



AGENDA

INFRASTRUCTURE AND PLANNING COMMITTEE

September 3, 2025, 9:30 AM
IN THE COUNCIL CHAMBER

Members

Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu
Councillor P. Demong
Councillor E. Spencer
Councillor J. Wyness
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:

Members of the public are encouraged to follow Council and Committee meetings using the live stream calgary.ca/watchlive

Members of the public who wish to speak at a Standing Policy Committee may request to do so using the form at calgary.ca/publicsubmissions

Committee Members may be participating remotely.

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 July 21
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None

6. POSTPONED REPORTS
(including related/supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Municipal Historic Resource Designation – Sibley Block, IP2025-0777

7.2 Report Back – Exploring an Alternate Delivery Model for Community-Level Amenities, IP2025-0788

7.3 Update on The City's 10-Year Capital Investment Plan, IP2025-0685

7.4 McKnight Boulevard and 68 Street NE Operational Review, IP2025-0840

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS
None

8.2 NOTICE(S) OF MOTION
None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

10.1.1 Proposed Lease – (Glamorgan, Inglewood – Ward 6, 9) – 5010 50 ST SW and 2990 17 ST SE, IP2025-0821
Held confidential pursuant to Sections 28 (Local public body confidences), 29 (Advice from officials), and 30 (Disclosure harmful to economic and other interests of a public body) of the *Access to Information Act*.

Review By: 2040 September 3

10.2 URGENT BUSINESS

11. BRIEFINGS

11.1 Quarterly Briefing on the Effect of the Rezoning for Housing on Calgary's Housing Supply, IP2025-0805

12. ADJOURNMENT



MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

**July 21, 2025, 9:30 AM
IN THE COUNCIL CHAMBER**

PRESENT:

- Councillor S. Sharp, Chair
- Councillor J. Mian, Vice-Chair
- Councillor A. Chabot
- Councillor S. Chu (Remote Participation)
- Councillor P. Demong
- Councillor E. Spencer
- Councillor J. Wyness
- Councillor G-C. Carra (Remote Participation)
- Councillor D. McLean
- Councillor K. Penner (Remote Participation)

ALSO PRESENT:

- General Manager D. Hamilton
- Senior Legislative Specialist J. Palaschuk
- Senior Legislative Specialist C. Doi

1. CALL TO ORDER

Councillor Sharp called the meeting to order at 9:34 a.m.

ROLL CALL

Councillor Carra, Councillor Chabot, Councillor Demong, Councillor Mian, Councillor McLean, Councillor Spencer, and Councillor Sharp

Absent from Roll Call: Councillor Chu and Councillor Wyness

2. OPENING REMARKS

Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3. CONFIRMATION OF AGENDA

Moved by Councillor Spencer

That the Agenda for today's meeting be amended by removing Item 10.1.2, Proposed Method of Disposition (Glamorgan, Inglewood – Ward 6, 9) – 5010 50 ST SW and 2990 17 ST SE, IP2025-0696, from the Agenda and filing it.

MOTION CARRIED

Moved by Councillor Chabot

That the Agenda for the 2025 July 21 Regular Meeting of the Infrastructure and Planning Committee meeting be confirmed, **as amended**.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

- 4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 June 4

Moved by Councillor Chabot

That the Minutes of the 2025 June 4 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

- 5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

- 7.1 Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2025-002, IP2025-0635

Councillor Chu (Remote Member) joined the meeting at 9:41 a.m.

Darrell Grant, 3D Homes & Developments, addressed Committee with respect to Report IP2025-0635.

Moved by Councillor Wyness

That with respect to Report IP2025-0635, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

1. Approve this Growth Application (GA2025-002); and
2. Direct Administration to consider any future capital and/or operating investments, as required, for this Growth Application (GA2025-002), as part of the Citywide Growth Strategy budget submissions, in the prioritization of investments in future Service Plans and Budgets.

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, and Councillor McLean

MOTION CARRIED

7.2 Naato'siyinnipi Area Structure Plan, IP2025-0703

The following documents were distributed with respect to Report IP2025-0703:

- Revised Attachment 2;
- A presentation entitled "Naato'siyinnipi - Supplementary Slides"; and
- A Public Submission.

Andrew Yule addressed Committee with respect to Report IP2025-0703.

Moved by Councillor Mian

That with respect to Report IP2025-0703, the following be approved, **after amendment**:

That **the** Infrastructure and Planning Committee:

1. Forward this Report to the 2025 September 9 Public Hearing Meeting of Council.

That **the** Infrastructure and Planning Committee recommend that Council:

2. Give three readings to proposed bylaw, Naato'siyinnipi Area Structure Plan and repeal Bylaw 7P2008 Aurora Business Park Area Structure Plan (**Revised** Attachment 2); **and**
3. Give three readings to the proposed bylaw to amend the Municipal Development Plan (Attachment 3).

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, and Councillor McLean

MOTION CARRIED

7.3 Saatohtsi Area Structure Plan, IP2025-0686

The following documents were distributed with respect to Report IP2025-0686:

- Revised Attachment 2;
- Revised Attachment 3;
- Revised Attachment 8; and
- Revised Attachment 9.

The following speakers addressed Committee with respect to Report IP2025-0686:

1. Jennifer Duff, B&A Studios
2. Sarah Itani, Cidex Group

Moved by Councillor McLean

That with respect to Report IP2025-0686, the following be approved, **after amendment**:

That **the** Infrastructure and Planning Committee:

1. Forward this Report to the 2025 September 9 Public Hearing Meeting of Council.

That **the** Infrastructure and Planning Committee recommend that Council:

1. Give three readings to the proposed bylaw, Saatoohsi Area Structure Plan (**Revised** Attachment 2); **and**
2. Give three readings to the proposed bylaw to amend the Municipal Development Plan (**Revised** Attachment 3).

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, and Councillor McLean

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

Moved by Councillor Spencer

That pursuant to Sections 28 (Local public body confidences), 29 (Advice from officials), and 30 (Disclosure harmful to economic and other interests of a public body) of the *Access to Information Act*, Committee now move into Closed Meeting, at 10:47 a.m. in the Council Boardroom, to discuss confidential matters with respect to the following Items:

- 10.1.1 Proposed Method of Disposition – Various Properties – Non-Market Housing Land Disposition Strategy (NMLS #5), IP2025-0695
- 10.1.3 Proposed Non-Profit Method of Disposition – (Renfrew – Ward 09) 731 13 AV NE, IP2025-0597

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, and Councillor McLean

MOTION CARRIED

Councillor Penner (Remote Member) joined the meeting at 11:06 a.m.

Committee reconvened in public meeting at 12:02 p.m. with Councillor Sharp in the Chair.

ROLL CALL

Councillor Carra, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Mian, Councillor McLean, Councillor Penner, Councillor Spencer, Councillor Wyness, and Councillor Sharp

Moved by Councillor Spencer

That Committee rise without reporting.

MOTION CARRIED

Moved by Councillor Demong

That pursuant to Section 6(1) of Procedure Bylaw 35M2017, Committee suspend Section 78(2)(a) to forego the lunch recess to complete the Agenda.

Against: Councillor Chabot

MOTION CARRIED

Moved by Councillor Mian

That pursuant to Sections 28 (Local public body confidences), 29 (Advice from officials), and 30 (Disclosure harmful to economic and other interests of a public body) of the *Access to Information Act*, Committee now move into Closed Meeting, at 12:03 p.m. in the Council Boardroom, to discuss confidential matters with respect to the following Items:

- 10.1.1 Proposed Method of Disposition – Various Properties – Non-Market Housing Land Disposition Strategy (NMLS #5), IP2025-0695
- 10.1.3 Proposed Non-Profit Method of Disposition – (Renfrew – Ward 09) 731 13 AV NE, IP2025-0597

Against: Councillor Chabot

MOTION CARRIED

Committee reconvened in public meeting at 12:17 p.m. with Councillor Sharp in the Chair.

ROLL CALL

Councillor Carra, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Mian, Councillor McLean, Councillor Penner, Councillor Spencer, Councillor Wyness, and Councillor Sharp

Moved by Councillor Wyness

That Committee rise and report.

MOTION CARRIED

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

10.1.1 Proposed Method of Disposition – Various Properties – Non-Market Housing Land Disposition Strategy (NMLS #5), IP2025-0695

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report IP2025-0695:

Clerks: J. Palaschuk and R. Derwantz. Law: B. Graham and L. Lau.
Advice: D. Hamilton, C. Berry, R. Hendry, R. Dupuis, M. Berzins, M. Sciore, C. Bunyan, and M. Kukic.

Moved by Councillor Mian

That with respect to Confidential Report IP2025-0695, the following be approved, **after amendment**:

That the Infrastructure and Planning **Committee** recommend that Council:

1. Authorize the Recommendations as outlined in Confidential Attachment 3, and
2. Direct that the Closed Meeting discussions, Confidential Recommendations, Confidential Report and Confidential Attachments remain confidential pursuant to Sections 28 (Local public body confidences), 29 (Advice from officials), and 30 (Disclosure harmful to economic and other interests of a public body) of the *Access to Information Act* until the transaction has been closed, to be reviewed by 2040 July 21.

For: (5): Councillor Mian, Councillor Demong, Councillor Spencer, Councillor Carra, and Councillor Penner

Against: (5): Councillor Sharp, Councillor Chabot, Councillor Chu, Councillor Wyness, and Councillor McLean

MOTION DEFEATED

Pursuant to Section 134(a) of the Procedure Bylaw, Councillor Mian requested the lost motion be forwarded with the Report to Council.

10.1.2 Proposed Method of Disposition (Glamorgan, Inglewood – Ward 6, 9) – 5010 50 ST SW and 2990 17 ST SE, IP2025-0696

This Item was removed from today's Order of Business at Confirmation of Agenda.

10.1.3 Proposed Non-Profit Method of Disposition – (Renfrew – Ward 09) 731 13 AV NE, IP2025-0597

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report IP2025-0597:

Clerks: J. Palaschuk and R. Derwantz. Law: B. Graham and L. Lau.
Advice: D. Hamilton, C. Berry, R. Hendry, R. Dupuis, M. Berzins, M. Sciore, C. Bunyan, M. Kukic, and H. Williamson.

A document entitled "Confidential Distribution 1" was distributed with respect to Confidential Report IP2025-0597.

Moved by Councillor Mian

That with respect to Confidential Report IP2025-0597, the following be approved, **after amendment**:

That the Infrastructure and Planning Committee:

1. Choose an option in the Recommendations as outlined in Confidential Attachment 3.

That the Infrastructure and Planning Committee recommend that Council:

1. Authorize **Option 7** as outlined in Confidential **Distribution 1**; **and**

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Demong, Councillor Spencer, Councillor Carra, and Councillor Penner

Against: (3): Councillor Chu, Councillor Wyness, and Councillor McLean

MOTION CARRIED

Moved by Councillor Mian

That with respect to Confidential Report IP2025-0597, the following be approved, **after amendment**:

That the Infrastructure and Planning Committee recommend that Council:

2. Direct that the Closed Meeting discussions, Confidential Recommendations, Confidential Report, Confidential Attachments, **and Confidential Distribution 1** be held confidential pursuant to Sections 28 (Local public body confidences), 29 (Advice from officials), and 30 (Disclosure harmful to economic and other interests of a public body) of the *Access to Information Act* until the transaction has been closed, to be reviewed by 2040 July 21.

For: (10): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, Councillor McLean, and Councillor Penner

MOTION CARRIED

10.2 URGENT BUSINESS

None

11. BRIEFINGS

None

12. ADJOURNMENT

Moved by Councillor Mian

That this meeting adjourn at 12:27 p.m.

MOTION CARRIED

The following Items have been forwarded to the 2025 July 29 Regular Meeting of Council:

CONSENT AGENDA

- Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2025-002, IP2025-0635
- Proposed Non-Profit Method of Disposition – (Renfrew – Ward 09) 731 13 AV NE, IP2025-0597

CONFIDENTIAL ITEMS

- Proposed Method of Disposition – Various Properties – Non-Market Housing Land Disposition Strategy (NMLS #5), IP2025-0695

The following Items have been forwarded to the 2025 September 9 Public Hearing Meeting of Council:

OTHER REPORTS FOR PUBLIC HEARING

- Naato'siyinnipi Area Structure Plan, IP2025-0703
- Saatoohsi Area Structure Plan, IP2025-0686

The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2025 September 3 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

CHAIR

CITY CLERK

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0777**

Municipal Historic Resource Designation – Sibley Block

PURPOSE

The purpose of this report is to recommend Council approval to designate the Sibley Block as a Municipal Historic Resource. Protecting Calgary's heritage resources is an identified priority for The City of Calgary, and designation will provide permanent legal protection against demolition or unapproved alteration to elements with heritage significance.

PREVIOUS COUNCIL DIRECTION

C2018-1158 directed Administration to "continue to legally protect heritage assets and directly support landowners". Additional background and previous direction related to C2018-1158 is included in Attachment 1.

LOC2018-0038 approved a Policy and Land Use Amendment at 915 9 Avenue SE, changing the Land Use to a Direct Control District based on the Mixed Use – Active Frontage (MU-2) with a base Floor Area Ratio (FAR) of 2.8, and an opportunity for an additional 1.6 FAR for the provision of items including Municipal Historic Resource Designation of the Sibley Block.

RECOMMENDATION(S):

That Infrastructure and Planning Committee recommend that Council give three readings to the proposed bylaw to designate the Sibley Block as a Municipal Historic Resource (Attachment 2).

