

# Manchester Industrial Project

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EVDS 628



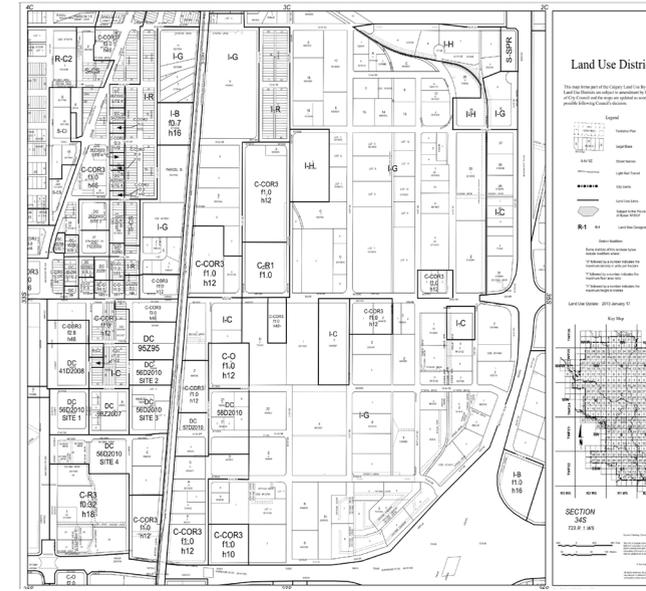
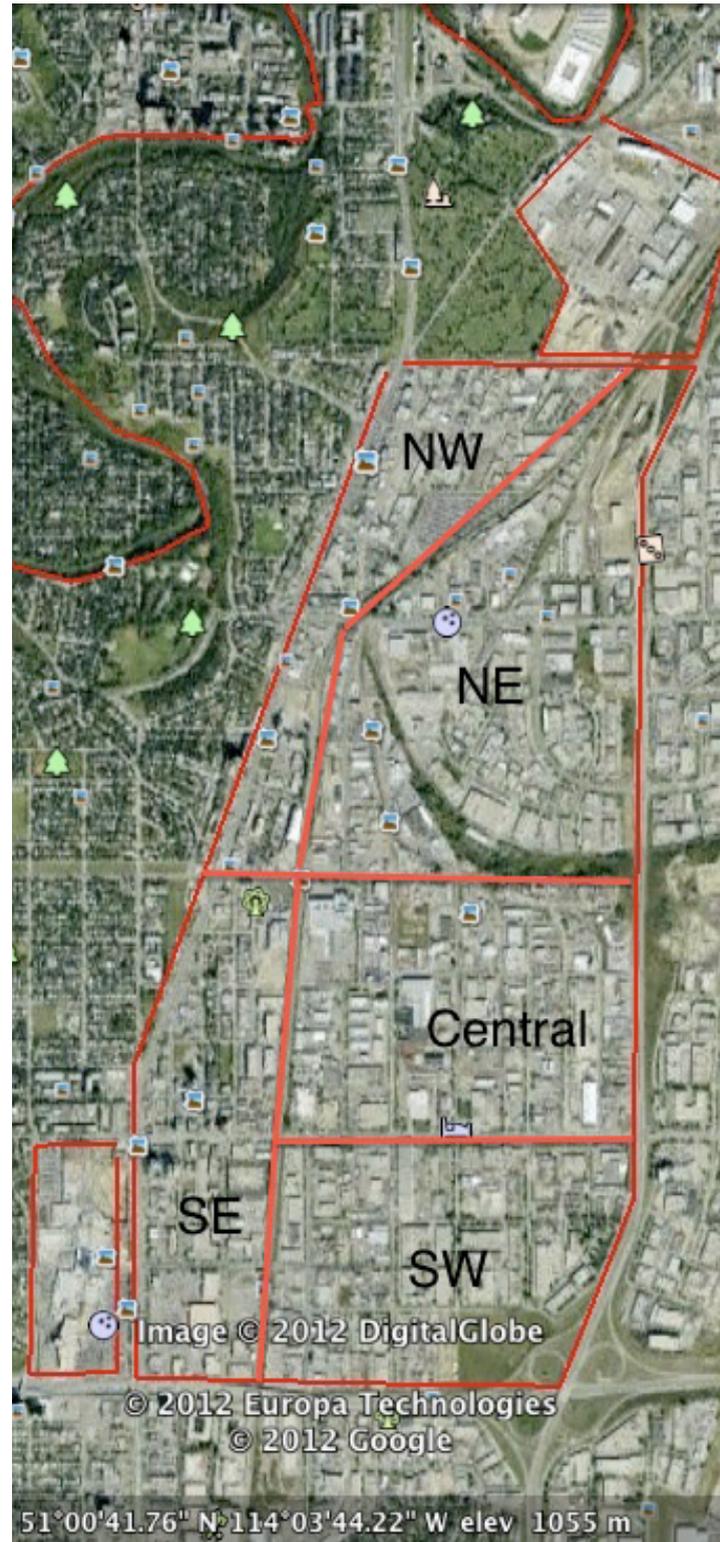
# Where?

