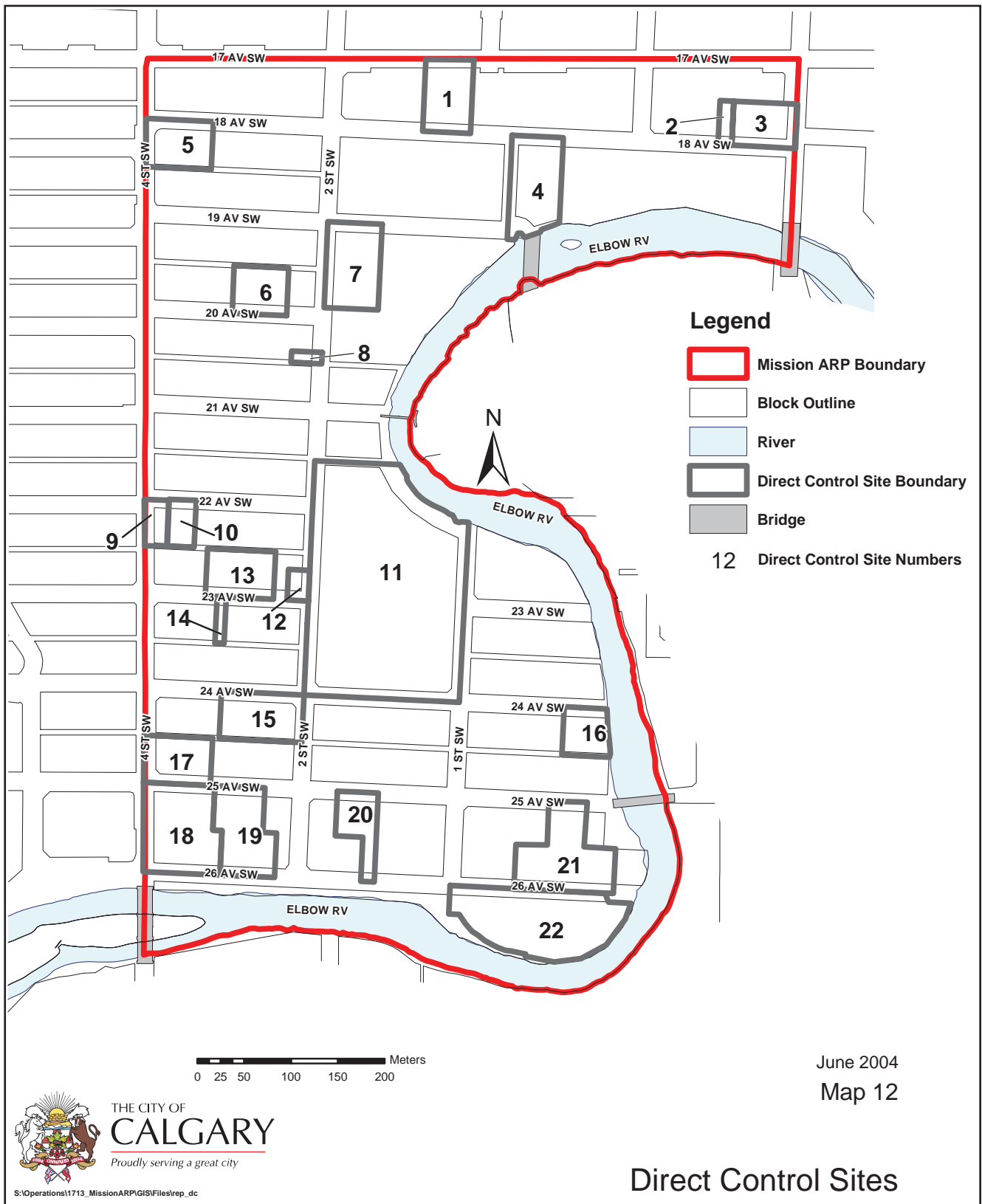
There are twenty DC sites in the mission study area (Map 12). Ten of them are for residential uses, while the balance are for commercial or mixed uses. Table 9 outlines these DC districts.

Table 10: Direct Control Sites

Site #	Address	Bylaw #	Approval date	Former zoning	Approved uses	Existing uses
1	201, 209 & 21117 Ave SW and 210 & 216 18 Ave SW	58Z95	July 18, 1995	C-3 and RM-5	Comprehensively designed mixed-use buildings only, parks, playgrounds & temporary surface parking, in existing building, dwellings units, retail, restaurants, personal; service businesses, and office uses	Commercial retail and surface parking lots
2	122 18 Ave SW	16Z91	March 11, 1991	No record	RM-5 and surface parking lot for 121 17 Ave SW	Surface parking lot
3	138 18 Ave SE	38Z91	April 22, 1991	RM-5	59 unit apartment at a max height of 10 storeys, not exceeding 125 ft with a max FAR of 3.2	Apartment building
4	141 18 Ave SW	16Z86	February 10, 1986	RM-5	Dance facility with rehearsal space, instructional & recital space and offices	Dance facility
5	1800 4 St SW	7826	February 9, 1970	No record	To accommodate a medical centre	Mixed use buildings with apartments parking and commercial retail at grade
6	310, 312 & 316 20 Ave SW	82Z82	May 10, 1982	RM-5	83 unit apartment with a max height of 8 storeys	310 & 312 – single family dwellings 316 – multi-family apartment building
7	1916 2 St SW	9Z2003	January 30, 2003	RM-5	RM-5, public, separate, private and commercial schools, educational establishments and school purposes	School currently under construction
8	2007 2 St SW	79Z84	November 12, 1984	RM-6	Professional offices and RM-6	Professional offices
9	2204 4 St SW	65Z2003	July 21, 2003	C-3 (27)	C3, apartment hotel and lodging house	Commercial retail and apartments