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed designation supports heritage resource conservation and strategic redevelopment in one of Calgary's most significant historic communities.

HIGHLIGHTS

- The Sibley Block dates from 1911, is listed on the Heritage Inventory per Heritage Calgary (Civic Partner), and is valued for its Edwardian Commercial architecture and contribution to the 9th Avenue SE historic commercial main street (Inglewood).
- The owner of 915 9 Avenue SE has requested immediate designation to fulfil a Direct Control condition, and the owner of the Sibley Block has provided full support for designation.
- Municipal Historic Resource designation would ensure long-term protection for the Sibley Block against demolition or modifications that would affect its heritage integrity – conserving it for all Calgarians, present and future.
- Designation will also make the owner of the Sibley Block eligible for incentives including the 2026 Heritage Tax Cancellation, as part of the two-year pilot approved with EC2025-0274.
- Approval of the designation in this report would bring the total number of sites designated by Municipal Historic Resource bylaw in Calgary to 174.

DISCUSSION

The following site is proposed for Municipal Historic Resource designation. It has been evaluated by Heritage Calgary using the Council-approved Historic Resource Evaluation System, which assesses sites against nine tangible and intangible values. Resources listed on

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0777**

Municipal Historic Resource Designation - Sibley Block

the Inventory which maintain sufficient integrity of identified 'Character Defining Elements' may qualify for designation as a Municipal Historic Resource under the *Historical Resources Act*.

Sibley Block

- Built in 1911; located at 921 9 Avenue SE [Inglewood]
- Valued for its Edwardian Commercial architectural style, continued retail/commercial activity as part of 9th Avenue SE, and as a symbol of the historic development of 9th Avenue SE (formerly "Atlantic Avenue").

Existing Protection Agreement

Prior to this report, the Sibley Block was protected via private legal agreement in 2018 as part of LOC2018-0038. This Land Use Amendment redesignated the adjacent 915 9 Avenue SE to Direct Control 254D2019, with the maximum Floor Area Ratio contingent on subsequent designation of the Sibley Block. Private protection agreements are used by Administration to facilitate the protection of heritage resources within the timeline of specific Development Application negotiations, but are intended to serve as interim protection until Municipal Historic Resource Designation can be achieved. The recommended designation would supersede the existing protection agreement, with the proposed bylaw regulating the same portions of the site.

Proposed Bylaw Schedules

The proposed designation bylaw is provided as Attachment 2. If approved, this would protect the property under the Alberta Historical Resources Act and support ongoing conservation management.

Schedule A indicates the site location and building orientation/placement. Schedule B outlines specific 'Regulated Portions' that cannot be altered or destroyed without approval from The City (site elements are regulated where they play a key role in embodying/conveying the resource's identified value(s) to the public). Schedule C lists the 'Standards' from the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a national best-practice manual.

This designation is recommended outside of Heritage Planning's typical process of Multiple Designation Reports, based on a specific request from the owner of 915 9 Avenue SE, to fulfil a pending land transaction. Approval of the designation in this report would bring the total number of sites designated by Municipal Historic Resource bylaw in Calgary to 174.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|---|
| <input type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

The property owner agreed to designation of their property as a Municipal Historic Resource. Public communication/engagement was not required. The property owner was circulated their proposed bylaw and provided agreement in writing to it being presented to Infrastructure and Planning Committee and to City Council. The property owner was provided with official 'Notice of Intention' to designate the property per the Alberta Historical Resources Act.

Municipal Historic Resource Designation - Sibley Block

Heritage Calgary, a Civic Partner, has expressed support for the proposed designation as outlined in Attachment 3 to this report.

IMPLICATIONS

Social

Protection of Calgary's heritage resources through designation is an essential part of conserving our history, culture and identity. A 2020 Citizen Perspective Survey indicates a majority of Calgarians agree that conservation of Calgary's historic buildings and sites is important to them personally (83 per cent), to Calgary's culture (94 per cent) and for future generations to enjoy (86 per cent).

Environmental

Conservation of heritage resources contributes to reducing carbon emissions through avoidance of new material use and diverted landfill waste. Historic buildings have 'inherent sustainability' through their long lifecycle, reparability, and traditional building design. Demolition of buildings in Canada generates approximately 25 per cent of all landfill waste. Conservation of historic buildings offers a significant opportunity to reduce unnecessary landfill usage and material loss.

Economic

The conservation of heritage resources has associated economic benefits, including job growth and retention in skilled trades, increased tourism and local pedestrian activity through preserving attractive and walkable streetscapes, demonstrated economic uplift within and surrounding heritage commercial areas such as historic main streets, and attraction of innovative/start-up businesses via distinctive commercial/industrial 'character' spaces.

Service and Financial Implications

No anticipated financial impact

There is no anticipated financial impact directly associated with this report. Designation enables the property owner to apply for grants through The City's Historic Resource Conservation Grant program and make the property eligible for the 2026 Heritage Tax Cancellation.

RISK

No risks have been identified in designating the proposed site as a Municipal Historic Resource. The property owner agrees with the proposed designation, which does not prescribe activities in the building or on the properties. Designation allows the owner to retain all rights to the individual enjoyment of the property and does not prevent a property from being sold.

ATTACHMENT(S)

1. Previous Council Direction, Background
2. Proposed Bylaw to Designate the Sibley Block as a Municipal Historic Resource
3. Heritage Calgary Letter of Support
4. Presentation

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
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Municipal Historic Resource Designation - Sibley Block

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Kathy Davies Murphy	City and Regional Planning	Approve
Debra Hamilton	Planning & Development Services	Approve

Author: Bronwyn Culham and Alastair Pollock, Heritage Planner(s), City and Regional Planning,
Planning and Development Services

Previous Council Direction, Background

Context

Protecting heritage sites through legal designation is an internationally recognized best practice in planning and is supported by City of Calgary policy. The proposed Municipal Historic Resource Designation in this report is aligned with the Calgary Heritage Strategy mandate to 'Identify', 'Protect' and 'Manage' sites of heritage significance.

Detailed information on the qualifications and processes for designation as a Municipal Historic Resource, and incentives (including grants) can be found online at www.calgary.ca/heritage (see 'About Heritage Designation').

Previous Council Direction

Date	Report Number	Direction / Description
11/30/2018	C2018-1158	One Calgary 2019-2022 Service Plans and Budgets The City Planning and Policy Service actions proposed to "continue to legally protect heritage assets and directly support landowners" which are measured through a target set through the Services Plans and Budgets of seven designations per year.
11/7/2016	CPS2016-0867	Culture Plan for Calgary Heritage Conservation is identified as one of the 5 Strategic Priorities of the Plan.
2/4/2008	LPT2007-0064	Calgary Heritage Strategy (2008) The Strategy states that significant historic resources "can and should be protected through designation bylaws".

Proposed Bylaw to Designate the Sibley Block as a Municipal Historic Resource

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the “*Act*”) permits The City of Calgary Council (“City Council”) to designate any historic resource within the municipality whose preservation City Council considers to be in the public interest together with any specified land in or on which it is located, as a Municipal Historic Resource;

AND WHEREAS the owners of the Sibley Block have been given sixty (60) days written notice of the intention to pass this Bylaw in accordance with the *Act*;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

SHORT TITLE

1. This Bylaw may be cited as “City of Calgary Bylaw to Designate the Sibley Block as a Municipal Historic Resource”.

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The building known as the Sibley Block, located at 921 9 AV S.E., and the land on which the building is located being legally described as PLAN A2; BLOCK 10; LOT 11 (the “Historic Resource”), as shown in the attached Schedule “A”, are hereby designated as a Municipal Historic Resource.
3. The specific elements of the Historic Resource possessing heritage value are hereafter referred to as the Regulated Portions (the “Regulated Portions”). The Regulated Portions are identified in the attached Schedule “B”.

PERMITTED REPAIRS AND REHABILITATION

4. a) The Regulated Portions of the Historic Resource as described or identified in Schedule “B” shall not be removed, destroyed, disturbed, altered, rehabilitated, repaired or otherwise permanently changed, other than for routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*. Any alteration, rehabilitation, repair or change to the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication Standards and Guidelines for the Conservation of Historic Places in Canada, (the “*Standards and Guidelines*”), as referenced and summarized in the attached Schedule “C”.
- b) All portions of the Historic Resource which are not described or identified as a Regulated Portion in Schedule “B” are hereby known as the Non-regulated Portions (the “Non-regulated Portions”). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be rehabilitated, altered or repaired, provided that such rehabilitation, alteration, and repair does not negatively impact the Regulated Portions or adversely affect the historical, contextual or landmark character of the property, and that all other permits required to do such work have been obtained.

COMPENSATION

5. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

6. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

7. The schedules to this Bylaw form a part of it.

TEXT FOR DISCUSSION ONLY

SCHEDULE "A"



921 9 AV SE



SCHEDULE "B"

REGULATED PORTIONS

1.0 North Façade

The following elements are regulated:

- The north wall and its red-brick cladding, including the corbelled storefront and roofline cornices and upper storey window sills; the plainly parged-concrete foundation (Image 1.0);
- The regular fenestration (not precluding restoration of modified opening on east end of main storey); the multi-lite window assemblies including four-part transom lights over single pane lights (Images 1.0-1.2);
- The double-door width entrance (Images 1.0, 1.3); and
- The painted 'ghost signage' above the storefront cornice (Image 1.0).



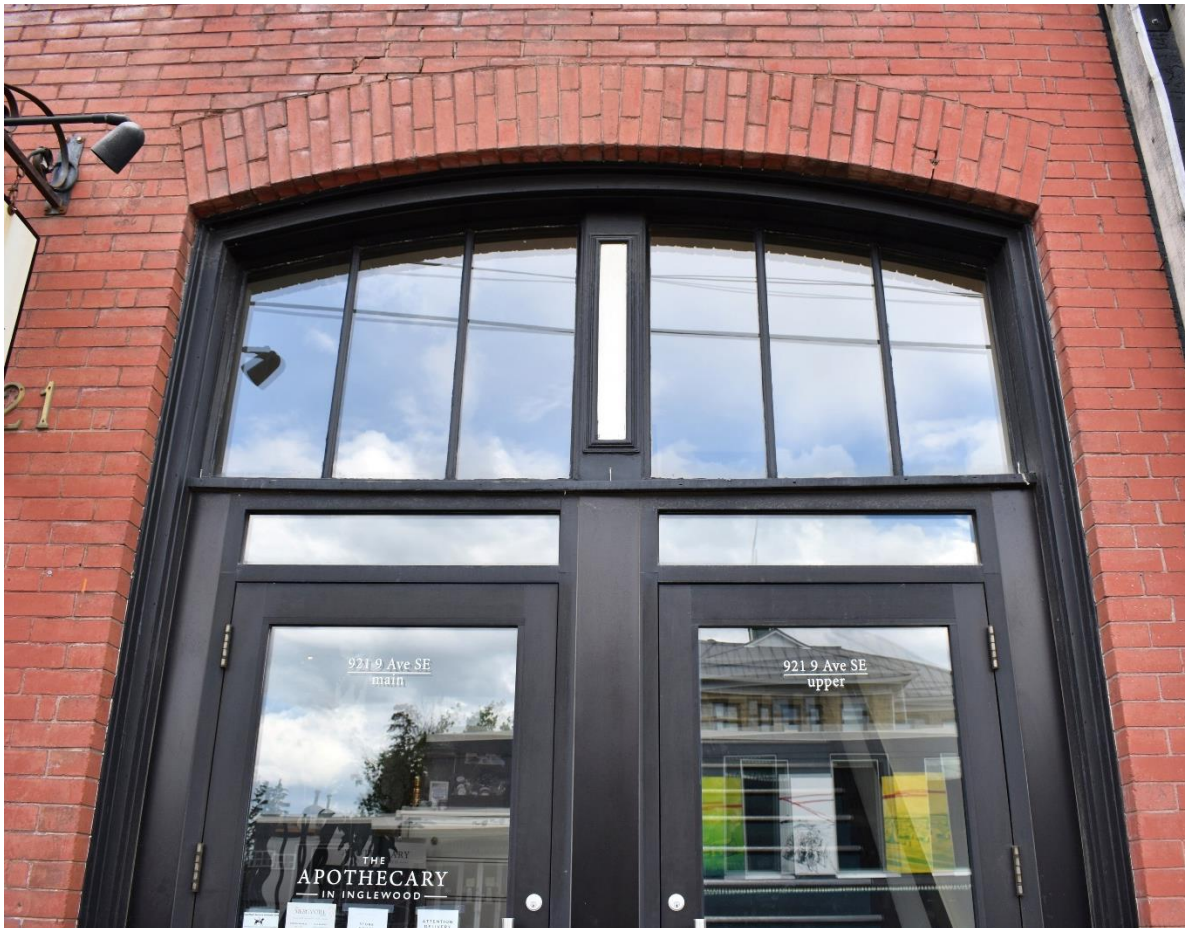
(Image 1.0: North façade)



(Image 1.1: Example of an upper storey window and wood sashes)



(Image 1.2: The storefront window with wood sashes)



(Image 1.3: The doorway and its transom light)

2.0 East Façade

The following elements are regulated:

- a) The brick east wall (Image 2.0);
- b) The fenestration, consisting of three upper storey window openings (Images 2.0-2.1); and
- c) The painted 'ghost signage' on the north end of the façade and across the east façade at the roofline level (Images 2.0-2.2).