The phrase “Urban Intensification” is used to describe the development of urban spaces with the goal of increasing urban density. Density can be increased through the use of high rises, mixed use, or medium to low rise buildings. Other intensification techniques include building additions, infill, adaptive use, or redevelopment.

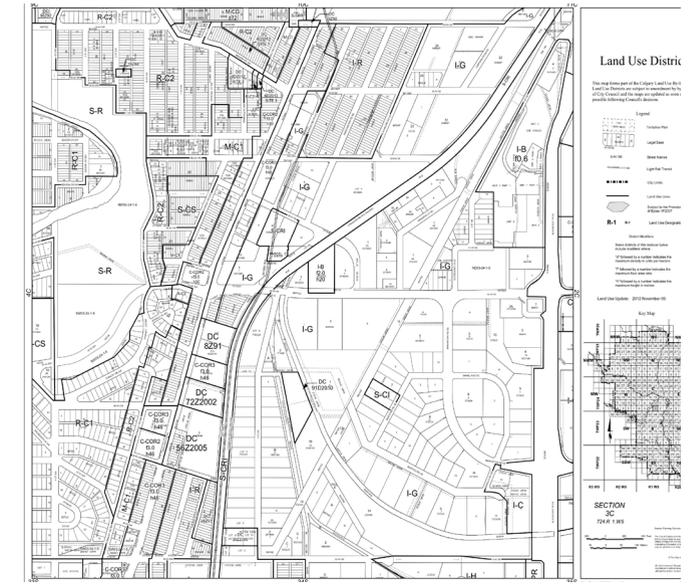
Manchester Industrial Park is located in Ward 9 in Calgary’s inner city. It covers an area of approximately 1077 acres with boundaries along Macleod Trail on the west, Blackfoot Trail to the east, Glenmore Trail to the south, and 34th avenue on the northern border.

Manchester Industrial Park has the unique feature of having both CP Rail and the Calgary LRT line bisecting the district, with transit stops at Chinook center, 39th ave SE, and a future station to be added at 50 ave SE).

Photo: Manchester Industrial Park//Ariel Photo



Current Manchester Industrial Park Zoning for the City of Calgary



As of the 2012 census, the Manchester Industrial Park district had a population of 618 living in 448 dwellings with 407 of those dwellings classified as apartment units. The majority of zoning is classified as Industrial, Direct Control, Special Recreation, or Commercial.

Recommendations, based on the Transit Oriented Development Guides (Calgary 2004 and Edmonton 2012) for the Manchester site would be an increase in density while preserving industry. This will be accomplished through the transition of light industrial to residential zoning.

Other sustainability benefits from the Manchester Industrial project would include urban renewal, a more efficient use of land with an increase of commuter transportation numbers resulting in improved services.