10	331, 331A, 333 & 335 22 Avenue SW	1Z2004	January 19, 2004	C-3 (27)	RM-6, with apartment buildings and class 2 home occupations as discretionary uses	Single family dwellings
11	2202 2 St SW	6Z2001	January 15, 2001	DC (96Z99 & 97Z99)	PS with additions and deletions	Facility accommodating educational facilities group living, special care facilities & medical clinics.
12	2219 2 St SW	66Z86	September 29, 1986	RM-6	RM-6 and offices on the main floor	Offices and residential uses
13	320 23 Ave SW	159Z82	September 8, 1982	RM-5	Medical clinic, pharmacy and offices	Medical clinic, pharmacy and offices
14	325 23 Ave SW	51Z2001	June 11, 2001	RM-6	RM-6 and offices within the existing building	Office
15	315 24 Ave SW	66Z88	July 18, 1988	RM-6	RM-6 in addition to a temporary surface parking lot	Apartment building
16	101, 101A, 101B, 101C & 105 24 Ave SW	73Z83	June 14, 1983	RM-6	Multi-dwelling residential development only	Multi-dwelling residential development
17	2424 4 St SW	513	March 14, 1977	C-3	Office-apartment complex with a max of 40 res units and ground floor retail	Retail and office space, apartments
18	2504 4 St SW	389	March 08, 1976	C-3	Office-apartment complex with ground floor commercial	Retail and office space, apartments
19	318 26 Ave SW	862	August 07, 1979	No record	103 apartment units with pool, exercise club & recreation facilities	Apartment building
20	225 25 Ave SW	6Z83	January 17, 1983	RM-7	Apartment with max height of 130 feet	Apartment building
21	109, 111, 113 25 Ave and 104, 110, 118, 124 26 Ave SW	23Z2003	April 07, 2003	RM-7 & PE	Comprehensive apartment complex	Vacant land and a 52-unit apartment
22	105, 123, 135 & 139 26 Ave SW	156Z82	September 08, 1982	RM-7	Apartment use with special setbacks and heights because of the proximity to the Elbow river	105 & 123 – apartment buildings 135 – walk-up apartment building 139 – single family residence





1.7 Background to Recommended Policies

The focus of this Vision for the Mission community is on three issues:

- a) encouraging more intensive mixed use developments along 4 Street SW and 17 Avenue S, the major traffic corridors in the community;
- b) preserving the older character homes where possible; and
- c) promoting affordable housing.

To achieve the vision, the ARP:

- 1. Maintains the general commercial land use policies for 4 Street SW and 17 Avenue S.
- 2. Provides development guidelines that encourage pedestrian-oriented developments on 4 Street SW and 17 Avenue S.;
- 3. Encourages the restoration and upgrading of the older character homes by allowing live-work, office conversions under certain conditions, and three storey apartments and townhouses in the rear yards of these buildings;
- 4. Maintains the current six to eight storey height limit for apartment development in the major part of the community;
- 5. Provides guidelines for new residential uses that encourage developments to conform to the predominant front yard setbacks and front façades;
- 6. Allows for the redevelopment of the Holy Cross Centre site from institutional uses to high density residential uses;
- 7. Allows for the redevelopment/intensification of the lands known as the Cathedral District from primarily institutional uses to allow medium density residential uses as well;
- 8. Encourages the development of a continuous pedestrian walkway on the west side of the Elbow River from 1 Street SE to 25 Avenue SW;
- 9. Encourages the beautification of the lanes.

1.8 Public Consultation

A lengthy public consultation process was carried out during the preparation of this ARP. It consisted of three components: the first was The City of Calgary component, the second was the Cliff Bungalow-Mission Community Association component and the third was a joint City of Calgary/Cliff Bungalow-Mission Community Association component.

1.8.1 The City of Calgary component

The City of Calgary component consisted of open houses, block meetings, visioning exercises, and the preparation of a draft ARP for discussion purposes. This draft for discussion ARP had proposed that the areas of the community allowing four storey apartments (RM-5) and six storey apartments (RM-6) be downzoned to allow only three storey residential developments. It was thought that this lower building profile would support the lower building profiles of the older houses and apartments.



The older houses and apartments, already providing affordable housing, would continue to provide affordable housing and a picture of our cultural heritage dating back to the “turn of the century.” Unfortunately, there was no agreement among the property owners for these policies. A number of property owners were only prepared to support such an idea if there was some financial compensation on the part of The City of Calgary.

At the same time, a local architectural firm was hired by The City of Calgary to review this draft ARP. This firm was asked to review the implications of downzoning on the provision of affordable housing in the older homes and apartments and the type of rental accommodation being provided through them. That study, completed in August 2001, found that many owners with rental properties in Mission were reluctant to share the status of their properties through a telephone survey. It concluded that downzoning of parcels would drive up the costs of housing in the area and thereby work against a City objective of providing affordable housing where possible.

A Community Planning Advisory Committee (CPAC) has met throughout the process. The Committee work during the course of 2002 was unfortunately unable to come to a consensus on the future vision of the Mission community.

1.8.2 The Cliff Bungalow-Mission Community Association component

The Community Association with the financial assistance of the Calgary Foundation was able to hire the Urban Design Studio (Faculty of Environmental Design) from the University of Calgary to carry out two pieces of work to contribute to the ARP planning process. The first was called the Cliff Bungalow-Mission Townscape and Process and was completed in 2001. This work provided tools for a comprehensive documentation and analysis of Cliff Bungalow-Mission community. It traced its historical evolution from 1875 to 2001 and documented the various stages of growth, the unique character of the area and provided an inventory of building types and streetscapes. Finally, it made recommendations on incorporating new apartment development that would respect the existing character homes, apartments and streets.

The second piece of work, completed in 2002, was called the Mission Urban Forest Inventory and Analysis. It was a compilation of the tree species in the community including boulevard, ornamental and coniferous trees. It also included an analysis and recommendations for tree maintenance in the community.