(Image 2.0: North façade)



(Image 2.1: Detail image of north facade showing portion of the 'ghost signage' at roofline level and example of second storey fenestration)



(Image 2.2: Detail image of north façade showing 'ghost signage' on the north end)

3.0 South Façade

The following elements are regulated:

- a) The brick south wall (Image 3.0); and
- b) The fenestration, consisting of one upper storey window opening and two ground level window openings, a single-width upper storey doorway, and double-width ground level doorway (Image 3.0).



(Image 3.0: South façade)

4.0 West Façade

The following elements are regulated:

- a) The brick west wall (not visible).

5.0 Form, Scale, Massing and Roof

The following elements are regulated:

- a) The two-storey, rectangular plan (three bays in width), with a flat roof.

6.0 Structure

The following elements are regulated:

- a) The structural composition of the building, including floor structure, roof structure, and exterior wall structure (structural elements regulated primarily with the intent to preclude facadism).

7.0 Land

The following elements are regulated:

- a) The building's existing location and placement on the property (as shown on attached Schedule "A").

SCHEDULE "C"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards

Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)

1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.
2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.
5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements*.
6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.
8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any

extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.
12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines

The full text of the *Standards and Guidelines* is available online through www.historicplaces.ca, or from:

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

August 5, 2025

Infrastructure and Planning Committee
City of Calgary
PO Box 2100 Stn M
Calgary AB, T2P 2M5

Dear Members of the Infrastructure and Planning Committee:

Re: Designation of the Sibley Block as a Municipal Historic Resource

Heritage Calgary, in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, supports designation of the Sibley Block, located at 921 9 AV SE on Inglewood's historic main street, as a Municipal Historic Resource.

Built in 1911, the Sibley Block is valued for its contribution as a commercial/retail space on 9th Avenue SE (original Atlantic Avenue), for over one hundred years. Its attractive red-brick façade features brick voussoirs over the windows and entrances and boasts distinctive brick corbelled cornices at the top of each storey separation.

The block is named for Allen Edgar Sibley, an Ontario native who moved to Calgary in 1903. Sibley was the manager and proprietor of Allan E. Sibley, Boots and Shoes store on 8th Avenue, and advertised himself as "the Reliable Shoe Man". He acquired the lot in 1910, and the same year obtained a permit to build a warehouse and constructed this two-storey, woodframe red brick commercial building.



Sibley Block
Photo credit: Heritage Calgary

Heritage Calgary is pleased to support the designation of this important community landmark as a Municipal Historic Resource. Thank you for your thoughtful consideration on this matter.

Sincerely,

Leanne Cherry

Leanne Cherry
Interim Executive Director
Heritage Calgary



Municipal Historic Resource Designation – Sibley Block

IP2025-0777

September 3, 2025

Previous Council Direction

Calgary Heritage Strategy (LPT2007-0064)

Directs through its “*Identify – Protect – Manage*” framework that significant heritage resources “*can and should be protected through designation bylaws*”

Protection via this framework is also supported by:
Municipal Development Plan 2020
Culture Plan for Calgary



Recommendations

ADMINISTRATION RECOMMENDATION(S)

That Infrastructure and Planning Committee recommend that Council give three readings to the proposed bylaw to designate the Sibley Block as a Municipal Historic Resource (Attachment 2).

Municipal Historic Resource Designation

- Legally protects heritage sites for all Calgarians, preventing demolition or unapproved changes to significant historic features
- Celebrates Calgary's culture, history and identity
- Drives conservation and rehabilitation efforts, fostering local economic growth
- Promotes reuse of buildings & materials to reduce environmental impact
- Total designated sites (including report recommendations): 173



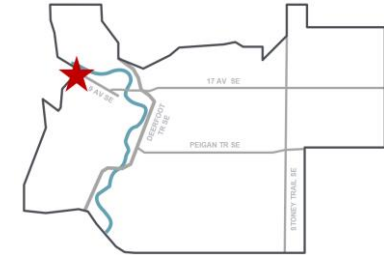
Recommended Designation

Sibley Block

Address – 921 9 AV SE (Inglewood)

Built – 1911

Heritage Status – Added to the
Heritage Inventory in 2015



WARD 9



Context: 9 Avenue SE Historic Main Street

Heritage Identification & Protection



- Identified Heritage Site
- Municipal Historic Resource
- Other Heritage Protection
- Heritage Commercial Valuation Study Area

Recommendations

ADMINISTRATION RECOMMENDATION(S)

That Infrastructure and Planning Committee recommend that Council give three readings to the proposed bylaw to designate the Sibley Block as a Municipal Historic Resource (Attachment 2).

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0788**

Report Back – Exploring an Alternate Delivery Model for Community-Level Amenities

PURPOSE

This report responds to Notice of Motion EC2025-0525, directing Administration to prepare options for an alternative delivery model for community-level amenities.

PREVIOUS COUNCIL DIRECTION

On 2025 May 27, Notice of Motion EC2025-0525 directed Administration to prepare options for a pilot program exploring how to fund and deliver community-level amenities through an alternate delivery model, and report back through the Infrastructure and Planning Committee no later than end of Q3 2025. The full Notice of Motion wording is in Attachment 1.

RECOMMENDATION(S):

That Infrastructure and Planning Committee recommend that Council direct Administration to:

1. Where necessary, update the criteria of existing programs for community-level amenities to include use and demand of current community-level amenities, community population intensity, and equity index results as decision factors to prioritize community-level amenity investment; and
2. Consider adding \$1.5 Million of capital budget to the Parks and Playground Amenities Program and \$25,000 of operating budget to fund increased operating expenditures for upgraded community-level amenities in the prioritization of investments in the 2027-2030 Service Plans and Budgets.

GENERAL MANAGER COMMENTS

General Manager Deb Hamilton concurs with the recommendations of this report. The recommendations will support community-level amenities to enhance Calgarians' quality of life.

HIGHLIGHTS

- Calgarians enjoy and benefit from community-level amenities, the need for which has been pressured by recent growth. Increased investment is necessary.
- In response to the Notice of Motion, Administration undertook a review of existing programs and processes that fund and deliver community-level amenities (e.g., benches, gazebos, picnic tables, community gardens, playgrounds).
- A Public-Private Partnership process was explored, however due to the scale of community-level amenities the administrative requirements of setting up and running such a process would likely be cost prohibitive relative to the value of amenities provided.
- Typically, community-level amenities in new communities are provided by developers through Municipal Reserve (MR) dedication at no cost to The City. Established areas are unable to utilize MR dedication to provide community-level amenities in the same manner as new communities.
- The City has numerous successful existing programs to fund new or upgraded community-level amenities within established areas.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

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Report Back - Exploring an Alternate Delivery Model for Community-Level Amenities

- Based on Administration's analysis, it is not recommended that there be any changes to processes for new communities. However, given demand and growth, it is recommended additional funding be considered for to the Parks and Playground Amenities (PAPA) program to increase The City's current level of investment.

DISCUSSION

What are Community-Level Amenities?

Within The City's inventory, amenities can be categorized into regional-level amenities and community-level amenities. Community-level amenities typically serve a single community and include parks and open space projects originally funded or constructed through requirement of developers to dedicate land and amenities to The City through the development and subdivision process. Regional-level amenities serve multiple communities, have large catchment areas and tend to be multi-hour destinations for citizens.

Third-Party Provision of Community-Level Amenities

The City's Procurement Administration Policy applies to all acquisitions using public funds. As such public procurement practices apply to any program where a third-party initially funds an amenity ("front-ends") with a future payback from The City. In addition, The City would need to fund the future payback of any newly acquired asset through a budget approval, or recognize the liability to pay back as debt. The ability to provide front-ending agreements is subject to Council's approval.

While a Public-Private Partnership could be an option, there is a high likelihood the administrative requirements of setting up and running such a process would be cost prohibitive compared to the size and cost of the public amenities contemplated in this program (outside of the Corporate Capital Prioritization Process). A Public-Private Partnership approach may be more beneficial for regional-level amenities as contemplated in GamePlan that balances the higher cost of financing from the private sector with project and risk management objectives.

In addition, where amenities are built by a third-party and become City assets, City of Calgary specifications must be followed to ensure public safety, efficient and effective maintenance and lifecycle management.

Community-Level Amenities Secured Through Municipal Reserve Dedication

There is an established process to provide community-level amenities in new communities through MR dedication. These important amenities are provided by developers through the development process at no cost to The City.

Where MR dedication is required, in alignment with Section 666 of the Municipal Government Act (MGA), developers dedicate 10 per cent of the developable lands for the use of parks, recreation, and school sites. The developer enters into a Development Agreement to fund and construct the amenities and then transfers ownership to The City. As The City is not procuring the asset, public procurement considerations are not required.

Through the development process, developers provide MR concepts that align with the Development Guidelines and Standard Specifications for Landscape Construction (DGSS). Occasionally MR concepts are above The City's DGSS standards which typically results in higher maintenance costs. While The City accepts these amenities, developers are required to

**Planning & Development Services Report to
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2025 September 03**

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IP2025-0788**

Report Back - Exploring an Alternate Delivery Model for Community-Level Amenities

enter into an Optional Amenity Agreement to take on the incremental maintenance costs. Typically, developers then set up a Home Owners Association which then takes over these maintenance obligations.

Should a program be created where third-parties are reimbursed for community-level amenities, The City would be funding assets that are currently provided at no cost to The City.

Upgrading or Replacing Existing Community-Level Amenities

Within established areas, many community-level amenities have reached or are beginning to near the end of their lifecycle, do not meet DGSS standards, or no longer meet the needs of community residents. As Calgary continues to grow and develop, community-level amenities within established areas require mechanisms in place to replace and upgrade these amenities.

While there are redevelopment opportunities where community-level amenities can be provided through MR land dedication, there are limited sites with these opportunities within established communities.

To provide new amenities The City has a variety of existing programs including the Playground Optimization and Lifecycle Program, the PAPA program, Established Area Growth and Change Strategy (EAGCS), Growing Spaces Projects & Grants Program (GSP&GP) and the Local Area Investment Fund (LAIF). Details on each of these programs are in Attachment 2.

Response to Notice of Motion

Based on the analysis above and discussions with the mover of the Notice of Motion, Administration does not recommend proceeding with a pilot program where external parties front-end the provision of community-level amenities. However, recognizing and agreeing with the intent of the Notice of Motion to increase the provision of community-level amenities, Administration recommends leveraging existing programs and considering additional funding through PAPA to deliver increased community amenities in established areas as follows:

1. Focus on established communities rather than on new communities.
2. Identify community-level amenity needs through Local Area Plans and engagement with community associations, residents and businesses.
3. Where not already considered, update the criteria in existing programs for community-level amenities to include use and demand of current community-level amenities, community population intensity, and equity index results as decision factors in prioritizing community-level amenity investment.

A full response to the Notice of Motion can be found in Attachment 3.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
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Report Back - Exploring an Alternate Delivery Model for Community-Level Amenities

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

IMPLICATIONS

Social

Improved park spaces and community-level amenities provide greater opportunities for Calgarians to connect with the community and the natural environment.

Environmental

Not applicable.

Economic

Not applicable.

Service and Financial Implications

Tax-supported funding

It is recommended that a \$1.5 million capital budget increase be considered for the Parks and Playground Amenities Program (PAPA) for community-level amenities and an estimated \$25,000 operating budget increase be considered to maintain the new amenities for 2027. Funding is subject to budget approval and Administration will consider the required investments in the prioritization of investments in future Service Plans and Budgets.

RISK

Interference with Existing Programs Any program where third-parties front-end community-level amenities must ensure that there is no interference or overlap with the process of community-level amenities provided through MR dedication, Development Agreement and Optional Amenity Agreement processes. These processes ensure that these amenities meet The City's standards and are provided to The City at no cost to taxpayers and at no increased incremental maintenance costs.

Adherence to City Design and Safety Standards Where a third-party is front-ending amenities within City owned land there is risk associated with the third-party not providing amenities to City standards. This can result in increased operating costs, additional oversight and potential rework.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0788**

Report Back - Exploring an Alternate Delivery Model for Community-Level Amenities

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Summary of Existing Programs
3. Response to Notice of Motion
4. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Deb Hamilton	Planning and Development Services	Approve
Doug Morgan	Operational Services	Consult
Katie Black	Community Services	Consult
Michael Thompson	Infrastructure Services	Consult
Les Tochor	Corporate Planning & Financial Services	Consult

Author: Kathy Davies Murphy, City and Regional Planning

Background and Previous Council Direction

Background

Community level parks and recreation amenities typically serve a single community and include parks and open space projects such as playgrounds, gazebos, fire pits and picnic tables.

At the 2025 May 27 Regular Meeting of Council, a Notice of Motion was approved directing Administration to “*prepare options for a pilot program exploring how to fund and deliver community-level amenities through an alternate delivery model, where external partners front-load project funding and delivery*”.

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 May 27	EC2025- 0525	<p>Notice of motion regarding Community-Level Amenities</p> <p>NOW THEREFORE BE IT RESOLVED THAT Council direct Administration to prepare options for a pilot program exploring how to fund and deliver community-level amenities through an alternate delivery model, where external partners front-load project funding and delivery;</p> <p>AND FURTHER BE IT RESOLVED THAT this work include recommendations on:</p> <ul style="list-style-type: none"> • Funding mechanisms and constraints, including financial capacity and debt policy and limits; • Budget and resource requirements, including capital and operating costs; • Scope and eligibility criteria for the pilot program; • Application and selection process; • Alignment with existing City policies and processes; • Legal and contractual, considerations including; ownership, liability, risk management, operational and maintenance requirements <p>AND FURTHER BE IT RESOLVED THAT Administration report back with recommendations through the Infrastructure and Planning Committee no later than end of Q3 2025.</p>

Summary of Existing Programs

The following is a summary of existing City of Calgary programs that provide for upgraded or replacing community-level amenities in established areas.

