

Background and Planning Evaluation

Background and Site Context

The subject site comprises 1.4 hectares (3.4 acres) located at the south end of an existing 8.9 hectare (22.0 acre) property on the west side of 15 Street in the southeast community of Alyth/Bonnybrook. The subject site is irregularly shaped and be accessed by vehicle from the south, via turnoffs from 15 Street SE. To the east is The City of Calgary's Bonnybrook Wastewater Treatment Plant. To the west the property is bounded by the Canadian National (CN) Railway line.

The surrounding area is characterized by predominantly industrial uses. Parcels to the east and west are designated Special Purpose – City and Regional Infrastructure (S-CRI) district. To the south are designated Special Purpose – Future Urban development (S-FUD) district lands. To the north are designated Industrial – Heavy (I-H) district, with Industrial – General (I-G) lands further west.

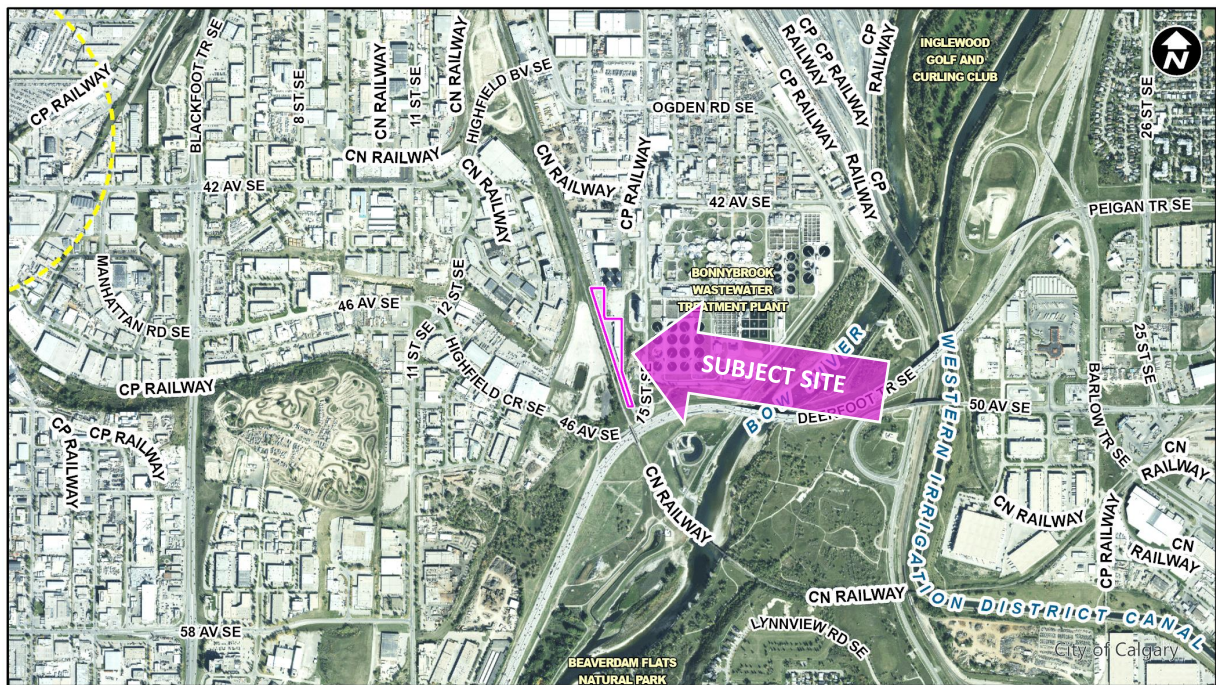
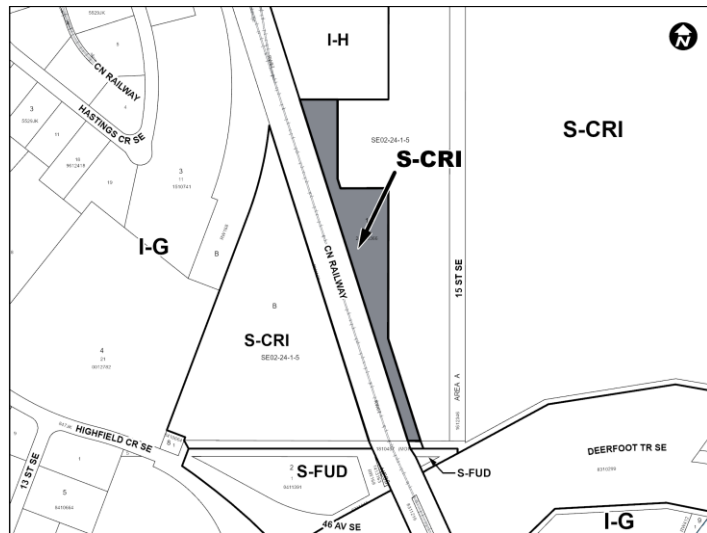
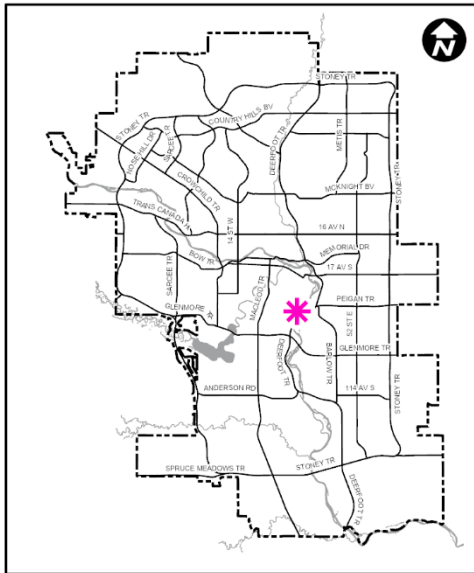
The site is served by public transit with a bus stop 800 metres (a 10 minute walk) north on Ogden Road SE, serving route 24 (Ogden) and route 147 (Starfield Industrial).