1.8.3 The joint City of Calgary/Cliff Bungalow-Mission Community Association component

The City of Calgary and the Cliff Bungalow-Mission Community Association jointly sponsored an Urban Design Project. Four architectural firms were hired to recommend ways of both preserving the character homes and apartments while allowing landowners the opportunity to add density on their properties. They demonstrated in various examples the possibility of small apartments in rear yards that fronted into the lane while retaining the older home that fronted on the street. They also proposed apartment development in rear yards that would span the lane to create a through-block development. Other suggestions included trenching out the front yard to allow small commercial uses in the basements with access from the front yard.

All of these public consultation approaches reflect the uniqueness of the Mission area and the desire to preserve the special features and character buildings of this area.



2.0 LAND USE REDESIGNATIONS REQUIRED BY THE ARP

A number of land use redesignations are required to allow conformity between the revised ARP and the Land Use Bylaw. These redesignations are summarized in the following table.

Table 11: Land Use Redesignations Required by the ARP

PROPOSED MISSION REDESIGNATIONS			
ADDRESS	EXISTING DESIGNATION	PROPOSED DESIGNATION	PURPOSE
2205 2 St SW 319 21 Av SW 330 22 Av SW	RM-6	RM-3	Downzone at request of landowners.
1800 4 St SW	DC 7826	DC (C-3 (30)) to accommodate existing uses in the existing building	Revise designation to provide clearer direction and rules for future development on the site.
Pt of 337 20 Av SW Pt of 333 23 Av SW Pt of 334 24 Av SW	RM-6	C-3 (27)	Adjust the land use district to bring the district boundary into conformity with legal property line.
Pt. of 143 26 Av SW	DC 156Z82	PE	Adjust the land use district to bring the district boundary into conformity with legal property line.
Holy Cross site 2210 2 St SW	DC 6Z 2001	DC to accommodate the uses allowed in 6Z2001 plus personal service businesses & retail stores	Allow for residential and local commercial in existing buildings.
Sacred Heart Convent 225 19 Av SW	RM-5	DC (RM-5) plus apartment-hotels, lodging, houses, special care facilities, public and quasi-public buildings including the convent and ancillary uses such as retreat facilities	Allow for existing uses (currently non-conforming) on the site.



330 19 Av SW	C-3(27) & RM-6	DC (RM-6)	Adjust boundaries of the land use district to include this site in the new residential district.
305, 307, 309, 313, 315, 317, 319, 323, 329 18 Av SW 304, 306, 308, 310, 314, 316, 318, 322, 303, 311, 317, 327, 329, 333 19 Av SW 302, 306, 326, 305, 307, 309, 313, 319, 321, 325, 327 333 20 Av SW 230, 234, 238, 304, 306, 310, 314, 318, 320, 322, 324, 328, 330, 332, 303, 313, 315, 317, 319, 321, 323, 325 327 21 Av SW 310, 316, 322, 324, 330, 309, 311, 315, 317, 319, 321, 327 329 22 Av SW 112, 308, 107, 109, 111, 113, 115, 117, 125, 303, 305, 309, 313, 315, 319, 321, 327 329 23 Av SW	RM-6	DC (RM-6)	Create DC district to permit residential policies and guidelines as included in Section 6.0.
110, 120, 126, 128, 138, 302, 308, 320, 326, 328, 332, 111, 119, 121, 123, 135 139 24 Av SW 102, 106, 120, 130, 140, 208, 210, 216, 218, 220, 222, 226, 228, 232, 236, 306, 308, 310, 312, 314, 318, 320 322 25 Av SW 2204, 2406, 2410, 2414, 2416, 2411, 2413, 2415, 2417 2421 1 St SW 208 Holy Cross Ln SW 2012, 2404, 2406, 2408, 2412, 1801, 2001, 2003, 2005, 2105, 2109, 2111, 2113, 2115, 2201, 2203, 2205, 2207, 2111 2417 2 St SW			
100, 102, 104, 106, 108, 110, 112, 112R, 114, 116, 118 120 18 Av SE 110 18 Av SW 100, 108, 105 23 Av SW 104 24 Av SW	RM-5	DC (RM-6)	Create DC district to permit residential policies and guidelines as included in Section 6.0.



3.0 *OUTLINE FOR THE MISSION COMMUNITY DEVELOPMENT STRATEGY*

This section discusses the important issues, concerns and objectives of Mission stakeholders and residents with respect to the social development of their community. This assessment was compiled from a number of sources including a report of the Social Environment Committee of the Mission Special Study Group, the results of a series of Block Meetings held in 2000, and a series of stakeholder consultations undertaken by The City of Calgary, Community and Neighbourhood Services in the winter of 2004.

3.1 *Housing*

Mission has a disproportionate number of renter households compared to Calgary as a whole. In 2001, 70% of occupied dwellings in Mission were rented, compared to a rate of 30% for the rest of Calgary. This is a significant decrease from 1996, however, when 78% of all dwellings in Mission were rented. Renters in Mission face substantial economic challenges due to the high cost of rent. In 2001, 29% of renters paid more than 30% of their income on rent. The quality of housing stock in Mission is also an issue, as close to 10% of houses were in need of major repair, compared to a rate of 6% for the rest of Calgary, and an increase from 7.5% in 1996.

Mission residents have identified a number of issues related to housing. Residents recognize the importance of having a wide variety of housing in the community, including low-income housing. The lack of low-rent housing, and the loss of existing low-rent housing is of concern to the community. The availability of affordable rental units is the key to maintaining a diverse population.

At the same time, however, there is a concern about the quality of existing low-rent housing. It is felt that current economic conditions encourage poor housing quality due to the predominance of absentee landlords who lack pride and care for their properties. This results in many homes being rundown and in disrepair. In some cases, developers allow older houses to remain unoccupied until they get permission to redevelop. These empty buildings are then occupied by homeless persons. While the Cliff Bungalow-Mission Community Association encourages developers to level the empty buildings, developers are not willing to spend money before they secure a building permit. As a result, homeowners are feeling threatened by illegal activities and occupancy occurring in these houses.