Program	DESCRIPTION
Parks and Playground Amenities Program (PAPA)	PAPA focuses on improving park spaces that need it most and provides greater opportunities for Calgarians to connect with natural environments and each other. Through an evaluation that considers equity, missing amenities, and emerging sport, approximately 41 funded projects with an estimated total budget of \$16.5 million have been approved to date.
Established Area Growth and Change Strategy (EAGCS)	Since 2020, the EAGCS program has secured \$67 million in funding for public space investments in growing established communities, which include about 180 communities representing 80 per cent of Calgary's population. The strategy provides funding for a variety of community improvement projects for parks, mobility, and public spaces. The Balmoral Circus Park Improvements, 26 Avenue SW & Buckmaster Park Area Improvements, and the 40 Avenue NE Park & Area Improvements are all projects funded by EAGCS.
Growing Spaces Project & Grants Program (GSP&GP)	<p>The GSP&GP directly support public space improvement ideas in growing communities. These projects help respond to growth in communities by upgrading public spaces to accommodate more people and activity. Submissions for projects up to approximately \$50,000 can be made by Community Associations (CAs) and Business Improvement Areas (BIAs) in these growing communities.</p> <p>The GSP&GP was established in Spring 2025 as part of The City's EAGCS with \$500,000 of funding from the Established Area Investment Fund allocated over two years (2025-2026). The City will monitor the program's effectiveness as the program unfolds.</p>
Local Area Investment Fund (LAIF)	Projects considered for funding are identified as part the development of Local Area Plans (LAPs) and are informed by community input and guided by each plan's core values. Projects funded through LAIF span a wide variety of community improvements including recreational amenities and received \$20 million in funding. Example projects include the Killarney Summer Park, Spruce Drive Pathway Improvements, and the 68 Street SE Pathway Connection.

Response to Notice of Motion

The following is an itemized response to the individual points in the Notice of Motion (EC2025-0525) that provided the initial direction for this report.

Notice of Motion Directed Recommendation	Response
NOW THEREFORE BE IT RESOLVED THAT Council direct Administration to prepare options for a pilot program exploring how to fund and deliver community-level amenities through an alternate delivery model, where external partners front-load project funding and delivery;	See below.
<ul style="list-style-type: none"> Funding mechanisms and constraints, including financial capacity and debt policy and limits 	Administration recommends directing all new requests for consideration in the November Adjustments. Doing so ensures that all high priority asks can be evaluated together and approved within The City's available funding capacity. Approving a budget increase now, would reduce the available capacity Administration has identified for November Budget deliberations.
<ul style="list-style-type: none"> Budget and resource requirements, including capital and operating costs 	Administration recommends that a \$1.5 million capital budget addition be considered for to the Parks and Playground Amenities Program (PAPA) in the 2027-2030 Service Plans and Budgets. Along with the increase in capital funding, \$25,000 in operating budget is required to maintain these new assets.
<ul style="list-style-type: none"> Scope and eligibility criteria for the pilot program 	<p>The Parks and Playground Amenities Program (PAPA) focuses on improving park spaces that need it most and provide greater opportunities for Calgarians to connect with their natural environment and each other. Administration recommends that updates be made, where necessary, to criteria for programs that consider demand of current community-level amenities, community population intensity, and equity index results as decision factors.</p> <p>Eligible projects must involve the addition of capital assets to a public space that permanently improves the space rather than being a one-time</p>

	<p>event or activity. The program's funding can cover the processes involved in developing the project, including planning, design, permit fees, public engagement, construction, and project finalization.</p> <p>These projects must create new features/facilities and/or add significant value to public spaces rather than focusing on maintenance or operation of existing spaces. This may include investments to increase the usability of underutilized or overutilized spaces, recreational or play spaces or passive park investments such as benches or firepits.</p>
<ul style="list-style-type: none"> • Application and selection process 	<p>It is recommended to use existing programs to deliver increased community amenities such as GSP&GP or PAPA. Any new program for community-level amenities should follow a similar application and selection process to that of the existing programs.</p>
<ul style="list-style-type: none"> • Alignment with existing City policies and processes 	<p>Programs such as Established Area Growth and Change Strategy (EAGCS), Growing Spaces Projects & Grants Program (GSP&GP) and the Local Area Investment Fund (LAIF) have been built on background discussions with growing communities, business areas, and developers about the types of improvements and amenities that existing and future residents and businesses want to see. Through EAGCS Administration understands that mobility and open space upgrades are important to sustaining quality of life in a growing community. Local Area Plans also document the desired upgrades in an area over the next 15-20 years.</p> <p>These programs focus on prioritizing those upgrades to demonstrate responsiveness to desired upgrades.</p> <p>In EAGCS, projects that a community does not support are often paused or off-ramped before they get much traction. Administration desires for these projects to be:</p> <ul style="list-style-type: none"> • supported and important to the community;

- focused on opportunities for local improvements that are enabled by growth; and
- help offset the pressures of growth.

These programs are in addition to other funds by The City and developers to help sustain and improve the hard infrastructure needed to support growth in communities, because communities need both infrastructure and amenities to support quality of life and growth in an area.

- Legal and contractual, considerations including; ownership, liability, risk management, operational and maintenance requirements

Having a third-party front-end infrastructure with a future payback from The City requires that public procurement processes be followed. Alternatively, a Public-Private Partnership would be an option, but would be cost prohibitive for the size of the public amenities contemplated in this program and would be better suited to regional- level amenities as outlined in GamePlan and Connect Parks.



Report Back – Exploring an Alternate Delivery Model for Community-Level Amenities

IP2025-0788

2025 September 3

Previous Council Direction

Notice of Motion – EC2025-0525

NOW THEREFORE BE IT RESOLVED THAT Council direct Administration to prepare options for a pilot program exploring how to fund and deliver community-level amenities through an alternate delivery model, where external partners front-load project funding and delivery;

AND FURTHER BE IT RESOLVED THAT this work include recommendations on:

- Funding mechanisms and constraints, including financial capacity and debt policy and limits;
- Budget and resource requirements, including capital and operating costs;
- Scope and eligibility criteria for the pilot program;
- Application and selection process;
- Alignment with existing City policies and processes;
- Legal and contractual, considerations including; ownership, liability, risk management, operational and maintenance requirements

AND FURTHER BE IT RESOLVED THAT Administration report back with recommendations through the Infrastructure and Planning Committee no later than end of Q3 2025.

Recommendations

That Infrastructure and Planning Committee recommend that Council direct Administration to:

1. Where necessary, update the criteria of existing programs for community-level amenities to include use and demand of current community-level amenities, community population intensity, and equity index results as decision factors to prioritize community-level amenity investment; and
2. Consider adding \$1.5 Million of capital budget to the Parks and Playground Amenities Program and \$25,000 of operating budget to fund increased operating expenditures for upgraded community-level amenities in the prioritization of investments in the 2027-2030 Service Plans and Budgets.

What are Community-Level Amenities?

Community-Level Amenities

- Serve a single community
- Include local parks and open space projects
- Generally funded and constructed through the development and subdivision process (MR)

Example: Playgrounds and community gardens

Regional-Level Amenities

- Serves multiple communities
- Large catchment areas
- Generally multi-hour destinations for citizens

Example: Regional multi-use parks

Third-Party Provision of Community-Level Amenities

- Third-party front-ending program was explored.
 - Public procurement processes required to be followed.
 - Administrative oversight required.
 - Need to fund the future payback acquired asset through a budget approval, or recognize the liability to pay back as debt.
- Public-Private Partnership process was explored
 - Requires administrative oversight to set up and administer .
 - Low cost and scale of community-level amenities (benches, gazebos, community gardens, etc.) would be cost prohibitive relative to the assets being provided.

How are Amenities Provided?

	New Communities	Established Communities
Land Acquisition	<ul style="list-style-type: none"> 10% of lands provided to The City as MR for parks, recreation, and school sites No cost to The City 	<ul style="list-style-type: none"> Utilization of existing City owned parks and open spaces
Amenities Provided	<ul style="list-style-type: none"> Developed and funded by Developers Amenities meet the Development Guidelines and Standard Specifications for Landscape Construction (DGSS) 	<ul style="list-style-type: none"> Developed over time with differentiating standards that reflect when the community was developed New/upgraded amenities provided through various programs (PAPA, EAGCS, GSP&GP, LAIF)
Maintenance	<ul style="list-style-type: none"> City obligation Amenities above DGSS standard subject to Option Amenity Agreement Applicant takes on incremental maintenance cost. 	<ul style="list-style-type: none"> City obligation

Providing Community-Level Amenities to Calgarians

Continue To:

- Leverage existing programs
- Ensure continuity of MR, Development Agreement and Optional Amenity Agreement processes
- Identify need for community-level amenities through engagement

Enhance Processes By:

- Including criteria in existing programs related to community population density, amenity demand (level of service) and equity index results
- Considering capital and operating investment in the 2027-2030 Service Plans and Budgets
- Assessing the ability and demand for third-party front-ending

Recommendations

That Infrastructure and Planning Committee recommend that Council direct Administration to:

1. Where necessary, update the criteria of existing programs for community-level amenities to include use and demand of current community-level amenities, community population intensity, and equity index results as decision factors to prioritize community-level amenity investment; and
2. Consider adding \$1.5 Million of capital budget to the Parks and Playground Amenities Program and \$25,000 of operating budget to fund increased operating expenditures for upgraded community-level amenities in the prioritization of investments in the 2027-2030 Service Plans and Budgets.

**Infrastructure Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0685**

Update on The City's 10-Year Capital Investment Plan

PURPOSE

The purpose of this report is to provide Council with an update on the process and timing to build a 10-year Capital Investment Plan and share the preliminary 10-Year capital initiative list for Public Transit as an example.

PREVIOUS COUNCIL DIRECTION

On 2025 May 27, Council approved a Notice of Motion directing Administration begin work to formalize a rolling 10-year capital plan with the goal of improving the long-term planning and visibility of capital needs and funding. Administration was directed to bring a preliminary 10-year capital plan prior to the 2026 November Budget Adjustment reflecting the highest capital needs to be considered by Council. This direction was refined to focus on the process, with a preliminary 10-year capital investment list for Public Transit being used as a proof of concept.

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

Infrastructure Services General Manager, Michael Thompson supports the contents of this report.

HIGHLIGHTS

- 10-year capital investment plans provide insight into the funding required to achieve a service's current objectives and performance targets. This offers transparency for Calgarians and industry into the planning and budgeting process and helps with informed decision-making.
- These plans are building blocks to creating a coordinated, sequenced and prioritized 10-year City-wide capital investment plan which will inform the 2027-2030 business plan and budget.
- Preliminary 10-year capital investment plans are being developed for The City's most capital-intensive services. The investment list for Public Transit is being shared as part of today's report.
- The full City-wide capital investment plan is intended to be a rolling 10-year view of capital needs, updated annually.

DISCUSSION

Background

The City is refining its capital investment planning to deliver a coordinated, city-wide 10-year plan that aligns departmental investments to maximize service delivery and value for Calgarians. By establishing a consistent method for departments to submit capital requirements based on shared assumptions, The City can better prioritize funding toward infrastructure,

Update on The City's 10-Year Capital Investment Plan

reliable services, and sustainable growth. This coordinated approach ensures taxpayer dollars are spent where it matters the most to enhance the quality of life for all Calgarians.

Capital investment plans will be the primary inputs to the capital prioritization process and represent the investments needed to enable service delivery. The plans are informed by guiding documents, such as the Municipal Development Plan, Imagine Calgary, long-range strategic plans (e.g. RouteAhead for Public Transit, or GamePlan for Recreation) and other Council or Corporate priorities (such as Calgary's Greater Downtown Plan and Home is Here: The City of Calgary's Housing Strategy). These strategies and objectives guide infrastructure needs to support growth, enhance service, maintain existing assets, and continue to keep Calgary as a world-class city. These infrastructure needs in turn inform the capital investment plans. The outputs from the capital prioritization process include a 10-year capital investment plan and 4-year capital investment plan, which inform the business plan and budget process and a Council-approved capital budget. The plans will be rolling and iterative documents, updated on an annual basis to inform the annual budget adjustments process.

Capital Intensive Services

The initial focus for the capital investment plans are capital intensive services which together represent most of the capital investment at The City, including services such as Transit, Affordable Housing, Mobility, Recreation, and Fire.

An integrated City-wide plan considering inputs from all areas will be completed in Q2 2026 to inform the 2027-2030 budget deliberations.

Capital investment plans components

The individual components of the capital investment plans have been informed by research into best practices within other municipalities and orders of government for similar types of planning documents. For the initial iteration of the plans, services were asked to focus on the asset overview, service objectives, proposed capital investments and performance forecast sections with the aim of informing the 2025 adjustments process. For this initial iteration, the proposed capital investments have not been constrained by anticipated financial and delivery capacity. The plans reflect the needs for the service to fulfil their identified objectives and performance measures. The remaining sections are expected to be completed by the end of 2025.