39 Avenue Station SE

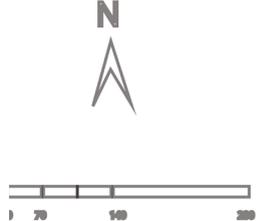
# Examples of Transport Oriented Developments

## What?

Recommendations for Manchester Industrial park are based on Transit Oriented Development (TOD), a mixed use residential and commercial area that promotes the use of transportation.

The Constraints:

- 50K-100K residents
- 30K-40K jobs



Vauban, Germany



Malmö, Sweden



Kronsburg, Germany



Rieselfeld, Germany

# How?

## Zoning

The Manchester Park area will be rezoned and will have a mix of uses from light industrial, to business, retail, commercial, mixed use, live/work and residential. Through a variety of uses we hope to create a vibrant community where people can have daily needs met locally. This can be achieved through different housing types, employment, and local amenities.

## Preservation of Industrial Activity

Industrial activity creates jobs and is a good economical driver. Because of this we have preserved some of the Industrial areas in the Manchester district leaving the Industrial activity intact and suggesting other industry clusters. Most of this activity was located near major roads to allow easy service access. These wider roads will still retain the same aesthetic as the rest of the park (pedestrian friendly, tree lined, bike accessible).

## Affordable housing

2005 census shows that the median income of this area was below average income earnings for the city of Calgary. Therefore all new development will allocate 10-15% affordable housing. Units will be sprinkled throughout new housing developments.

## Diversity

A variety of different people will be encouraged to live, work, and stay in the area through a variety of amenities, housing prices, job opportunities, and entertainment.

## Infill Development

Development should be compact and take into account higher densities and efficient land use (high UPA and larger FAR ratios) and sustainability. However, all new development should take into account previous structures and be appropriately transitional.

## Activating Streets

Locate buildings close to each other with easily accessible street entrances. Buildings larger than 5 storeys should have setbacks. Transparent ground levels will also be required which will create permeability. Buildings will be a variety of interesting architectural styles. Businesses should be appealing to pedestrians such as restaurants, residences, and outdoor cafe's which will encourage pedestrian foot traffic.

## Pedestrian Activity

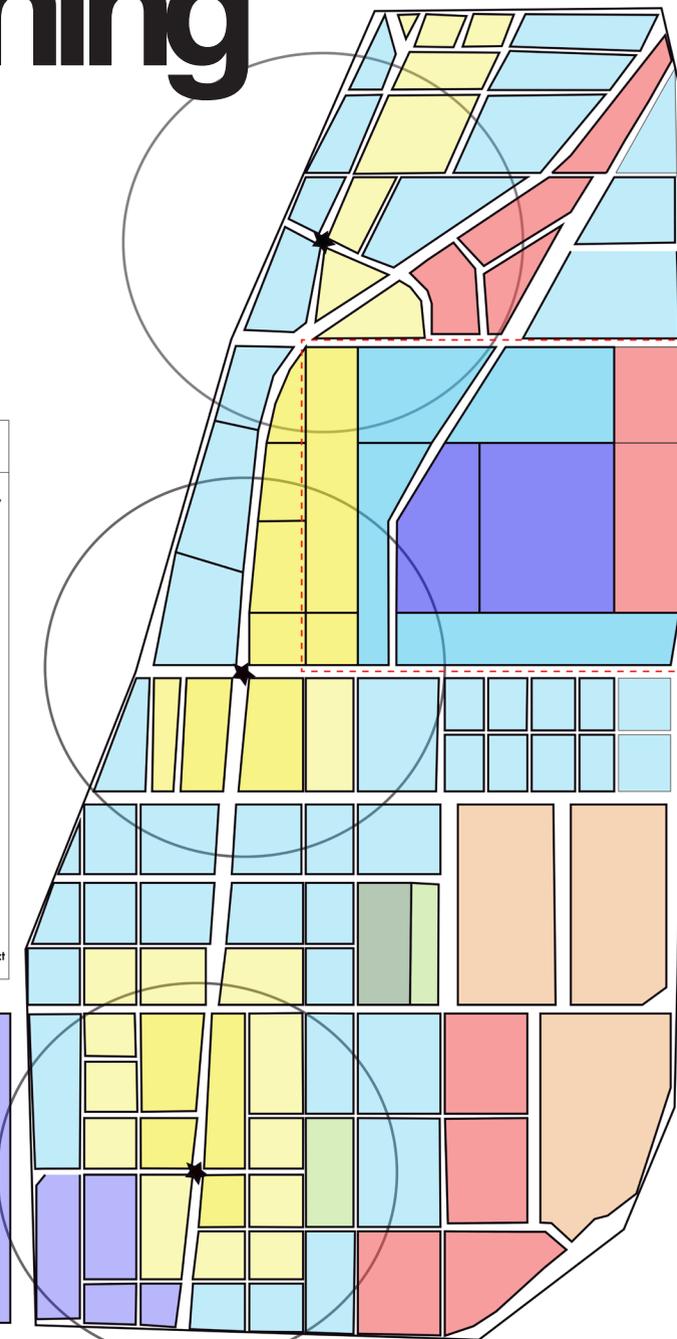
Create smaller blocks by subdividing larger industrial blocks, laid out in a grid pattern to create better wayfinding, encouraging bicyclists and pedestrian foot traffic. Block size will increase when moving closer to industrial area. Larger blocks will have mid block access ways, and all streets are to be well lit. Arterial roads will have designated bike lanes with easy access from transit stations.