To address these issues, residents identified the following objectives:

- Maintain the possibility of a mixed community (family type, age, income) by providing a variety of housing, including low-income, and ensure that affordable housing is part of the planning for the community.

3.2 *Maintaining Sense of Community*

The Mission community includes a high proportion of movers, renters, and single people. In 2001, 40% of Mission residents had moved in the previous year. In addition, 57% were not living in families, the majority of whom were living alone. In the same year, 70% of Mission households were rented. These factors can reduce an individual's attachment to community, in turn increasing a person's risk of social isolation and limiting the capacity of the community for collective action.



Mission stakeholders identified a number of issues and challenges related to maintaining a sense of community. It was felt that the high percentage of renters in the community resulted in a reduced continuity of residents as renters tend to be more mobile. This in turn results in less attachment to the community. There was also a concern expressed that the form of development occurring in Mission impacts the sense of community. First, large scale condominium developments reduce the ability and likelihood of people knowing their neighbours. Such developments are also less oriented to families and children. As a result, there was a fear that the transition from single-family to multi-family oriented development was resulting in the loss of active community members and their families. Stakeholders felt that there was a lack of community-building activities in Mission, and that more such activities would help to enhance the sense of community.

To address these issues, residents identified the following objectives and actions:

- Foster an increased sense of community through community involvement and relevant activities;
- Develop community activities targeted to specific demographic groups, such as seniors;
- Provide community association programming such as daycare, parent / tot sessions, seniors get togethers etc...
- Appoint a “block host” for each block in the community responsible for welcoming new residents and informing them of community activities

3.3 *Community Safety*

Mission stakeholders expressed important concerns about the safety of their community. While issues of safety are related as much to perceptions of safety as to actual risk, The Calgary Police Service reported in early 2004 that crime had been increasing in this community. Specific safety concerns raised by stakeholders included property crimes including break-ins, vandalism and theft; prostitution and drug use. Related concerns included needles and condoms being left in public areas, as well as the use of vacant homes for illegal activities. Stakeholders were specifically concerned with the safety of the pathway system. In particular, there was concern about the safety of Lindsay Park after dark, and access to the park as the bridge crossing is unlit and isolated. This limits access and use by the community. This in turn contributes to a sense of isolation for people, particularly seniors. Security was also identified as an important issue for residents in new multi-family developments, particularly security of parking areas.

To address these issues, residents identified the following objectives and actions:

- Start Block Watch / Condo Watch program;
- Establish police foot patrols through the community;
- Conduct community safety audit, responding particularly to the concerns of seniors; and,
- Promote a cooperative approach to handle safety issues through joint planning and action by Bylaw, Parks, Fire, Gaming and liquor, and Police (CLO)



3.4 Homelessness

As Mission borders the River Valley and Pathway, there have been issues of homelessness in the community. Stakeholders identified a number of issues related to homelessness. Stakeholders noted that there are a lot of homeless people by the river side in summer, and this can be intimidating to residents coming to Lindsay Park. Stakeholders noted that transients can at times be confrontational, while there have also been reports of people ringing doorbells after midnight looking for food. In addition, there are some issues of panhandling and it was noted that there are substantial opportunities for bottle-picking in Mission. Services in the area also bring homeless and low-income people into the community, for example the Sunday dinners at St. Mary's and the services of the Father Latour Centre.

While there were negative implications of homelessness identified, it was also expressed that the homeless tend to be respectful people, with a lot of respect for the Diocese, and St. Mary's staff. While service users of the Fr. Latour Centre are not residents of Mission, there has not been any observed conflict between these people and Mission businesses or residents. There is also a perception that the problem of homelessness along the river is gradually decreasing. With gentrification, however, homeless people stand out more while the loss of older vacant homes restricts opportunities for illegal occupancy and activities.

To address these issues, residents identified the following objectives and actions:

- Implement a Block Watch / Condo Watch program;
- Establish police foot patrols (beat) through the community;
- Conduct regular community safety audits, responding particularly to the concerns of seniors;
- Promote a cooperative approach to handle safety issues through joint planning and action by Bylaw, Parks, Fire, Gaming and liquor, and Police (CLO);
- Provide additional transitional housing for families in the inner city; and,
- Ensure that affordable suites are considered for new developments to meet the need of the low income working poor.

3.5 Diversity

In 2001, Mission had the same percentage of immigrants and Aboriginal persons as Calgary. However, Mission had roughly half the proportion of Visible Minority persons. There is also a greater diversity of family type in Mission than the rest of Calgary. In 2001, common law families accounted for 45% of families, compared to 14% for the rest of Calgary. Of families with children, 45% were headed by a lone-parent, compared to only 24% for the rest of Calgary. There is also greater income diversity in Mission, as 25% of Mission residents were living in low-income households in 2001, compared to a rate of only 15% for Calgary, while median household income was substantially lower. Stakeholders identified this diversity as an important positive feature of Mission, and stakeholders wanted to retain the possibility of a mixed community in terms of family type, age and income.



To address these issues, residents identified the following objectives and actions:

- The availability of affordable rental units is the key to maintaining a diverse population. Consequently, housing in the community needs to include low-income housing.

3.6 *Services*

A concern for stakeholders and residents of Mission is the loss of services to this community. This is a particular concern for seniors. The lack of health services were identified as a specific issue. Most health services have closed in the area, and people have to travel further for even simple things like blood tests. While services have been consolidated at 8th and 8th there is no direct transit link and this limits access to seniors and others. There was also felt to be a lack of lack of coordinated seniors services and activities. The provision of medical clinics and grocery stores were deemed to be essential for this area.

To address these issues, residents identified the following objectives and actions:

- Encourage the development of health services and grocery stores in the community.

