

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Midnapore and is situated midblock along 1 Street SE. The parcel is approximately 23 metres wide by 46 metres deep and approximately 0.10 hectares (0.26 acres) in size. The site is currently developed with a single detached home and detached garage. Vehicle access to the site is provided from the rear lane.

Surrounding development is characterized by a mix of low density residential development, multi-residential development and some commercial sites. The parcels directly to the east on 1 Street SE are designated Residential – Grade-Oriented Infill (R-CG) District. The two parcels directly to the south are designated as Special Purpose – Future Urban Development (S-FUD) District, while the parcels directly to the north and west are designated Multi-Residential – Contextual Low Profile (M-C1) District and Multi-Residential – Contextual Medium Profile (M-C2) District. Further to the west and south are parcels that contain commercial uses on Bannister Road SE, Macleod Trail SE and 153 Avenue SE, designated as Commercial – Corridor 3 (C-COR3) District, Commercial – Community 1 (C-C1) District and Commercial Community 2 (C-C2) District.

The site is ideally located approximately 300 metres (a five-minute walk) from the Major Activity Centre on Macleod Trail SE and approximately one kilometre (a 15-minute walk) from Shawnessy LRT Station.

## Community Peak Population Table

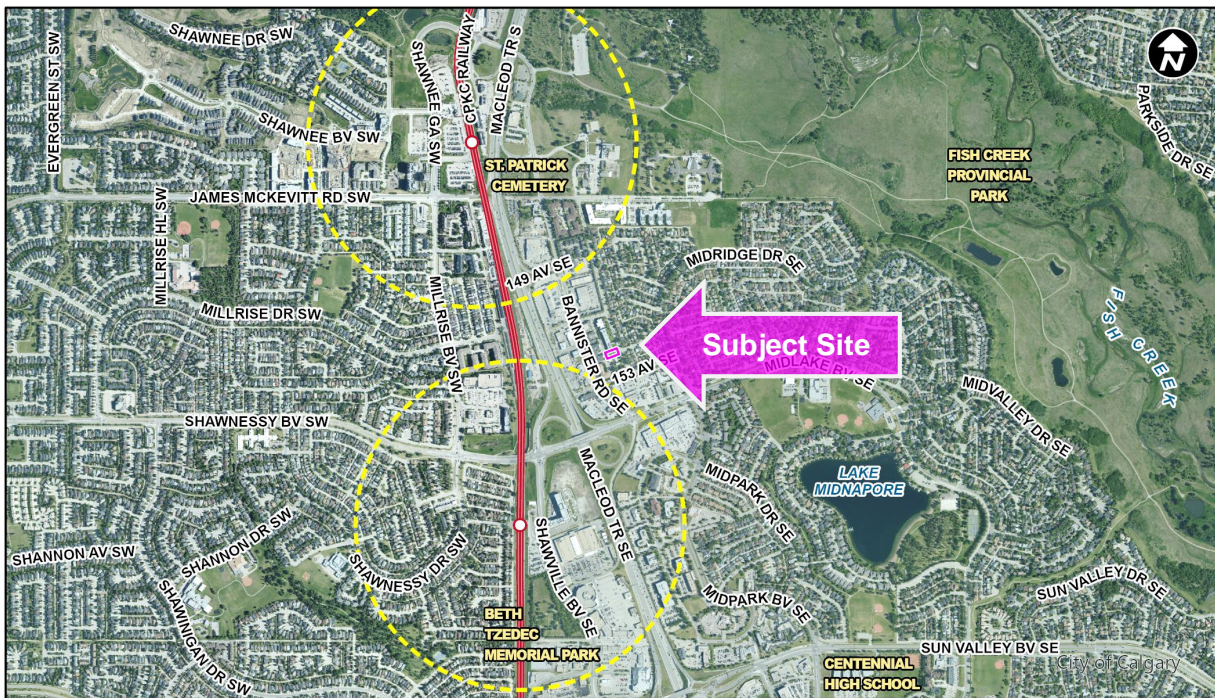
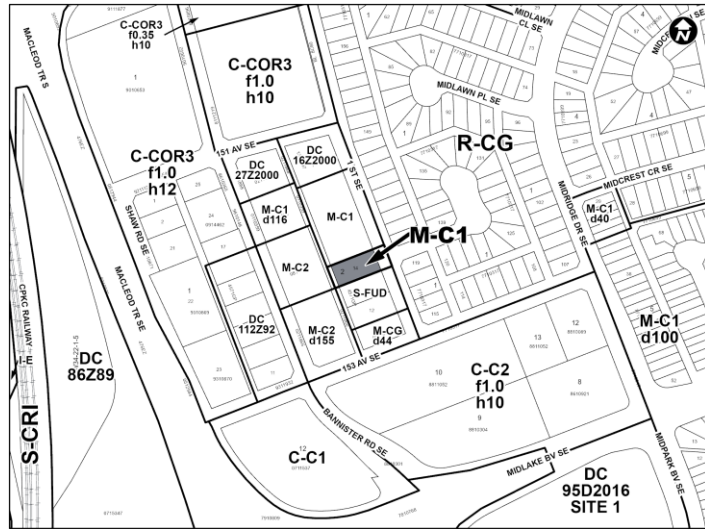
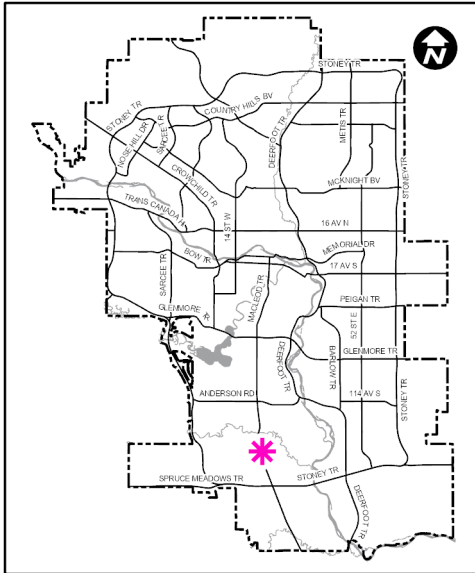
As identified below, the community of Midnapore reached its peak population in 1990.