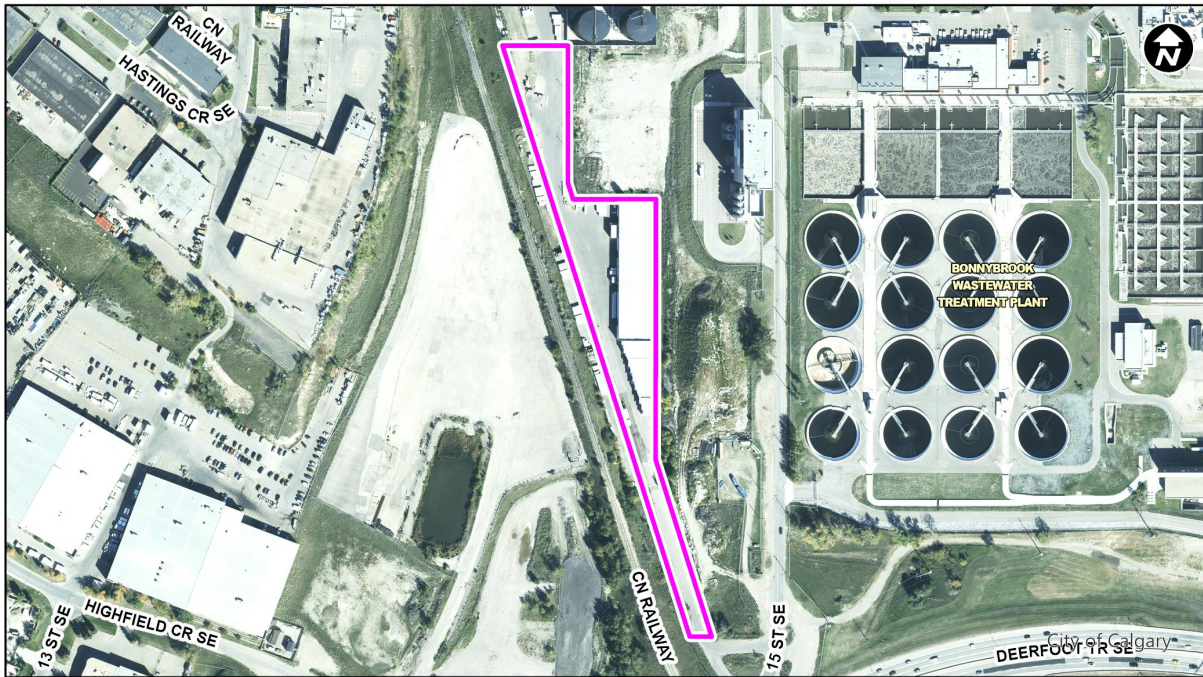
This land use amendment application, alongside a recently approved subdivision application (SB2024-0366) that subdivided a separate parcel for the subject site, will enable The City of Calgary to acquire the land for the future expansion of the adjacent Bonnybrook Wastewater Treatment Plant facilities.

Community Peak Population Table

Not available as the subject area is non-residential.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

There is no area structure plan in place or in progress for the area. The existing I-H District accommodates industrial uses with significant nuisance effects.

The proposed S-CRI District accommodates primarily infrastructure and utility facilities, including public transportation operated by the federal, provincial and municipal levels of government.

Development and Site Design

The rules of the proposed S-CRI District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- servicing requirements;
- setbacks and screening from adjacent and nearby uses;
- impacts on adjacent and nearby uses; and
- efficiency and effectiveness of access.

Transportation

Vehicle and pedestrian accesses are available from and to 15 Street SE. Transit service is available within 800 metres on Ogden Road SE for Route 24 (Ogden) and Route 147 (Starfield Industrial). A future Always Available for All Ages and Abilities (5A) Network pathway is planned along 15 Street SE, and a future on-street bikeway is planned along 42 Avenue SE.

A Transportation Impact Assessment (TIA) and a Parking Study are not required for land use amendment application nor development permit application.

Environmental Site Considerations

The site is within a flood fringe, and any future development proposal is subject to rules regarding flood fringes in the Land Use Bylaw and relevant safety codes.

Utilities and Servicing

Water, gravity sanitary and storm connections are available to the east of the property along 15 St SE. A stormwater inlet is also located at the south of the property and may be used. There are two sanitary force mains across the parcel that may need to be relocated depending on the proposed details of the wastewater treatment plant expansion. Servicing requirements will be further determined at the time of development permit.

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.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies the site as at the conceptual boundary between a standard industrial area and public utility area in Map 1: Urban Structure. Standard industrial areas encourage a broad variety of industrial uses and an industrial character in the long-term. Public utility areas are intended to provide space for large scale public utilities such as landfills and water treatment. The proposed land use aligns with the intentions of both areas.

Calgary International Airport Vicinity Protection Area (2009)

The site is not within the noise exposure forecast lines, but any future development is still subject to the [Airport Vicinity Protection Area Regulation](#). Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Calgary Climate Strategy (2022)

This application does not include any specific new 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 approval stages.