3.7 *Economic Security*

The inner city is characterized by high contrast in income, and this is evident in Mission where, similar to other inner city neighbourhoods, there coexist very low and very high income households. In 2001, there were 910 persons living in low-income households in Mission, accounting for 25% of the population. This represents a slight decline in the low-income population from 1996 when 25% of residents were low-income, yet remains above the City rate of 15%. Median household income in Mission was also lower than the City average. In 2001, median household income in Mission was \$37,040 compared to \$57,879 for Calgary. The 2001 Inner City Survey identified “Having enough money” as one of the top ten issues reported by inner-city residents, while among Mission respondents, this was the fourth most important issue. The inner-city survey also identified the “cost” of recreation programs and facilities as a greater barrier to participation than “access” to such programs and facilities for residents of the inner city. Stakeholders reported that increasing taxes are making it difficult for elderly people to stay in their homes. Many older people own their homes and have been in the area for many years and want to stay, but are fixed incomes. Increasing property values are resulting in increased assessments and this may result in older people needing to leave their homes.



4.0 GLOSSARY OF TERMS

Accessory Building – a building that is secondary or minor to the principal use of a site and is detached above grade from a principal building.

Accessory Dwelling Unit – a secondary suite, including a basement suite or granny flat, put in a house or over a garage.

Accessory Use – a use that is subordinate or incidental to the principal use of the site.

Adjacent Land Owner – the property owner (listed on the City tax roll) of the land next to the site on which an application is being processed.

Affected Person – in the case of the Subdivision & Development Appeal Board, examples of affected persons are those who own property, carry on a business or reside in the vicinity of a proposed development. A person who merely visits the area probably would not qualify as an affected person.

Affordable Housing – Council defines affordable housing as adequately suiting the needs of low and moderate-income households at costs below those generally found in the Calgary market. It may take a number of forms that exist along a continuum, from emergency shelters, to transitional housing, to non-market rental, to formal and informal rental and ending with affordable home ownership. From a land use policy perspective, affordable housing is defined in terms of housing that can meet a broad range of user needs and can be built at a lower cost (to the developer) than traditional market-based housing.

Alternate Parking – off-site parking stalls (usually within 400 feet) that are used to meet the parking requirements for the proposed development.

Amenity Space – on-site, common or private, indoor or outdoor space, designed for active or passive recreational use.

Apartment Building – a single building comprised of three or more dwelling units with shared entrance facilities, where none of the dwelling units are rented or are available for rent or occupation for periods of less than 30 days.

Approving Authority – bodies or City staff that are legally empowered to make Development Permit or Subdivision decisions, the Calgary Planning Commission, the Development Officer, the Subdivision Authority and/or the Subdivision & Development Appeal Board.

Area Redevelopment Plan – a statutory plan that identifies planning goals and objectives of residents, owners and business people in an existing area. The ARP is a basic community planning document that deals with zoning, traffic, parks, social issues, etc.

Automotive Service – a business for the sale of gasoline and oil with other possible uses including a one-vehicle car wash, vehicle repair and a grocery store.

Automotive Specialty – a business for servicing or repairing vehicles, such as a muffler shop, transmission repair and car washes.

Awning & Canopy Permit – approval required for new canopies or awnings on an existing building.

Bareland Condominium – a vacant (bare) parcel of land that is subdivided within.



Board Order – the decision of the Subdivision & Development Appeal Board for development and subdivision appeals.

Bonus – a term used in the Downtown Business Districts to allow an increase in density of development in return for providing public amenities.

Boulevard – the portion of land on either side of a street, between the curb and the property line, and may include a sidewalk either separated or immediately adjacent to the road pavement.

Building Envelope – the three dimensional space within which a building may be built.

Building Height - that height determined:

- a. in an RM-5, RM-6, or RM-7 District by:
 - i.) the maximum vertical distance between grade or landscaped area and the eaveline of a building, and
 - ii.) the maximum number of storeys in a building
- b. in a commercial or special district by creating a line parallel to grade along each building elevation and separated vertically from grade by the maximum allowable height for the district.

Such line may be exceeded only by:

- i.) part of the building, on no more than one building elevation, and
- ii.) ancillary structures.

Building Mass/Massing – the combined effect of the arrangement, size and shape of a building or group of buildings on a site and its visual impact in relation to adjacent buildings. Also called bulk.

Building Permit (BP) – a permit issued by The City to erect a new building or structure or to demolish, relocate, repair, alter or make additions to an existing building or structure.

Built Form – the layout (structure and setting on a site), density (height, storeys, and mass) and appearance (materials and details) of a development.

Business Revitalization Zone (BRZ) – a group of business people who administer funds, collected through a special business tax, to improve the area and jointly promote their businesses.

Caliper – the diameter of the trunk of a tree measured at 300 mm above the ground.

Canopy Permit – see Awning & Canopy Permit.

Carriageway – the paved area or roadway from curb to curb on streets, including driving and parking lanes.

Cash-in-lieu of Parking – Council-approved policies for specific areas that allow for a cash payment towards a parking fund instead of providing the required parking spaces.

Caveat – a warning that is registered on the title of a parcel of land (e.g., the land is affected by airport noise or owes reserve). Call Provincial Land Titles 297-6511 for more information.



Certainty of Use (C.U.) – a category of discretionary uses in the Land Use Bylaw that cannot be refused on the basis of use – for example, an apartment in RM-4. Projects may, however, be refused for other reasons such as inadequate parking.

Certificate of Compliance – sometimes required by the intended purchaser of a property (or their financial institution) to ensure that the building described on a Real Property Report meets the rules of the Land Use Bylaw.

Change of Use – a type of Development Permit required when the use is changing from a permitted use to a discretionary use (e.g., restaurant to drinking establishment in C-2) or one discretionary use to another discretionary use (e.g., child care facility to private school in C-2).

Character Buildings – buildings which are 45 years or greater in age that have historical or cultural significance to the area, which may or may not have a Federal, Provincial or Municipal ‘Heritage’ distinction.

Church – a building available for the purpose of assemble and worship and may include a child care facility, and may also include as accessory uses social, recreational and community activities such as group meetings and banquets.

Community District – a district area of the city for which statistical data are produced.