# Rezoning



LEGEND	
	Commercial 3 storey/ 5 Storey
	Residential Low/ Mid Density
	Retail/Office
	Industrial
	Mixed Use 3 Storey/ 5 Storey
	Green Space
	Walkshed
	Transit Stops
	Instution/Recreation
	Boundary Entertainment District



# Residential



## Statistics

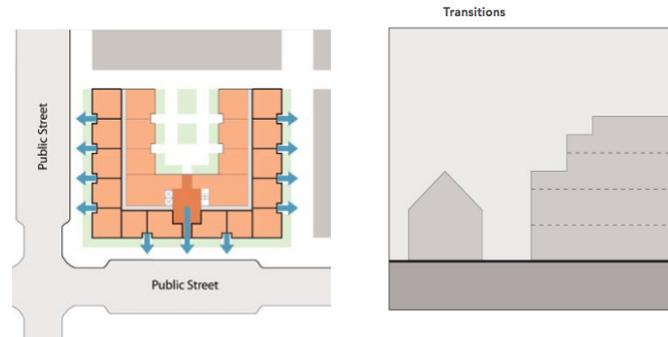
**Acres:** 410 (50/50 split for density)

**Avg Occupancy Per Unit:** 2

**Residential:** 45 UPA and 100 UPA

**FAR:** 2:1 or greater

**Total Population:** 59,450



Residential development focus for the Manchester project was for areas around the LRT stations, mainly concentrated within the 600 m radius walksheds (Calgary Transit Oriented Development Guide).

To accommodate the population on the 410 acres we used housing types varying from large houses subdivided into smaller apartments, townhouses, and low rise to mid rise condominiums ranging from 2-4 storeys at 100 units per acre with a decision that the average dwelling (based on a variety of 1, 2, and 3 bedrooms) would have an average two person occupancy.

Precedence for dwellings are based on Arbutus Walk and Koo's Corner in Vancouver.

Townhouses, subdivided houses and low rise apartments will be located in transitional areas, such as a transition from mid rise buildings or mixed use buildings, where mid rise apartments will be located closest proximity to train stations. For the new train station nearest to the entertainment district of the area, the LRT station will be sunk further into the sub-terrain with the apartments built around to reduce back porches being located directly on the train line (see precedence photo on page 9).



*Koos Corner, Vancouver*

**45 UPA Residential**  
Townhouses/ Subdivided

The above image illustrates two story and low rise housing with multiple units varying in size from three bedroom to studio.



*Arbutus Walk, Vancouver*

**100 UPA Residential**  
Low to Mid Rise Apartments

The above image illustrates two to four storey dwellings. Buildings will vary in architectural style.



*Transit Station*

# Mixed Use

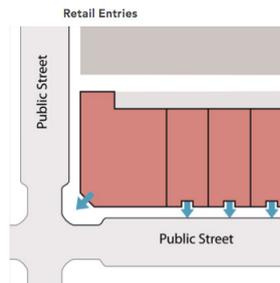


## Statistics

**Acres:** 383

**Residential:** 65 UPA  
**Residential FAR:** 1.3:1  
**Population:** 24,895

**Employment:** 1 job for every 0.005 acres  
**Retail FAR:** 0.5:1 or greater  
**Total Employment:** 76,600



Mixed use development in the Manchester district is used to activate major arterial roads like Macleod Trail, and will be used to transition between residential housing to commercial/retail zoning. Mixed use spaces include residences, smaller offices or retail, and live/work. Developments will range from 3-5 storeys. Most establishments will include transparent ground floors to increase permeability and will be a variety of architectural styles.

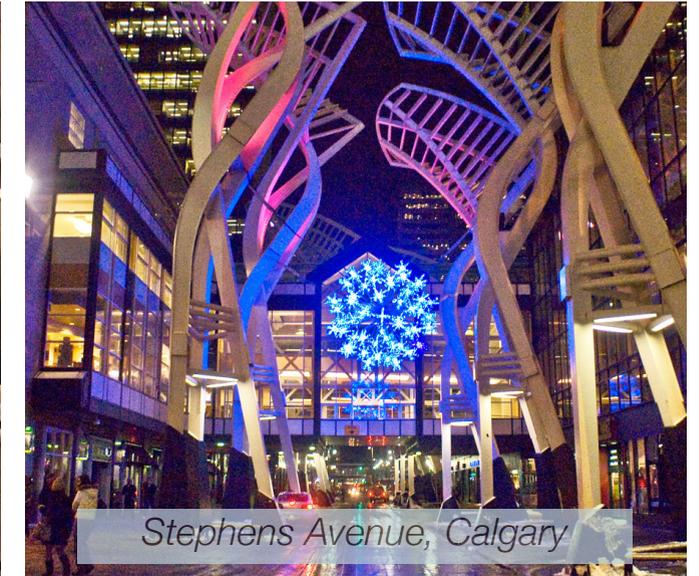
Mixed Use will encourage an active, vibrant public realm retaining, and inviting population to the area.

Designated commercial center will be more retail than office space, and will be patterned after precedences found in Ottawa's Byward Market and Bethesda Row in Montgomery County, Maryland.

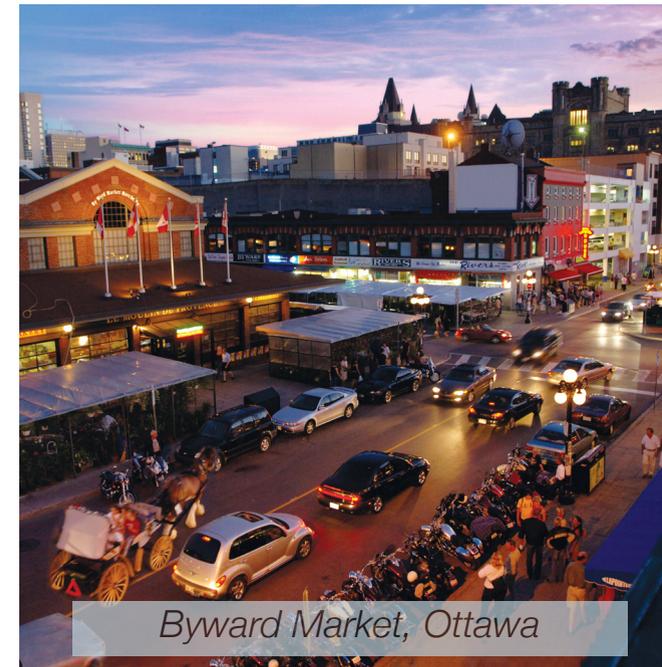
Midway access will be created to split large blocks and encourage pedestrian activity.



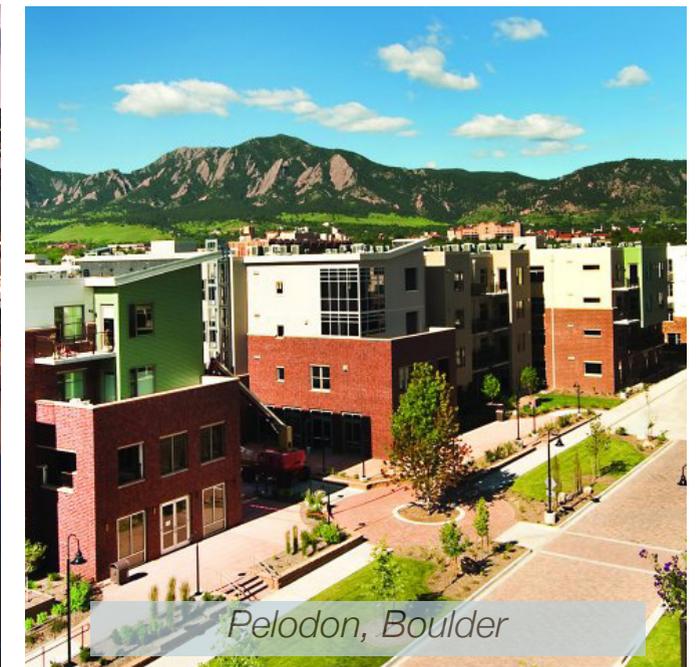
*Bethesda Row, Bethesda*



*Stephens Avenue, Calgary*



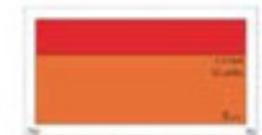
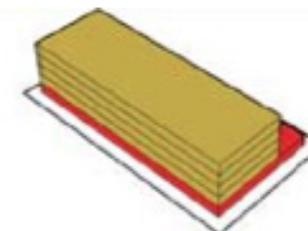
*Byward Market, Ottawa*



*Pelodan, Boulder*

LOW-RISE, 5 STOREY  
 MIXED USE

**160**<sub>uph</sub>  
 (65 upa)



# Commercial



## Statistics

**Acres:** 53  
**FAR:** 2.3:1 or greater  
**Employment:** 1 job for every 0.006 acres  
**Total Employment:** 9,298

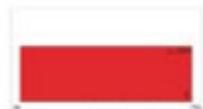
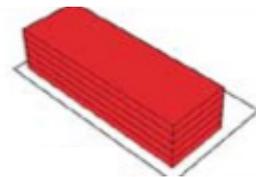


One of the zoned commercial developments is located across from the Chinook Center for continuity of pedestrian activity from the Chinook center into the Manchester Industrial park. Commercial districts will also provide the Manchester district with the local amenities needed by the population in the area. Most retail establishments will be between 2 storeys (across from the Chinook center) and 5 storeys at the core.

Underground parking will be provided for main commercial development. There will be 18 hour usage of the commercial district (which will include theatres, concert halls, and eating establishments) to ensure lively pedestrian activity during varying times of the day.

5 STOREY COMMERCIAL

2.3 FAR

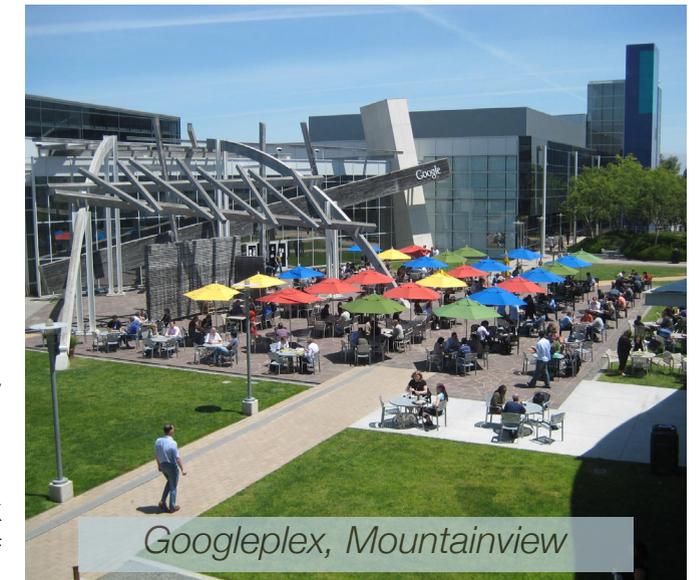


# Retail Office



## Statistics

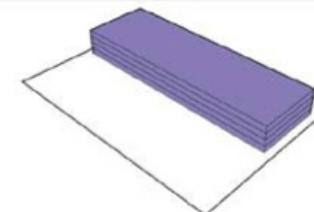
**Acres:** 105  
**FAR:** 1.5:1 or greater  
**Employment:** 1 job for every 0.008 acres  
**Total Employment:** 13,125



These office spaces will be high density business environments creating jobs for the local population as well as other Calgarians. Easy transit accessibility will make it a desirable place to commute to and work with the plethora of restaurants, retail stores, and green space. As a transition from Live to work we are hoping that the office retail will be part of the outer ring in suggested industrial clusters.

BUSINESS INDUSTRIAL

1.5 FAR



375 jobs

# Industrial



## Statistics

**Acres:** 126

**FAR:** 0.3:1 or greater

**Employment:** 1 job for every 0.008 acre

**Total Employment:** 15,750

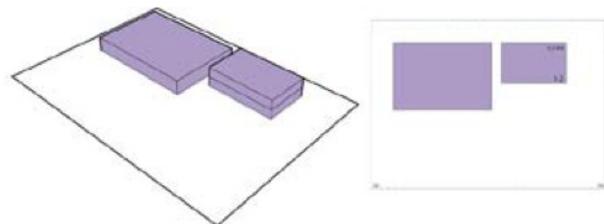


Industry location was chosen for its accessibility to major roads. Manchester Industrial zone will consist mostly of 'light industrial' zones like laboratories, repair establishments, light manufacturing, and distribution centers. Industry clusters will include research and development, arts and crafts, or breweries and wine liquor wholesale distributors.

Old buildings already on site will be retrofitted, and buildings with showrooms will be built to the sidewalk with loading docks oriented to the rear or side of the site. Blocks in this area will be larger (600m2x600m2) but these blocks will be broken up by mid access ways to encourage pedestrian and bicycle friendly activity.

1-2 STOREY LIGHT INDUSTRIAL

0.3 FAR



With all completed efforts the Manchester District Project will be a vibrant and transit oriented development. Through the use of resident intensification around transit stations, changes to increase walkability, and an active public realm, the area will draw nearby Calgarians and retain residents within the community. Amenities open over an 18-hour span will ensure that the Manchester District is a main destination throughout the day.

With all housing and development plans, the Manchester area will hold a population of **84,345** people with a total of **99,023** jobs.

### Reference Material

- Calgary TOD Plan 2004
- Edmonton TOD Plan 2004
- Major TOD Infill (Planit Calgary)
- Residential INTensification Guide Hamilton
- Putting Atlanta Back to Work: Integrating Light Industry into Mixed Use Development
- Statistics Canada Census Data Ward 9