Preliminary 10-year capital investment plan – Public Transit

The preliminary capital investment list from Public Transit's preliminary capital investment plan has been provided in its draft form as a proof of concept to facilitate feedback. This plan has been developed to include investments from a maintenance, service enhancement, growth and transformative lens. It represents a collaborative effort from asset management, planning, development, and delivery teams from across the corporation. Many of the investments within this plan have already been identified through RouteAhead and are now being aligned with the consistent approach to capital planning being facilitated through this process.

**Infrastructure Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0685**

Update on The City's 10-Year Capital Investment Plan

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

IMPLICATIONS

Social

Enhanced clarity and transparency in service planning process for Calgarians contributes to building trust with the community.

Environmental

No immediate environmental impacts.

Economic

This report provides transparency into planning efforts by The City, which is intended to assist industry with their own planning efforts. It supports coordination with private investment partners by providing preliminary timing and cost information for projects. This work is also intended to be leveraged in advocacy efforts for priority funding needs with other organizations.

Service and Financial Implications

No anticipated financial impact

RISK

Transparency and insight into the capital planning process is a key component to creating and improving trust with Calgarians. The 10-year capital plan contributes to mitigating the Reputation Principle Corporate Risk.

The plan reduces the risk of unexpected costs in future budget cycles, which will improve financial sustainability.

The *Municipal Government Act*, RSA 2000, c. M-26, and *Municipal Corporate Planning Regulation*, Alta Reg 192/2017 (collectively, the "**MGA**") require that municipalities prepare 5-year rolling capital plans which are to be reviewed and updated by Council annually. The work outlined in this report ensures ongoing compliance with the MGA.

This preliminary 10-year capital investment plan for Public Transit is a work in progress with investments identified which are required to meet existing service objectives and performance measures. This version of the plan has been developed without a financial and delivery constraint. As the plan continues to be refined, prioritized and sequenced, the order of the initiatives will change, and some initiatives may be pushed out of the 10-year window based on considerations such as the ability for the work to be delivered. These changes may create a reputational risk with the public reading the document who may perceive this plan as a commitment to deliver specific projects within a certain timeframe, rather than a building block for consideration into the 2027-2030 Business Plan and Budget.

**Infrastructure Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0685**

Update on The City's 10-Year Capital Investment Plan

As financial and delivery constraints are introduced within the plan, there is a risk that these parameters will incentivize a 'business as usual' approach in terms of priority for type of work (maintenance, service enhancement, growth) and service area.

ATTACHMENT(S)

1. Preliminary Public Transit 10-year capital initiative list
2. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Michael Thompson	Infrastructure Services	Approve
Doug Morgan	Operational Services	Approve
Ryan Vanderputten	Infrastructure Services	Approve
Sharon Fleming	Operational Services	Approve

Author: Peter Garnenkov, Capital Planning & Business Services

Attachment 1: Preliminary Public Transit 10-year Capital Investment List

The investment categories are sorted by the capital investment classifications: Maintenance/Replacement, Service Enhancement, Growth, and Transformative. The definitions of the capital investment classifications are provided, as well as the asset types under each classification.

Maintenance / Replacement:

Maintenance and Replacement investments support the sustainment of infrastructure that is in place today to the agreed upon (defined) level of service and adherence to legislation. This covers the full breadth of capital renewal and sustainment opportunities undertaken by The City and includes activities such as rehabilitation, renewal, and replacement.

The investment categories under Maintenance / Replacement are:

- Public Safety, Security, Accessibility
- Transit Vehicle Refurbishment
- Rail Systems & Infrastructure
- Transit Technologies, Equipment, Tools
- Maintenance & Storage Facilities
- Staff Health and Safety
- Transit Vehicle Procurement
- Transit/Bus Station/Buildings
- Service Expansion

Service Enhancement:

Service Enhancement projects are investments in new assets or in improvement to an existing asset that enhances the level of service above the agreed upon target. These investments are often driven by changes in public needs, risk tolerance, agreed upon service quality, or technologies. They result in improved functionality, reliability, or compatibility of existing services.

The investment categories under Service Enhancement are:

- Staff Health and Safety
- BRT
- Transit / Bus Station, Buildings
- Service Expansion
- Maintenance & Storage Facilities
- LRT Connection / Extension

Growth:

Growth projects are investments in infrastructure to service Calgary's development and growth. This includes growth in both population and area, demographic changes, and economic expansion. These investments can include newly developed areas in the city and densification of established and industrial areas.

The investment categories under Growth are:

- BRT
- LRT Connection / Extension
- Maintenance & Storage Facilities
- Service Expansion
- Transit/Bus Station, Buildings
- Transit Technologies, Equipment, Tools
- Transit Vehicle Procurement

Transformative:

Transformative projects are unique initiatives that are typically broader in scope, scale, and impact than standard initiatives and are crucial in shaping the city and the lives of the individuals that live in it. These projects are commonly referred to as "Priority Capital Projects" or "Major Infrastructure Projects" and include initiatives such as the BMO Center Expansion or the Airport Transit Connector project.

The investment categories under Transformative are:

- Green Line
- LRT Connection / Extension

Detailed Capital Investments by Asset Class

The list of capital investments is based on current cost and planning assumptions and classified according to the asset type or the nature of the work being performed. A summary of the categories and investments are below.

Capital Cost (aligns to RouteAhead scale):

\$: < \$1M

\$\$: = \$1M–\$10M

\$\$\$: = \$10M–\$100M

\$\$\$\$: = ≥ \$100M

Note: The 'P' in the tables below indicates the primary alignment with a particular investment classification. Most investments fulfill objectives in multiple classifications. Classification alignment is subject to change as investments are refined.

Bus Rapid Transit:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
52 Street E BRT Detail Design and Construction	\$\$\$\$		P		
MAX Orange Enhancements	\$\$\$		P		
MAX Purple Transitway Extension - East of 52 Street E to 84 Street E	\$\$\$\$			P	
MAX Purple: Downtown to Bow River	\$\$\$\$		P		
MAX Teal Extension (In-Street)	\$\$\$			P	
North Central BRT	\$\$\$\$		P		
Route 305 West	\$\$\$			P	
Shaganappi BRT	\$\$\$		P		
MAX Infill Stations	\$\$\$		P		

Green Line:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Green Line SE and Centre City Capital Construction	\$\$\$\$				P
Green Line North	TBD				P

Light Rail Transit Connection / Extension:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Airport Transit Connection (East Leg)	\$\$\$\$				P
Blue Line NE LRT Extension (88 Ave to Country Hills Bv)	\$\$\$\$			P	
Blue Line NE LRT (Saddletowne Station to 88 Ave NE)	\$\$\$\$			P	
Red Line Extension South & Maintenance and Storage Facility	\$\$\$\$			P	

Maintenance & Storage Facilities:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
194 Avenue Bus Maintenance & Storage Facility	\$\$\$\$			P	
Victoria Park Bus Garage Relocation / South Central Bus Garage	\$\$\$\$	P			
Cash Processing Facility at Spring Gardens	\$\$	P			

Public Safety, Security, Accessibility:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Transit Accessibility Strategy	\$\$\$	P			
Transit Public Safety Strategy Capital Funds	\$\$\$	P			
Transit Reliability and Safety Fund	\$\$\$	P			

Rail Systems & Infrastructure:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Rail System Lifecycle Asset Management	\$\$\$\$	P			

Service Expansion:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Fixed Route Service Expansion. Growth and Refurbishment	\$\$\$\$	P			
Functional Planning Study	\$\$\$			P	

Staff Health and Safety:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Driver Seats Replacement	\$\$	P			
Right of Way Worker Protection Devices - Train Units	\$\$		P		
Transit Operator Protective Shields	\$\$\$		P		

Transit / Bus Stations, Buildings:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Brentwood Bus Terminal Upgrade	\$\$		P		
Building Lifecycle Asset Management	\$\$\$\$	P			
Franklin Terminal	\$\$\$	P			
Heritage Terminal	\$\$\$	P			
Marlborough Terminal	\$\$\$	P			
North Pointe Expansion	\$\$	P			
Northwest HUB – University of Calgary and Foothills Hospital	\$\$\$		P		
Saddletowne Expansion	\$\$	P			
Seton Terminal	\$\$			P	
Symons Valley Terminal	\$\$\$			P	
Westbrook Terminal	\$\$\$	P			

Transit Technologies, Equipment, Tools:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Access Calgary Customer Service Tech Lifecycle	\$\$\$	P			
Bus Tools and Equipment	\$\$\$	P			
Fare Collection Equipment & System	\$\$\$\$	P			
Light Rail Vehicles Equipment & Tools	\$\$\$	P			
Transit Customer Service Tech Lifecycle - Bus	\$\$\$\$	P			
Transit Customer Service Tech Lifecycle - LRV	\$	P			

Transit Vehicle Procurement:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
60-Foot Articulated Bus Replacement and Growth Program	\$\$\$\$	P			
Calgary Transit Access	\$\$\$	P			
Green Line Standard & Articulated Buses	\$\$\$			P	
LRV Procurement	\$\$\$			P	
Replacement of Light Rail Vehicles Series 5, 6 and 7	\$\$\$\$	P			
RouteAhead Bus Procurement	\$\$\$\$			P	
Transit Fleet Bus Replacement and Growth	\$\$\$\$	P			
Procurement of Hydrogen Buses	TBD				

Transit Vehicle Refurbishment:

Capital Investment	Capital Cost	Maintenance / Replacement	Service Enhancement	Growth	Transformative
Bus Refurbishment	\$\$	P			
Compressed Natural Gas Power Train	\$\$\$	P			
Diesel Power Train Replacement	\$\$\$	P			
LRT Lifecycle Asset Management	\$\$\$\$	P			
LRV Refurbishment and Bogie Overhaul	\$\$\$	P			



Update on The City's 10-Year Capital Investment Plan

IP2025-0685

2025 September 3

Previous Council direction

2025 May 27 - Notice of Motion directing Administration to formalize a rolling 10-year capital plan with the goal of improving the long-term planning and visibility of capital needs and funding.

Administration was directed to bring a preliminary 10-year capital plan prior to the 2026 November Adjustments reflecting the highest capital needs to be considered by Council.



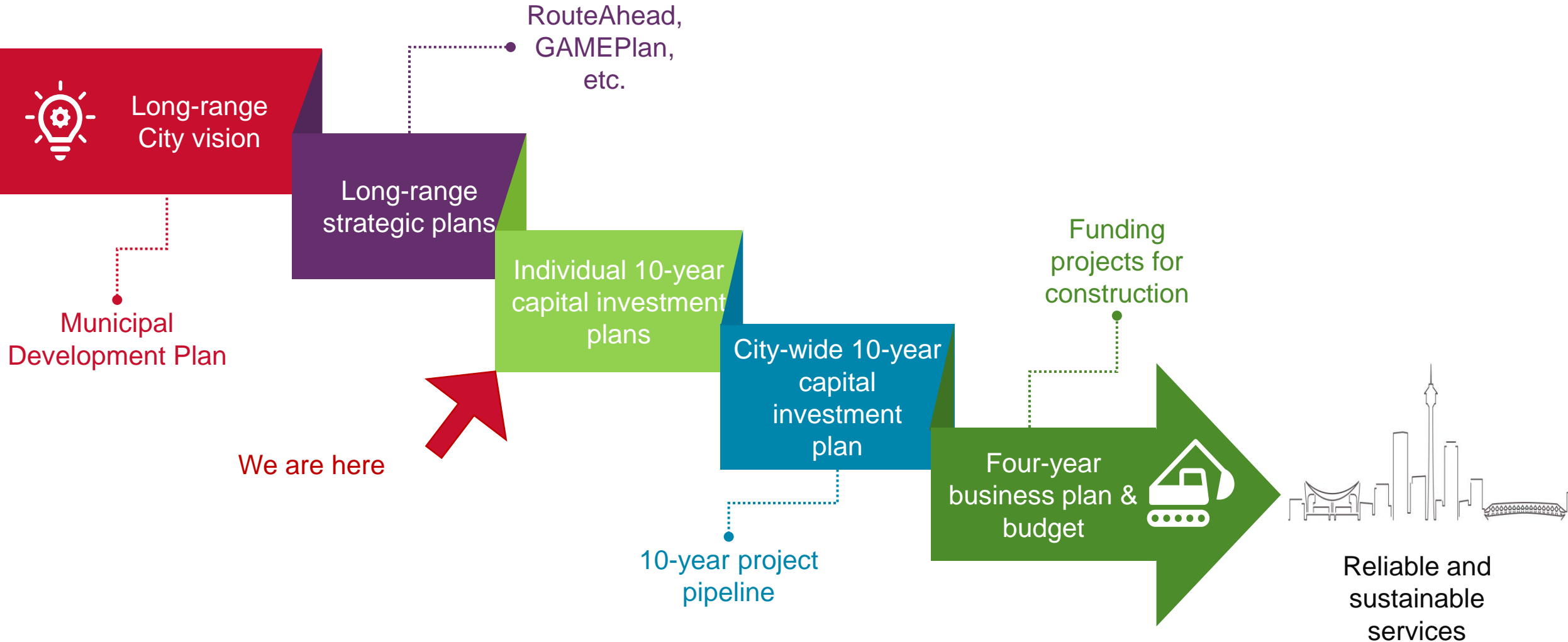
Recommendation

That Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

Benefits of a City-wide 10-year capital investment plan

- Improved city building outcomes
- Reliable and sustainable services
- One comprehensive plan
- Implementation readiness
- Direct connection to budget
- Cost-effective and transparent
- Advocacy and communication to partners, governments