Concept Plan – a non-statutory plan submitted to the Approving Authority as supporting information for a development permit or land use amendment. The concept plan is a tool to assist the Approving Authority in evaluating a proposal in terms of its conformity with the policies and guidelines of the ARP. A concept plan should show proposed:

- Land use areas;
- Building locations;
- Vehicular access/egress routes;
- Parking areas;
- Pedestrian connections and pathway connections;
- Open space;
- Utility alignments;
- Adjacent roads and development; and
- Other information as requested by the Approving Authority.

Conditions of Approval – the rules that are applied to a Development Permit specific to that site.

Condominium – a building containing units that are individually owned, could be a warehouse, an apartment, townhouse, etc.

Condominium Certificate – required by Provincial Land Titles to ensure the building complies with City planning requirements when changing a building from one owner to multiple individually owned units.



Congestion Management – the use of traffic congestion to discourage peak period travel (i.e., during the morning and afternoon rush hours) or to encourage switching to alternative means of travel. Congestion management is a response to growing traffic demands that does not focus on building more roads. There are instances where allowing congestion to build at strategic points will help the traveler make other choices.

Corner Visibility Triangle – a triangular area formed on a corner site by the two curb lines and straight line which intersects them at 7.5 metres from the corner.

Court of Appeal – where Council redesignations or SDAB decisions may be appealed on questions of law or jurisdiction.

Density - the number of dwelling units on a site expressed in dwelling units per hectare (u.p.ha.) or units per acre (u.p.a.).

Development Agreements – a contract between an owner of land/ developer and The City that details the obligations of both parties regarding development fees, schedules, etc.

Development Completion Permit (DCP) – an approval issued by the City upon inspection, confirming all the requirements of the Development Permit have been met.

Development Design Guidelines – design suggestions that supplement the rules of the Land Use Bylaw. The most often used is “Low Density Residential Housing Guidelines for Established Communities.”

Development Permit – a document authorizing a development, issued by the Approving Authority pursuant to the Land Use Bylaw, or any previous Bylaw or other legislation authorizing development within The City, and includes the plans and conditions of approval.

Direct Control (DC) – the purpose of this district is to provide for developments, that, due to their unique characteristics, innovative ideas, or because of unusual site constraints, require specific regulations unavailable in other land use districts. This district is not intended to be used in substitution of any other land use district in the Land Use Bylaw that could be used to achieve the same result.

Discretion – the term used when the Approving Authority varies any of the rules of the Land Use Bylaw.

Discretionary Use – a use that may be allowed at the discretion of the Approving Authority.

Downzoning – a change of land use designation that decreases the allowed density or intensity of use, for example C-3 to C-2 (16).

Driving Lane – the paved area on the carriageway for free vehicle or bicycle movement.

Duplex – a single building containing two dwelling units, one above the other, each having a separate entrance.

Dwelling Unit – two or more rooms that have kitchen, living, sleeping and sanitary facilities.

Eaveline – the line formed by the intersection of the wall and the roof of the building.

Elevation Plan – a drawing of the front, side or rear of a building.



Encroachment Agreement – an agreement with The City of Calgary when a building is built on City-owned land.

Established Communities – older communities that are subject to special rules for some types of residential development. A map and list of the communities are in the Land Use Bylaw.

Existing Building and Property Standards Notice – issued by a Safety Codes Officer requiring compliance with the Existing Building and Property Standards Bylaw. This Bylaw deals with minimum standards of repair and maintenance of existing buildings, fences, retaining walls and land.

Façade - the front of a building, or any face of a building that has been given special treatment or attention.

FAR – see Floor Area Ratio

Floodplain – those lands abutting the floodway, the boundaries of which are indicated by floodwaters of a magnitude likely to occur once in one hundred years.

Floodway – the river channel and adjoining lands indicated on the Floodway/Floodplain Maps, that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years. This land is dedicated as Environmental Reserve when subdivision over 0.8 hectares (2 acres) occurs.

Floodway/Floodplain Maps – maps that show the Floodway and Floodplain of the Bow and Elbow Rivers and the Nose and West Nose Creeks. These maps and specific rules for development in areas that are in the floodway/floodplain are in the Land Use Bylaw.

Floor Area Ratio (FAR) – the ratio of the gross floor area of a building to the area of the site.

Garage – an accessory building or part of a principal building designed and used for vehicles, including a carport.

Geodetic Datum – land surveyor's term for the height above sea level and the latitude and longitude of a particular point on the ground, also known as coordinates.

General Municipal Plan (GMP) – see Municipal Development Plan.

Grade - the elevation of finished ground surface (excluding an artificial embankment) at any point immediately adjacent to the building, reference to the geodetic datum.

Greening of Calgary – the Greening of Calgary is an umbrella under which Calgary Parks & Recreation promote several programs intended to achieve the objectives of the Greening of Calgary. The programs include, Adopt a Park, Calgary Trees 2000, and the Planning Incentive Program (PIP).

Gross Floor Area – a total of all the floor area above grade measured from the outside walls.

Heritage Site – see Historical Resource.

Historical Resource – a site or building designated to be of historical significance by the Historical Sites and Monuments Board of Canada or the Government of Alberta – not to be confused with the City of Calgary's Inventory of Potential Heritage Sites.



Home Occupation – Class 1 – a small business operated by a resident out of a home, which generates less than three business-associated visits per week and is confined to the home.

Home Occupation – Class 2 – a small business operated by a resident out of a home or garage which generates minimal traffic, may have one non-resident employee and generates more than three business-associated visits per week.

Household Type – categories of the make-up of households determined from the Federal Census. The categories are: non-families; single parent; couples (married or common-law) with children; and couples (married or common-law) with no children.

Housing Type – categories of dwelling units (regardless of ownership). The categories are: single-family (single-detached dwellings); two-family (duplex, semi-detached and additional dwelling units); and multi-family (triplex, fourplex, townhouse, and apartment buildings).

Infill – development that occurs on a vacant site after completion of the initial development of the area.

Inner City – communities identified in the Land Use Bylaw that are subject to special rules (e.g., parking requirements).

