

**Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses,  
 LOC2022-0210**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 1.68 hectares  $\pm$  (4.16 acres  $\pm$ ) located at 210 – 61 Avenue SW and 6110, 6120 and 6130 – 1A Street SW (Plan 8811604, Lots 3 to 5; Plan 7995HD, Parcel 1) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2023  
 NOVEMBER 16:**

That Council give three readings to **Proposed Bylaw 16D2024** for the redesignation of 1.68 hectares  $\pm$  (4.16 acres  $\pm$ ) located at 210 – 61 Avenue SW and 6110, 6120 and 6130 – 1A Street SW (Plan 8811604, Lots 3 to 5; Plan 7995HD, Parcel 1) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject parcels to a Direct Control (DC) District, based on the Commercial – Corridor 1 (C-COR1) District to accommodate transit-supportive, mixed-use development up to 90 metres in height.
- The proposal allows for an appropriate building form and set of uses within the Manchester Industrial area and aligns with the *Municipal Development Plan* (MDP) and the *Chinook Station Area Plan* (SAP).
- What does this mean to Calgarians? This application would provide additional commercial and employment opportunities with access to alternative transportation modes, and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposed DC District would allow for a greater variety of retail and commercial uses at grade, which could help to activate future development on these parcels located close to the Chinook LRT Station.
- A development permit has not been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application was submitted on 2022 November 29 by Systemic Architecture on behalf of the landowners, 404305 Alberta Ltd (Ronmor Holdings Inc), 6020 Business Park Ltd and Admiral East Inc. The subject site is comprised of four parcels with a combined area of 1.68 hectare  $\pm$  (4.16 acres  $\pm$ ) located in the community of Manchester Industrial, at the junction of 61 Avenue SW and 1A Street SW. The site is located two blocks to the east of Macleod Trail S and within 120 metres (a two-minute walk) of the Chinook LRT Station.

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The current DC District (Bylaw 56D2010) is based on the Commercial – Corridor 1 (C-COR1) District. It is intended to implement the vision and policies of the Chinook SAP approved in 2008, and provide for transit-supportive, mixed-use development with primarily commercial and residential uses. The DC District includes development guidelines to facilitate the redevelopment of the subject site, including limiting the uses allowed on the ground floor of buildings, minimum and maximum floor area ratios and building heights, along with setback and floor plate size requirements.

As indicated in the Applicant Submission (Attachment 3), the current DC District rules restrict the uses allowed on the ground floor of existing buildings. This has resulted in a number of potential leasing opportunities being lost. The applicant's intent for the immediate future is to allow for more flexibility for uses allowed on the ground floor of the existing buildings, rather than an examination of a longer-term vision for redevelopment of the parcels. The proposed DC District would also be updated to remove uses no longer defined in Land Use Bylaw 1P2007. Furthermore, the proposed DC District would remove restrictions for minimum floor area ratio and building height. All other rules from the current DC District (such as side and rear setbacks, landscaping and floor plate restrictions) will be retained in the proposed DC District. No development permit has been submitted at this time.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

**ENGAGEMENT AND COMMUNICATION**

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. They determined that no outreach would be undertaken. Please refer to the Applicant Outreach Summary, Attachment 4, for rationale why outreach was not conducted.

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners.

One letter in support of the application has been received.

There is no community association for the subject area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The buildings and site design, mix of uses, height

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and massing of future development and parking requirements will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council for the land use amendment application will be posted on-site and mailed out to adjacent landowners. In addition, Commission’s recommendation and the date of the Public Hearing will be advertised.

**IMPLICATIONS**

**Social**

The proposed land use amendment would enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing more retail and commercial uses into the area.

**Environmental**

The application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align the future development on the site with applicable climate strategies will be explored and encouraged at the subsequent development approval stages.

**Economic**

This application would provide for more flexibility in the retail and commercial uses that could be provided at grade in the existing buildings on the site, which could help to create a more vibrant shopping area close to the Chinook LRT Station.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 16D2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. **CPC Member Comments**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform