







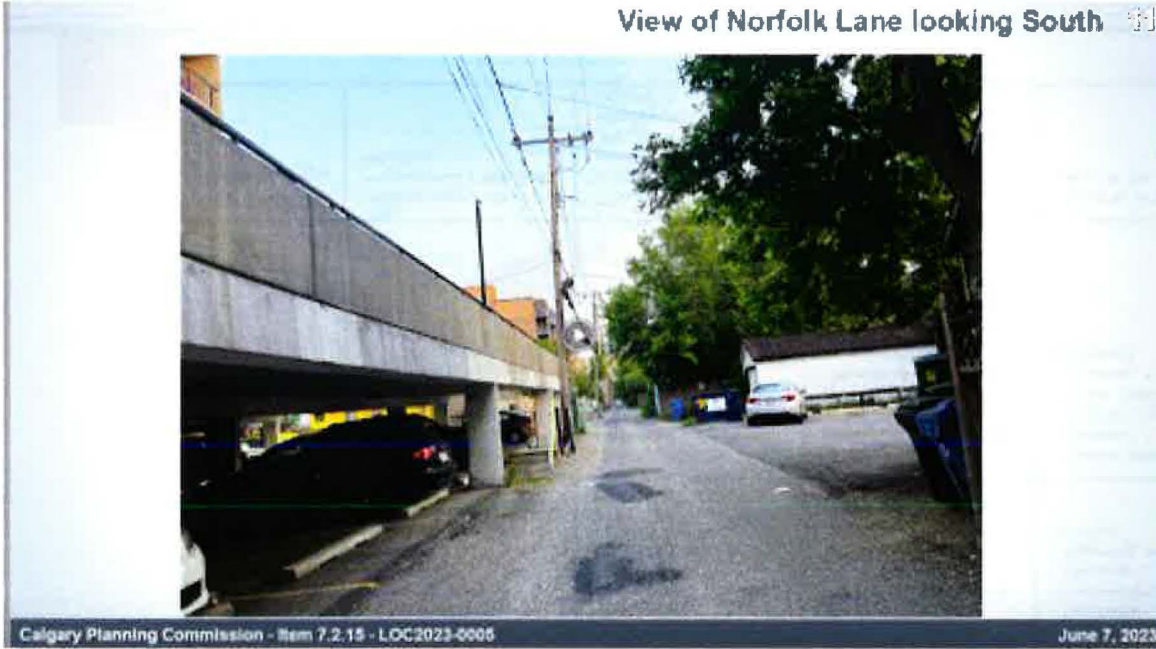
Transit Oriented Development Policy Guidelines

	Stations in existing areas with existing Transit Station			New communities and future stations	
Station Type	Commercial Neighbourhood	Residential Neighbourhood	Multi-Neighbourhood	New Neighbourhood	New Town Centre
 commercial residential					
Location	Adjacent or within commercial, industrial, and/or institutional.	Adjacent or within existing residential, with some commercial	Adjacent to both residential and commercial, with the two areas separated by a major barrier (major road / expressway; heavy rail line)	Adjacent or within future residential, with some commercial. A radius less than 600m may be appropriate.	Within future mixed-use Town Centre.
Land Uses	<ul style="list-style-type: none"> <li>• Employment (commercial, office, industrial, institutional)</li> <li>• Residential</li> <li>• Supporting retail &amp; services</li> </ul>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Commercial / Office</li> <li>• Mixed use</li> <li>• Supporting retail &amp; services</li> </ul>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Employment (commercial, office, industrial, institutional)</li> <li>• Mixed use</li> <li>• Supporting retail &amp; services</li> </ul>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Commercial / Office</li> <li>• Mixed use</li> <li>• Supporting retail &amp; services</li> </ul>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Employment (commercial, office, industrial, institutional)</li> <li>• Mixed use</li> <li>• Supporting retail &amp; services</li> </ul>
Density	<ul style="list-style-type: none"> <li>• High intensity employment</li> <li>• Medium-high density residential (townhouse, 4-5 storey apartment, high-rise apartment)</li> </ul>	<ul style="list-style-type: none"> <li>• Medium intensity employment / commercial</li> <li>• Medium density residential (townhouse, 4-5 storey apartment)</li> </ul>	<ul style="list-style-type: none"> <li>• Medium intensity employment / commercial on residential side; high intensity on commercial side</li> <li>• Medium density residential on residential side (townhouse, 4-5 storey apartment); medium-high residential on commercial side (townhouse, 4-5 storey apartment, high-rise apartment)</li> </ul>	<ul style="list-style-type: none"> <li>• Medium intensity employment / commercial</li> <li>• Small lot single family-medium density residential (townhouse, 4-5 storey apartment)</li> </ul>	<ul style="list-style-type: none"> <li>• Medium-high intensity employment / commercial</li> <li>• Medium density residential (townhouse, 4-5 storey apartment)</li> </ul>
Compatibility challenges	<ul style="list-style-type: none"> <li>• Minimal compatibility issues – commercial / industrial interface</li> </ul>	<ul style="list-style-type: none"> <li>• Sensitive interface adjacent to existing residential</li> <li>• Can go towards medium intensity development on/ adjacent to commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Sensitive interface adjacent to existing residential</li> <li>• Can go higher intensity development on/adjacent to commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Transition to higher density closer to the station.</li> </ul>	<ul style="list-style-type: none"> <li>• Transition to higher density and greater mix of uses closer to the station.</li> </ul>

CITY OF CALGARY  
**RECEIVED**  
 IN COUNCIL CHAMBER  
 JUL 26 2023  
 ITEM: 7.2-15 cPc23-0607  
 Dis-trib- Presentation 3  
 CITY CLERK'S DEPARTMENT

What the CPC was told

View of Norfolk Lane looking South



Calgary Planning Commission - Item 7.2.15 - LOC2023-0005

June 7, 2023

The reality

Norfolk Lane north end

A rare example of a 2.7m wide access at a 5-way, unregulated T-Intersection.