Delivering on the City's long-range vision



Comprehensive 10-year capital investment plans

Service Overview

Strategic Alignment

Asset Overview

Service Objectives

Economic Forecasts and Assumptions

Financial and funding information

Prioritization Scheme

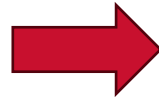
Proposed Capital Investments

Performance Forecast

Dependencies and coordination opportunities

Capital Delivery Strategy

Supporting tradeoffs and decision-making



Maintenance/
Replacement

- State of Good Repair

Service
Enhancement

- New Assets, increased service levels

Growth

- Population growth, development, demographic changes

Transformative

- City-shaping investments; world-class city

Capital investment classifications

Maintenance/Replacement



Maintaining Transit Operations

Key Investments:

- Public safety, security and accessibility
- Vehicle procurement/refurbishment
- Rail Systems
- Maintenance & Storage Facilities
- Technologies, Equipment & Tools
- Transit / Bus Stations, Buildings

Service Enhancement



Improving Transit Service

Key Investments:

- BRT
- Transit / Bus Stations, Buildings
- Employee Health and Safety
- Service Expansion
- Maintenance & Storage Facilities
- LRT Connection / Extension

Growth



Growing Transit Network

Key Investments:

- LRT/BRT extensions
- Maintenance & Storage Facilities
- Service Expansion
- Transit/Bus Stations, Buildings
- Technologies, Equipment & Tools
- Transit Vehicle Procurement

Transformative



Transforming Calgary with Transit

Key Investments:

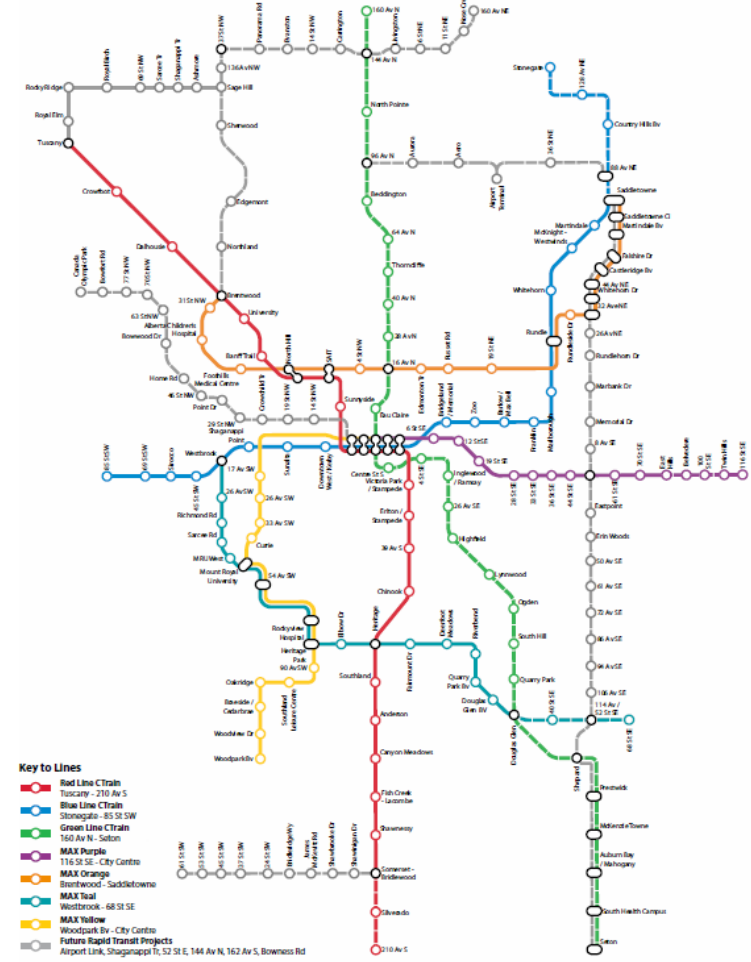
- Green Line
- Airport Connection

Public Transit capital investment needs map

Primary Transit Network Capital Projects Today



30-Year Primary Transit Network Capital Projects



The 10-year investment plan supports Transit outcomes

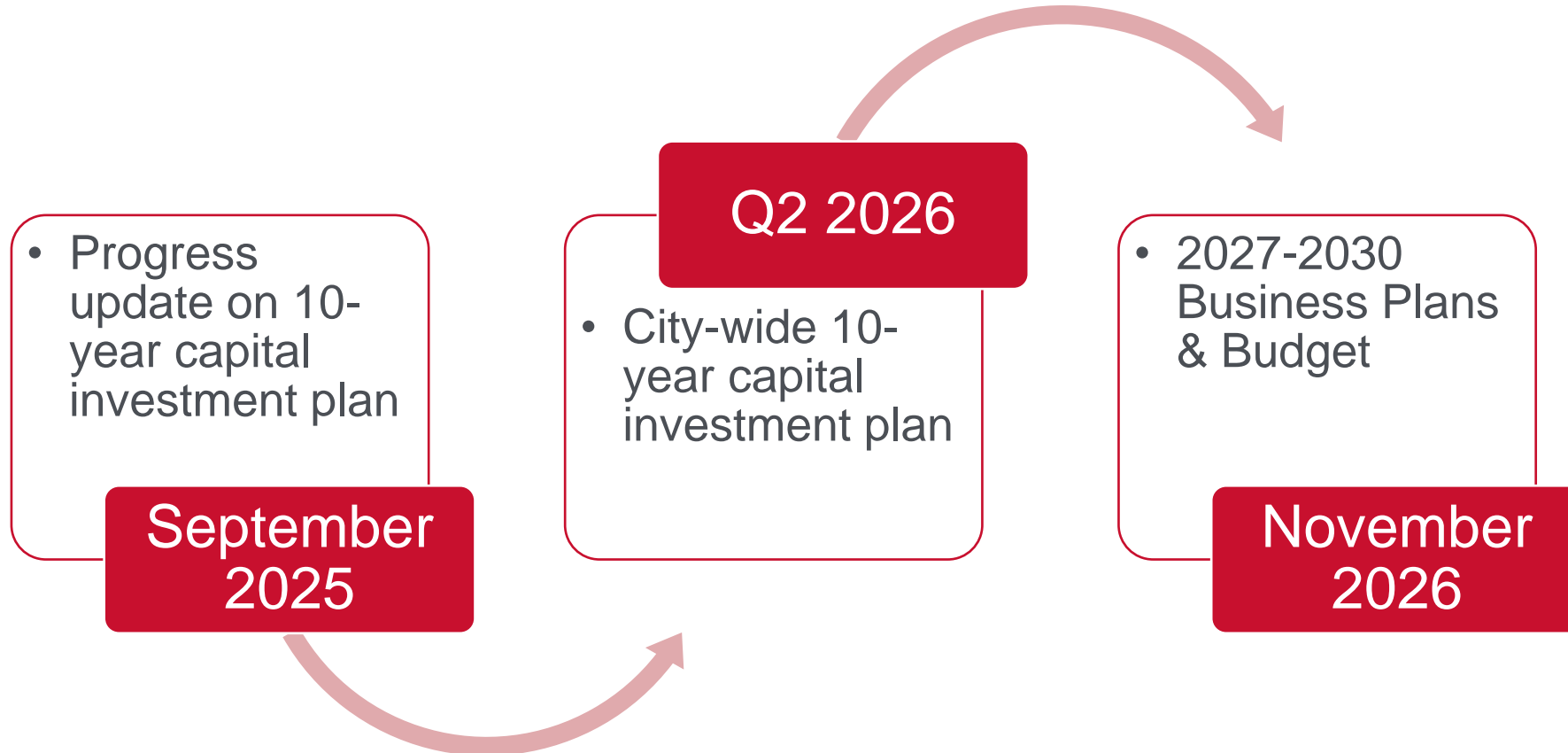


Investments in transit will support the following:

- A **prosperous economy** locally, provincially and nationally
- More people the opportunity to live an **affordable lifestyle**
- A modern transit system, that will **conveniently and reliably** serve Calgarians now and in the future



Touchpoints with Council



Recommendations

That Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

**Operational Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0840**

McKnight Boulevard and 68 Street NE Operational Review

PURPOSE

This report is in response to Motion EC2025-0749 and provides information on operational conditions at the intersection of McKnight Boulevard and 68 Street NE, as well as information on potential improvements to the intersection.

PREVIOUS COUNCIL DIRECTION

On July 29, 2025, Council passed Motion EC 2025-0749 (Attachment 1). The motion led to the following directions for Administration:

1. Conduct an overview of current intersection safety and operational performance and recent improvements.
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.
3. Investigate and identify further operational and safety improvements.
4. Report on capital or one-time funding required to implement the proposed intersection improvements.
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025

RECOMMENDATION:

The Infrastructure and Planning Committee recommends that Council receive this report for information.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

GM Morgan concurs with the content of this report.

HIGHLIGHTS

- The intersection of McKnight Boulevard and 68 Street NE has become a critical pressure point for traffic in Calgary's northeast, with growing delays and congestion issues impacting thousands of daily users.
- This intersection is currently ranked third in priority within the Mobility Operational Improvement Capital Program. The 5 Ave flyover & Memorial Dr and 16 Ave & 68 St NE intersections are prioritized as more critical and ranked first and second, respectively.
- To reflect the Mobility Operations Improvement Capital Program priorities, all three intersections should be addressed. The top two priority intersections, 5 Ave flyover & Memorial Dr and 16 Ave & 68 St NE, are estimated to cost a combined \$6.5M, and the McKnight intersection is estimated to cost \$6 to \$6.5M. Currently, there is a \$13M funding gap that needs to be addressed to undertake these projects.
- Recent changes to the Transportation and Utility Corridor (TUC) boundary on the east side of the intersection, now allow The City to make improvements at the intersection without approval from Alberta Infrastructure.

Operational Services Report to
Infrastructure and Planning Committee
2025 September 03

ISC: UNRESTRICTED
IP2025-0840

McKnight Boulevard and 68 Street NE Operational Review

- With funding, these three projects can be prioritized and delivered in one to two construction seasons, depending on weather.
- These improvements, including the two additional priority intersections, ensure a balanced approach that aligns with the City's transportation strategy and addresses broader regional pressures

DISCUSSION

The intersection of McKnight Boulevard and 68 Street NE is located as shown on Attachment 2. Daily traffic volume is approximately 50,000 vehicles. The table below is a summary of actions taken on the directions of Motion EC 2025-0749.

Direction	Actions	Key Impacts	Cost
1. Conduct an overview of current intersection safety and operational performance and recent improvements.	<u>2017</u> : Left turns allowed only on turn arrow	Left turn collisions reduced from 14/yr to <1/yr	\$20K
	<u>2021</u> : Westbound merge lane added	Rear-end collisions reduced from 4/yr to 1/yr	\$1M
	<u>2023</u> : Second eastbound left turn lane built	Eastbound left turn capacity doubled	\$120K
	Regular traffic signal timing adjustments	Operate the intersection as efficiently as possible	\$2K
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.	TUC boundary moved easterly (Aug 12, 2025)	City can build east of 68 St without Alberta Infrastructure approval	\$0
3. Investigate and identify further operational and safety improvements.	Mobility Operational Improvements Program: Install dual left turn lanes at McKnight Blvd & 68 St NE.	Reduction in queuing, delays, fuel consumption and greenhouse gas emissions. Potential safety improvements.	\$6.5M (unfunded)
4. Report on capital or one-time funding required to implement the proposed	Developed high-level cost estimates for top	5 Ave flyover: \$1.5M 16 Ave & 68 St NE: \$5M	\$13M (unfunded)

**Operational Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0840**

McKnight Boulevard and 68 Street NE Operational Review

Direction	Actions	Key Impacts	Cost
intersection improvements.	three priority intersections.	McKnight Blvd & 68 St NE: \$6–6.5M	
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?	Confirmed that projects can be prioritized and delivered if funding becomes available.	Estimated duration: up to two construction seasons	See Item 4
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025.	IPC report: Sept 3, 2025 Council report: Sept 16, 2025	Potential Capital Budget impact	Operating Budget

Based on the completed safety and operational improvements, the recent TUC boundary adjustment, and the development of future concepts, the project team is well-positioned for next steps. If funding becomes available for all three projects in 2026, the proposed intersection upgrades can be prioritized within the Operational Improvements Capital Program.

If dedicated funding is not secured, these projects will be evaluated through the standard corporate capital prioritization process. This formal evaluation will determine their relative importance and priority in comparison to all other City capital initiatives submitted for consideration.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

**Operational Services Report to
Infrastructure and Planning Committee
2025 September 03**

**ISC: UNRESTRICTED
IP2025-0840**

McKnight Boulevard and 68 Street NE Operational Review

IMPLICATIONS

Social

Improved intersection capacity and reduced congestion enhance reliability and safety for all users. These upgrades help reduce frustration and risky maneuvers, supporting Calgarians' expectations for a safe and efficient transportation system.

Environmental

Intersection improvements that result in reduced queuing and delay lead to lower fuel consumption and greenhouse gas emissions, contributing to The City's climate goals.

Economic

Reliable and safe transportation infrastructure supports economic activity by reducing travel costs and improving goods movement. Safety improvements may also reduce incident-related costs.

Service and Financial Implications

Improvements to the intersection of McKnight Boulevard and 68 Street NE are estimated to cost \$6M to \$6.5M. The two intersections above this on the priority list also have a combined cost of \$6.5M, totalling \$13M. There is a funding gap that needs to be addressed to undertake these projects.