Institutional Uses – means a public or private use that serves the educational, social, cultural, or religious needs of the residents in a community and may include a church, a post office or postal kiosk, a library, a public or private school, and a child-care facility.

Landscaping – the change and enhancement of a site by:

- a. soft landscaping consisting of vegetation such as trees, shrubs, hedges, grass and ground cover;
- b. hard landscaping consisting of non-vegetative material such as brick, stone, concrete, tile and wood, excluding monolithic concrete and asphalt; and
- c. architectural elements consisting of wing walls, sculptures and the like.

Land Use Amendment – a change of land use designation, approved at a public hearing of City Council.

Land Use Bylaw 2P80 – the bylaw that establishes procedures to process and decide upon land use and development applications and divides the city into land use districts. It sets out rules that affect how each piece of land in the city may be used and developed. It also includes the actual zoning maps.

Land Use Designation (Zoning) – the legal control on the USE and intensity of development on a parcel of land (not on the design of a project).

Land Use District – an area of the city designated for particular uses contained in the Land Use Bylaw, R-1 for example.

License of Occupation – a rental agreement with The City of Calgary to use City owned land for private purposes.



Live & Work/Live-work – a special land use district that would allow small-scale business owners/residents to live & work on these properties. It would allow an accessory use of the dwelling unit or garage, which may include a small non-illuminated fascia or projecting sign. The area allowed for business use is approximately half of the main floor of a single storey residential dwelling or the complete main floor of a two storey dwelling. It would allow uses such as music lessons, offices, direct sales of goods produced on sites, seamstresses and hairdressers, but would disallow medical or veterinary clinics, retail sales, auto services, or businesses that involve environmental nuisances (dust, noise, odour, smoke, etc.)

Lot Area – the area contained within the boundaries of a lot as shown on a plan of subdivision or described in a certificate of title.

Lot Coverage – that portion of the lot covered by the principal building, accessory buildings or other similar covered structures.

Lot Width – the width of a lot where it abuts the street except in the case of a pie-shaped lot, when lot width is calculated by the average distance between the side boundaries of the lot.

Mass - see Building Massing

Modal Split – the proportion (%) of travel by various modes including car, transit, walking or cycling. It can be qualified by time of day, location and type of day, type of travel (e.g., a.m. peak hour, downtown work trip).

Municipal Development Plan (MDP) – the senior strategic planning document guiding growth and development in Calgary. It has policies relating to transportation, housing, economic activity, recreation, environmental and social issues. It also provides the strategic framework for more detailed and specific plans, policies and programs.

Municipal Government Act, Part 17, Planning and Development (MGA) – the provincial legislation that set out the procedures, types of arguments that can (and cannot) be considered on planning decisions and the rules that govern various planning processes. Replaced the Planning Act in 1995.

Net Floor Area – a total floor area, above grade, measured from the outside of the walls excluding stairways, elevators, mechanical rooms, hallways, lobbies, washrooms, garbage storage and internal parking areas.

Non-Conforming Buildings – a building:

- a) that is lawfully constructed or lawfully under construction at the date the Land Use Bylaw or any amendment thereof affecting the building or land on which the building is situated becomes effective, and
- b) that on the date the Land Use Bylaw or any amendment thereof becomes effective does not, or in the case of a building under construction will not, comply with the Land Use Bylaw.

Non-Conforming Use – a use that does not meet the current rules of the Land Use District for that site; however it met the rules when the use commenced.



Notice Posting – Placing a notice on the site where an application is being processed.

- Development (blue notice) – gives notice of a Development Permit application;
- Land Use Redesignation (yellow notice) – gives notice of an application to change the zoning; or
- Disposition of Reserve (green notice) – gives notice of City Council’s intent to either dispose of a reserve or change the boundaries of an Environmental Reserve.

Office Conversions – the conversion of a whole house to professional office use with the exception of medical facilities or high traffic generator uses.

Off-Site Parking – see Alternate Parking.

On-Street Bikeway – are signed on-street facilities designed to accommodate bikes and automobiles. Bikeways provide system continuity and link areas that cannot be adequately served by pathways.

Parking Area - a portion of land or of a building set aside for the parking and maneuvering of motor vehicles.

Parking Demand Management – the regulation of the price and/or supply of parking facilities for the purpose of improving the overall efficiency of the transportation system.

Parking Standard – the number of parking stalls required for different uses in different land use districts.

Pathways - off-street facilities that are either shared by pedestrians and cyclists or have twinned portions which segregate the two user groups. These pathways lie in Calgary’s open spaces and minimize interface with automobiles while providing a facility suitable for recreational and utilitarian use.

Pedestrian-oriented or Pedestrian-friendly - an environment designed to make movement (on foot or by wheelchair) fast, attractive and comfortable for various ages and abilities (e.g.: visual and hearing impaired, mobility impaired, developmentally challenged). Considerations include separation of pedestrian and auto circulation, street furniture, clear directional and informational signage, safety, visibility, shade, lighting, surface materials, trees, sidewalk width, prevailing wind direction, intersection treatments, curb cuts, ramps, landscaping, etc.

Permitted Use – uses that are well-suited to a particular land use district. Applications relating to permitted uses that fully comply with the Land Use Bylaw must be approved.

Perspective – an illustration showing the view from a particular location as the human eye would see it.

Planning Act – the former provincial legislation (prior to 1995) that set out the procedures, types of arguments that can (and cannot) be considered on planning decisions and the rules that govern various planning processes. Replaced by the Municipal Government Act, Part 17, Planning & Development.

Potential Heritage Site – a site identified by the Calgary Heritage Authority as having potential historic significance. Such sites may or may not be designated under the Historic Resource Act.



Principal Building – a building that accommodates the principal use of a site, and may accommodate one or more accessory uses.

Principal Use – the main purpose for which a building or site is used.

Private Maintenance Easement – an agreement between two adjacent landowners to allow either owner access to the adjacent property to maintain their own property.