<b>Midnapore</b>	
Peak Population Year	1990
Peak Population	7,697
2019 Current Population	7,270
Difference in Population (Number)	-427
Difference in Population (Percent)	-5.55%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Midnapore Community Profile](#).

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing S-FUD District is applied to lands that are awaiting urban development and utility servicing by restricting premature subdivision and development, providing for a limited range of temporary uses and accommodating extensive agricultural uses prior to development to urban uses.

The proposed M-C1 District is intended to allow for a range of contextual low-profile multi-residential development that will typically have higher numbers of dwelling units and traffic generation than low density residential districts. The M-C1 District allows for a maximum building height of 14.0 metres (approximately three to four storeys), and a maximum density of 148 units per hectare. Based on the subject site parcel area, this would allow up to 15 dwelling units. The parcel would require 0.625 parking stalls per dwelling unit and secondary suite.

The proposed M-C1 District is considered appropriate as it would allow for building forms that are consistent with existing residential development, while providing greater housing choice within the community to accommodate the evolving housing needs of different demographics.

### **Development and Site Design**

The rules of the proposed M-C1 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping, site access and parking. Other key factors that would be considered during the review of a development permit application include the following:

- interface with the lane, including parking provision and access;
- appropriate amenity space for the future residents;
- mitigating shadowing, overlooking and privacy concerns to adjacent parcels; and
- waste/recycling/organics provision and location.

### **Transportation**

Pedestrian access to this site is available from 1 Street SE, which is classified as a Residential Street, and vehicular access to the site is available via the rear lane. On-street parking is available on 1 Street SE adjacent to the site. A Transportation Impact Analysis was not required in support of the application.

The area is served by Calgary Transit through Route 12 (Southwest Loop) with a bus stop at the intersection of Bannister Road SE and 153 Avenue SE, approximately 100 metres (a two-minute walk) west of the parcel. Route 12 provides transit service every 30 minutes during peak hours. The site is in close proximity to the existing Always Available for All Ages and Abilities (5A) Network, with pathways 200 metres (a three-minute walk) south of the site along Midlake Boulevard SE which connects to Fish Creek Park and neighbouring communities.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Public water, sanitary and storm mains exist within the adjacent public road right-of-way. Servicing requirements will be determined at the time of future development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is classified within the Developed Residential - Established area typology as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest redevelopment that incorporates appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

This proposal is in keeping with relevant MDP policies, as the proposed M-C1 District provides for increased intensity of development in a form that is sensitive to existing residential development in terms of height, scale and massing.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy - Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **Midnapore 1 Design Brief (Non-Statutory – 1975)**

The Midnapore 1 Design Brief outlines a number of policies for development fronting the west side of 1 Street SE. The intent of these policies is to create a series of smaller scale, street-oriented, multi-family projects, two to three storeys in height. To assist in creating a compatible interface with existing single family housing on the east side of 1 Street SE, building height should be no more than two storeys at the front of the property, with allowances of three storeys towards the rear. Any proposal must demonstrate that the scale and design of the proposed development is in keeping with/compliments the existing surrounding development. Primary pedestrian entries for all buildings are to be oriented towards the street.

The proposal is in keeping with this Design Brief.