RISK

Maintaining the current intersection configuration will result in continued congestion, user frustration and dissatisfaction and potential increased collisions.

Prioritizing this intersection only may delay improvements at other high-need locations. While this intersection is critical, the decision should be weighed against broader network needs.

While current improvements are scoped, larger-scale options may offer long-term benefits and require further study.

ATTACHMENT(S)

1. Previous Council Direction
2. Background Report
3. Report Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan/Julie Radke	OS	Approve
Michael Thompson	IS	Consult
Troy McLeod	Mobility	Approve

Author: Pat Grisak, Mobility



NOTICE OF MOTION

RE: McKnight Boulevard and 68 Street NE – Operational Review

Sponsoring Councillor(s): Councillor Chabot and Councillor Dhaliwal

WHEREAS the Province's proposal to realign and expand the TUC in the future, which may include changes to the Stoney Trail and Airport Trail interchanges, may have an effect on traffic patterns, infrastructure needs, and long-term planning considerations at and surrounding this intersection. A concerted strategy is required to ensure that this critical node stays functioning and robust in the face of these system-level changes.

AND WHEREAS the intersection of McKnight Boulevard and 68 Street NE, has become a critical pressure point in Calgary's northeast transportation network and, is the subject of this Notice of Motion that attempts to address the escalating operational challenges and the increasing community concerns.

AND WHEREAS a full evaluation of the current state of affairs, recent changes, and needed improvements at this crossroads, which is now a regional entrance to Stoney Trail and a daily route for tens of thousands of Calgarians needs to be reviewed.

AND WHEREAS one of Calgary's most important east-west roads is McKnight Boulevard. Due to its strategic location, it offers direct access to industrial centers, high-growth residential areas, the Calgary International Airport, and regional transportation infrastructure. Recent traffic estimates show that approximately 40,000 cars use this corridor on a daily basis, indicating both the extent of regional demand and the lack of appropriate alternative routes.

AND WHEREAS unprecedented levels of development pressure are being exerted on the northeast region of Calgary City. Rapid residential population growth, the growth of jobs and commercial hubs, and more traffic from the airport have all put a huge strain on the local road network. Unfortunately, governmental investment in arterial infrastructure has not kept up with expansion. Key corridors, including Airport Trail and Country Hills Boulevard, are either incomplete or severely congested, while others, such as Metis Trail, have reached or surpassed their design capacity. Because of this, McKnight Boulevard has become a default collector for traffic that has been moved, sending more and more cars through crossings that were never meant to handle so much traffic.

AND WHEREAS since the 2010 connection of McKnight Boulevard to Stoney Trail, this intersection has witnessed a significant transformation, transitioning from a local connection point to a high-volume regional junction. In particular, the southbound left-turn and westbound left-turn movements are now critical Stoney Trail access sites and are frequently overwhelmed by queuing traffic during peak periods. The result has been a burgeoning number of public complaints regarding safety, congestion, and lack of reliability, as well as persistent operational delays and intersection inefficiencies.

NOW THEREFORE BE IT RESOLVED Council direct administration to:

NOTICE OF MOTION

1. Conduct an overview of current intersection safety and operational performance and recent improvements.
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.
3. Investigate and identify further operational and safety improvements.
4. Report on capital or one-time funding required to implement the proposed intersection improvements.
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025.

McKnight Boulevard and 68 St NE Operational Review

Background Report

August 2025

Mobility Operational Improvement Capital Program

Mobility's Operational Improvements Capital Program is used to implement relatively low cost, high benefit improvements to the transportation network. The Operational Improvements Program has had a \$1,000,000 annual budget for fiscal years 2023 to 2026 and has been fully utilized.

The McKnight & 68 St NE intersection is ranked third highest on a list of locations identified for potential operational improvements. The first two are:

1. **Northbound 5 Avenue flyover to eastbound Memorial Drive** has a merge condition that occurs on a curve. This is undesirable and the location has a history of rear-end and sideswipe type collisions. The merging activity also slows traffic flow on the flyover. Extending the merge lane east along Memorial Drive would permit merging beyond the curve, would address the collision issue and would facilitate better traffic flow on Memorial Drive and on the 5 Ave flyover.
2. **The intersection of 16 Avenue and 68 Street NE** has substantial delay and congestion issues. Daily traffic volume is approximately 75,000 vehicles. Implementation of dual northbound and southbound left turn lanes to better facilitate the high volume of turns would reduce delay and congestion. Through lanes of 68 Street would need to be moved to provide dual turning lanes.

Operational Improvement Priority List of Unfunded Projects

● High Priority

1. 5 Ave Flyover to Memorial Dr – Extend merge lane to improve safety and traffic flow
2. 16 Ave & 68 St NE – Add dual left-turn lanes southbound
3. McKnight Blvd & 68 St NE – Add dual right-turn lanes southbound
4. Macleod Trail & Lake Fraser Gate – Add dual left-turn lanes westbound
5. 17 Ave & 84 St SE – Add dual right-turn lanes southbound
6. Heritage Dr & Glendeer Circle SE – Modify island to reduce rear-end collisions from northbound right turns
7. 52 St & 61 Ave SE – Address left-turn collision issues from both directions
8. Country Hills Blvd & Coventry Blvd/Harvest Hills Way – Add northbound right-turn lane
9. Memorial Dr & 68 St SE – Add dual left-turn lanes northbound
10. 52 St & 54 Ave SE – Widen eastbound lane

Mid Priority

11. 162 Ave & Shawville Blvd – Add dual right-turn lanes northbound
12. Sarcee Trail & Beacon Shopping Centre Access – Add three left-turn lanes westbound
13. Macleod Trail & Glenmore Trail – Extend left-turn lane southbound

Operational Improvement Priority List of Unfunded Projects (cont'd)

Low Priority

- 14. Barlow Trail & 106 Ave SE – Add dual left-turn lanes westbound
- 15. 52 St & McIvor Blvd – Add dual left-turn lanes southbound and a smart right-turn lane northbound
- 16. Metis Trail & Country Hills Blvd NE – Various improvements to address rear-end collisions from right turns
- 17. 162 Ave & Shawville Way – Add westbound U-turn

🚶 Pathways / Missing Links

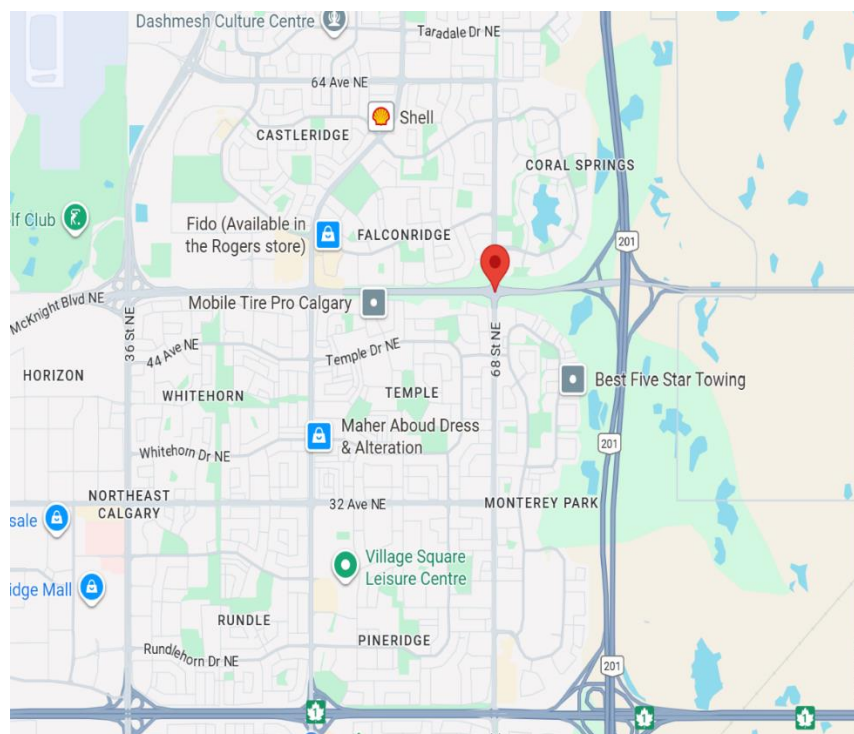
- 18. 50 Ave SE (Barlow Trail to 30 St SE) – Add pathway on north side
- 19. 50 Ave SE (32 St SE to 35 St SE) – Add pathway on north side
- 20. SW corner of 50 Ave SE & 52 St SE – Add pathway on north side

Note: This list is subject to updates as new safety statistics, traffic data, information or priorities emerge.

McKnight Boulevard and 68 Street NE

Recent Improvements

The intersection experiences high vehicle demand and is currently operating at capacity, resulting in delay and congestion and is recognized as a location that requires improvements. In response to operational and safety issues, the following changes have been made at the intersection.



2017: to address a left turn collision issue, signal operation for all four left turns was revised to permit left turns on an arrow only. This has resolved the left turn collision issue.

2022: to address a rear-end collision issue, a merge lane was built for the westbound to northbound right turn. This replaced a yield condition. Rear-end collisions have been reduced.

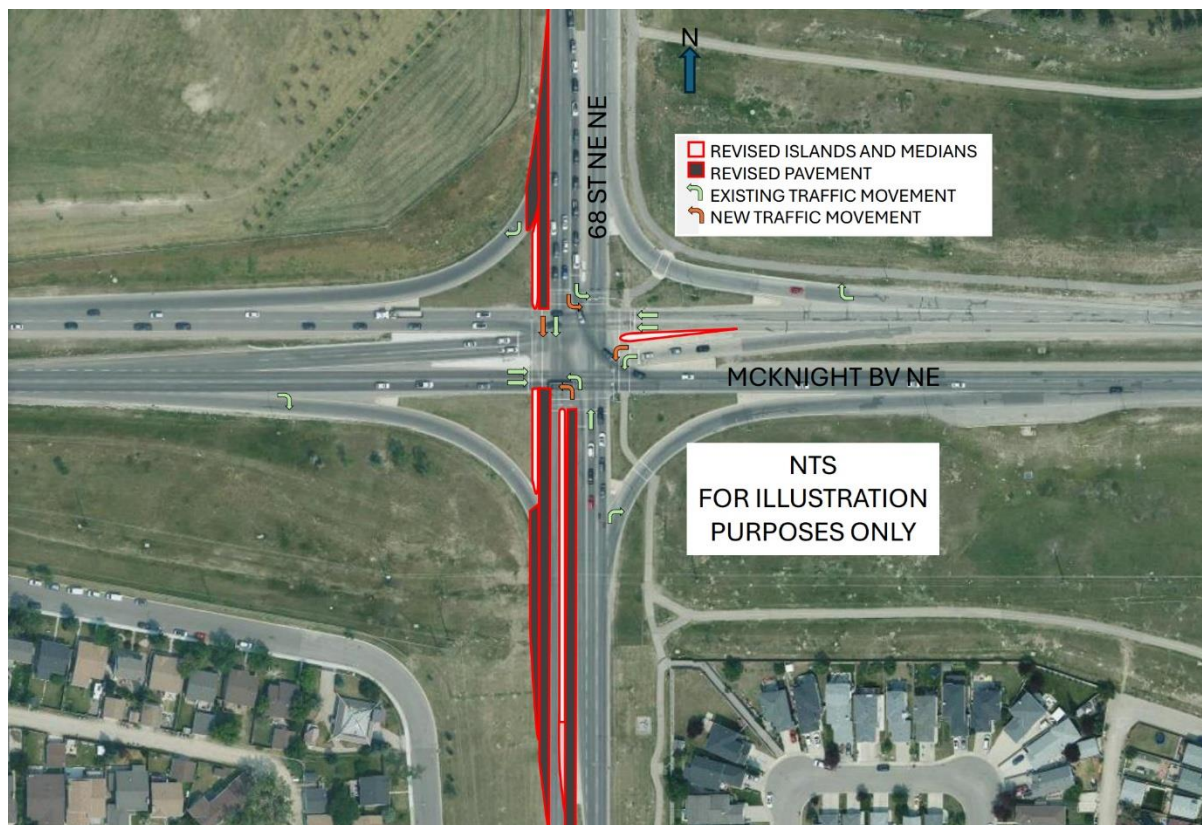
2023: a second eastbound left turn lane was built to increase capacity.

Several signal timing changes have been made to operate the intersection as efficiently as possible.

Further Operational Improvements & Concept

At McKnight Boulevard and 68 Street NE, high left turn volumes using single left turn lanes result in congestion and delay. A concept to provide dual northbound, southbound and westbound left turn lanes has been developed. As shown, through lanes of 68 Street would need to be moved to provide dual turn lanes.

The estimated cost for these improvements is \$6M to \$6.5M.



Analysis has shown that implementing dual left turn lanes would result in a 12% reduction in annual fuel consumption (240,000 litres) and a 12% reduction in annual greenhouse gas emissions (6500 kg). There are other options for improvements at McKnight Boulevard and 68 Street NE, such as grade separation of specific movements or construction of an interchange.

Further investigation is required to determine benefits and investment requirements.

TUC Boundary Change

Alberta Infrastructure advised that as of August 12, 2025, the TUC boundary has been moved eastward on the east side of 68 Street NE at McKnight Boulevard, as shown below.

This permits the City of Calgary to undertake construction in the area east of 68 Street NE without approval from Alberta Infrastructure.