Property Line – a legal boundary of an area of land.

Public Notice Ad – the ad placed in both local newspapers to notify the public of public hearings for policy (e.g.: ARP amendments), Land Use Amendments, road closures, Subdivision & Development Appeal Board Agendas and Development Permits.

Public or Quasi-public Building – a building available to the public for the purpose of assembly, instruction, culture or communication activity, including but not limited to, a church, a library, a museum, an art gallery and the recreational, social, or educational activities of a public group or organization.

Real Property Report (RPR) – a legal document that shows the location of all visible public and private improvements relative to property boundaries. A RPR is submitted for a Certificate of Compliance or a subdivision where existing structures will remain. RPR replace the old Surveyor's Certificate in 1987.

Relaxation – the term used when a change of one of the rules of the Land Use Bylaw is being considered - a residential side yard smaller than four feet for example.

Right-of-Way - a strip of land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use.

Road Right-of-Way – the land used for the roadway, including the sidewalk and boulevard.

Rules – the requirements (standards) of the Land Use Bylaw that describe such things as height maximums, side yard minimums, etc.

Scale - the relative proportion of a structure.

Section – a drawing showing a vertical slice through a building or a piece of land that is a mile by a mile in size.

Semi-detached Dwelling – a single building that has two side-by-side dwelling units, separated from each other by a party-wall. This is compared with a duplex, which has two units, one above the other.

Sensitive Intensification - new development or infill development that conforms to the predominant elements of the existing streetscape (predominant front yard and front façade setbacks. Sensitive intensification or development complements the traditional character of the area through infill development and intensification that reflects the predominant design features found within the community, and discourages sharp contrasts in massing of adjacent buildings.

Shallow Utility Easement – a right-of-way containing facilities for gas, electricity, telephone and cable television.



Sidewalk – principally used for pedestrians and located to the side of a carriageway within a road right-of-way.

Single-detached Dwelling – a residential building that has one dwelling unit only (not including a mobile home).

Site – an area of land on which a building or use exists for which an application for a subdivision, land use redesignation or development permit is made.

Smart Growth – Smart Growth is a collection of urban development strategies that are designed to make communities more livable and to reduce sprawl that are fiscally, environmentally and socially responsible. Key principles include mixed uses; walkable, pedestrian-friendly neighbourhoods; efficient use of existing resources and infrastructure; and diverse, distinctive communities.

Special Care Facility – a building or portion thereof which provides for the care or rehabilitation of one or more individuals in the case of a half-way house or five or more individuals in all other cases, with or without the provision of overnight accommodation, and includes nursing homes, geriatric centres and group homes but does not include hostels, child care facilities and senior citizens housing.

Special Heritage Areas – those areas which, because of their significant and unique heritage value to the city as a whole, merit special attention and design guidelines.

Stacked Townhouse – a single building comprised of five or more dwelling units and constructed such that one or more dwelling units are located totally or partially above another, and each dwelling unit has a separated, direct entrance from grade or a landscaped area.

Storey – the space between the top of any floor and the top of the next floor above it, and if there is no floor above it, the portion between the top of the floor and the ceiling above it.

Street – a public thoroughfare, including sidewalks and borders, which affords a means of access to land abutting it and includes a lane and a bridge.

Street and Lane Closure – a bylaw passed by City Council that is required for street or lane closures.

Streetscape – all the elements that make up the physical environment of a street and define its character including the road, boulevard, sidewalk, building setback, height and style. It also includes pavement treatment, trees, lighting, pedestrian amenities, street furniture, etc.

Streetscape Plan – drawing of the front view (elevation) of two or three buildings either side of the proposed building, required for some Development Permits.

Subdivision & Development Appeal Board (SDAB) – a body appointed annually by City Council, to hear appeals against decisions of the Calgary Planning Commission, the Development Officer, an Enforcement Order, or the Chief Subdivision Planner.

Subdivision by Instrument – subdivision where only one additional parcel will be created and which can be described without a survey.

Suite – see Accessory Dwelling Unit.

Third Party Advertising Sign – usually a billboard.



Townhouse – a single building comprised of three or more dwelling units separated from one another by party-walls extending from foundation to roof, with each dwelling unit having a separate, direct entrance from grade and includes all row, linked, patio, garden court or other housing which meet such criteria.

Transit-oriented, Transit-friendly or Transit-supportive - the elements of urban form and design which make transit more accessible and efficient. These range from land use elements (e.g. locating higher density housing and commercial uses along transit routes) to design (e.g. street layout that allows efficient bus routing). It also encompasses pedestrian-friendly features as most transit riders begin and end their rides as pedestrians.

Transportation Demand Management (TDM) – a wide variety of measures and initiatives used to reduce the amount of travel and traffic congestion and to promote the efficient use of the existing transportation facilities (infrastructure). The primary goal is to influence travel choices with respect to reduced travel, travel during off-peak hours and shifting to energy efficient modes of travel (e.g., high occupancy vehicle lanes, telecommuting, flex-time).

Travel Mode – travel methods such as care use, public transit, cycling or walking.

Up and Down – see Duplex.

Upzoning – a land use amendment that increases the allowed density or intensity of use (e.g., R-2 to RM-4).

Utilities – facilities for gas, electricity, telephone, cable television, water, storm or sanitary sewer.

Utility Right-of-Way – land that is used for utilities. These right-of-ways are usually shown on the legal plan and registered on the title.

Walkway, Pedestrian – principally a public linkage for pedestrians only a right-of-way or easement.

Yard, Front – the area extending the full width of a site and from the front property line of the site to the nearest building, and its depth shall be measured at right angles to the front property line.

Yard, Rear – that area extending the full width of a site and from the rear property line of the site to the rear of the principal building. Its depth is measured at right angles to the rear of the property line.

Yard, Side – that portion of the site extending from the front yard to the rear yard and between the side property line of the site and the closest side of the principal building. Its width is measured at right angles to the side property line.

Zoning – see Land Use Designation.



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