Mobility will investigate if it may be more suitable to move 68 Street lanes to the east to facilitate the implementation of dual turn lanes, rather than to the west.



Site Map for Restricted Development Area Amendment

Area to be Excluded Shown Outlined in Pink



SITE MAP PROPERTY #5

LEGAL: SW 1-25-29-W4 and NW 36-24-29-W4

Calgary Transportation/Utility Corridor

Asset Management/Land Planning

Date: 12/13/2024

Scale: NTS

[illegible]



McKnight Boulevard & 68 Street NE:

Operational Review and Contextual Impacts of Proposed Transportation Utility Corridor (TUC) Modifications Report

August 2025

Notice of Motion EC2025-0749:

NOW THEREFORE BE IT RESOLVED Council direct administration to:

1. Conduct an overview of current intersection safety and operational performance and recent improvements.
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.
3. Investigate and identify further operational and safety improvements.
4. Report on capital or one-time funding required to implement the proposed intersection improvements.
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025.

**That the Infrastructure and Planning
Committee recommends that Council:**

Receive this report for information.

McKnight & 68 St NE: Context

Operational Capital Improvements Program

Purpose: Low-cost, high-benefit projects

Projects: Merge lanes, missing links, medians, turn lanes, etc.

Budget: \$1M annually (committed)

Priority List: 20 projects (unfunded)

Priority #1

5 Ave Flyover
& Memorial Dr



Priority #2

16 Ave
& 68 St NE




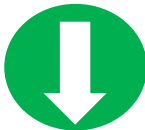

Rank: 3rd

Priority #3

McKnight Blvd
& 68 St NE



McKnight & 68 St NE: Recent Improvements

Timeline	Improvement	Result	Cost
2017	Arrow-only left turns	Left-turn collisions 	\$20K
2021	Merge lane added	Rear-end collisions 	\$1M
2023	Second left-turn lane	Improved capacity 	\$120K



Frequent signal timing adjustments



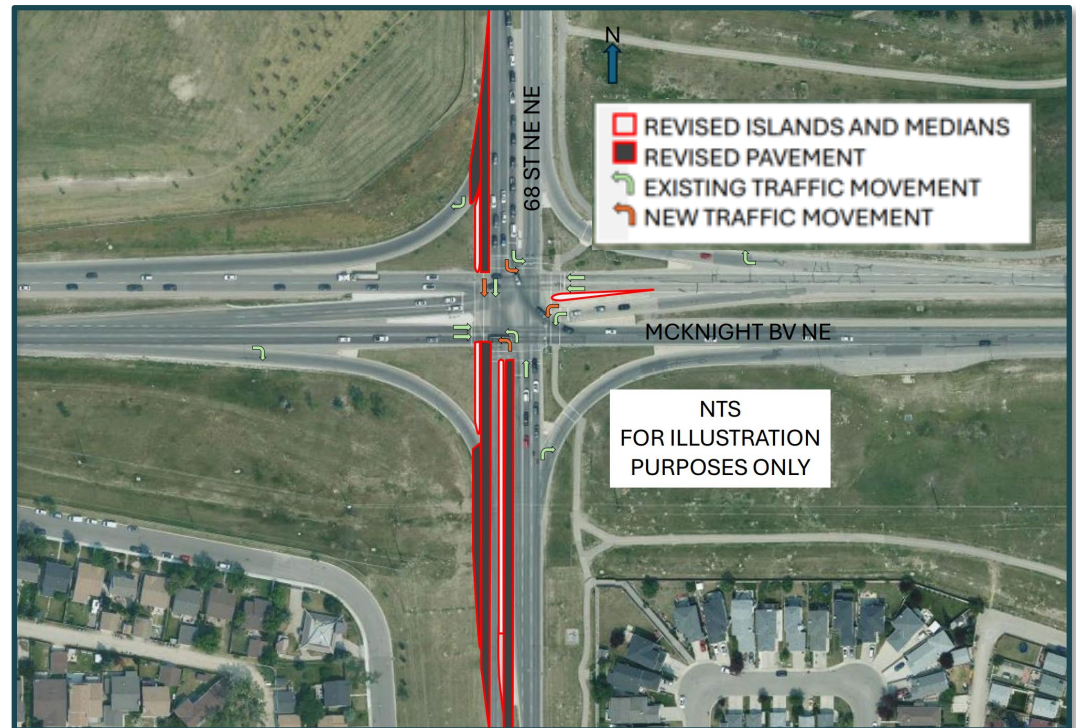
TUC Boundary Change (August 2025)

McKnight & 68 St NE: Current State

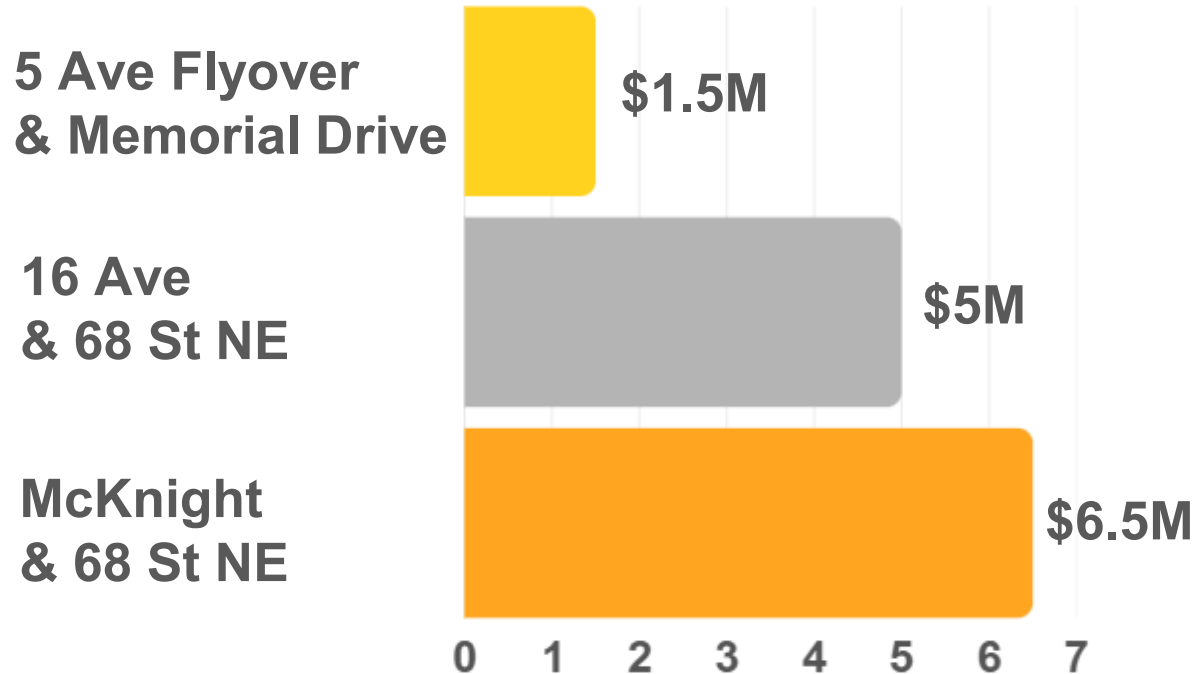
Current State: High left turn volumes using single left turn lanes result in congestion and delay.

Concept: Implement dual left turn lanes (northbound, southbound and westbound).

Impact: Reduction in queuing, delays, fuel consumption and greenhouse gas emissions.



Funding Required



Funding Gap:
\$13M

Total Estimated Cost: \$13M

That the Infrastructure and Planning Committee recommends that Council:

Receive this report for information.

Mobility Operational Improvements Program Priority List

High Priority

1. 5 Ave Flyover to Memorial Dr – Extend merge lane to improve safety and traffic flow
2. 16 Ave & 68 St NE – Add dual left-turn lanes southbound
3. McKnight Blvd & 68 St NE – Add dual right-turn lanes southbound
4. Macleod Trail & Lake Fraser Gate – Add dual left-turn lanes westbound
5. 17 Ave & 84 St SE – Add dual right-turn lanes southbound
6. Heritage Dr & Glendeer Circle SE – Modify island to reduce rear-end collisions from northbound right turns
7. 52 St & 61 Ave SE – Address left-turn collision issues from both directions
8. Country Hills Blvd & Coventry Blvd/Harvest Hills Way – Add northbound right-turn lane
9. Memorial Dr & 68 St SE – Add dual left-turn lanes northbound
10. 52 St & 54 Ave SE – Widen eastbound lane

Mid Priority

11. 162 Ave at Shawville Blvd – Add dual northbound right-turn lanes
12. Sarcee Trail at Beacon Shopping Centre Access – Add three westbound lanes
13. Macleod Trail at Glenmore Trail – Southbound lane extension

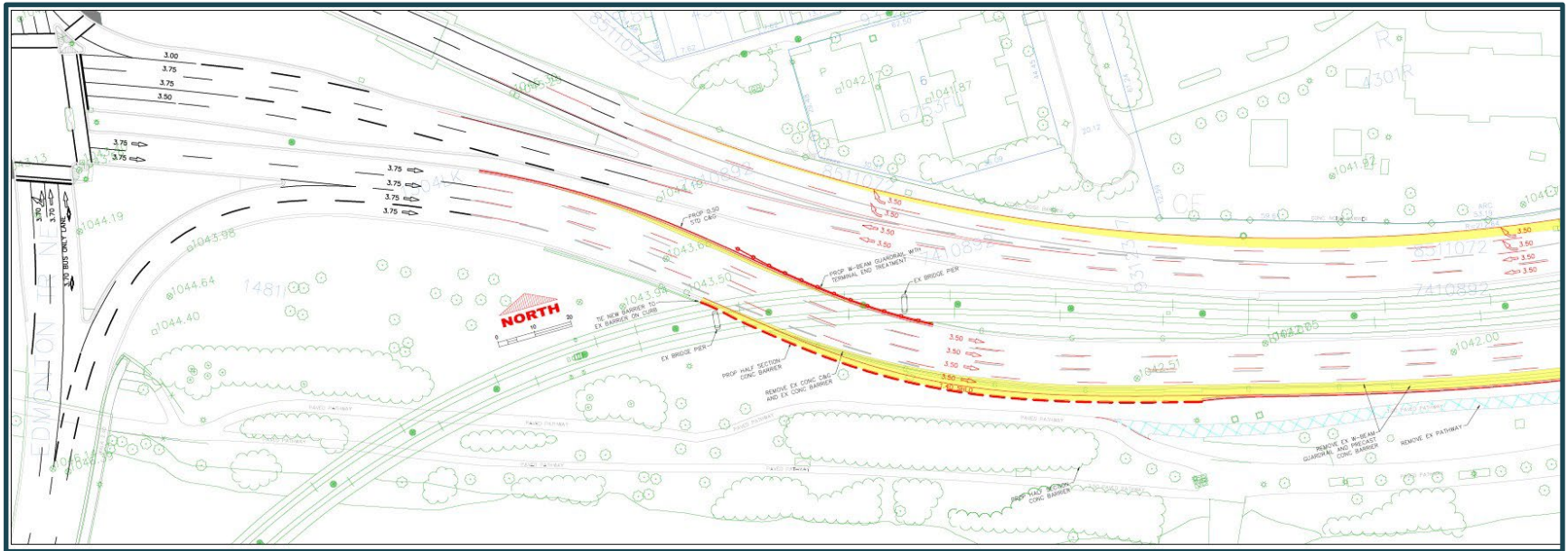
Low Priority

14. Barlow Trail at 106 Ave SE – Add dual westbound lanes
15. 52 St at McIvor Blvd – Add dual left-turn lanes southbound and a smart right-turn lane northbound
16. Metis Trail at Country Hills Blvd NE – Various improvements to address rear-end collisions from right turns
17. 162 Ave at Shawville Way – Add westbound U-turn

Pathways/Missing Links

18. 50 Avenue SE between Barlow Trail and 30 Street SE – North side
19. 50 Avenue SE between 32 Street SE and 35 Street SE – North side
20. SW corner of 50 Avenue SE and 52 Street SE – North side

5 Ave Flyover & Memorial Dr Concept



16 Ave & 68 St NE Concept



Planning and Development Services Briefing to

Infrastructure and Planning Committee

2025 September 03

ISC: UNRESTRICTED

IP2025-0805

Quarterly Briefing on the Effect of the Rezoning for Housing on Calgary's Housing Supply

PURPOSE OF BRIEFING

This Quarterly briefing provides Council with an update on the implementation of the Rezoning for Housing (citywide rezoning) initiative.

SUPPORTING INFORMATION

Highlights

- Calgary recorded 7,157 housing starts in Q2 2025, a 55.6 per cent increase from the same quarter in 2024. With 12,152 starts in the first half of the year, the city is on track to set a new annual record for the third consecutive year.
- Calgary's population is projected to grow by 3.5 per cent in 2025, reaching 1,562,600 residents, with a net migration of approximately 42,600 people fueling increased housing demand.
- Single detached and semi-detached homes made up 77 per cent of all units and suites approved through building permits in low-density districts citywide, with 23 percent for townhouse and rowhousing. This suggests that the rezoning is beginning to facilitate a broader range of housing options, although the primary preference remains single detached and semi-detached for Calgarians in low-density housing.
- Citywide rezoning enabled 41 per cent of new low-density development permits in established areas during Q2 2025, streamlining approvals and accelerating housing delivery timelines.
- Citywide rezoning has introduced a broader spectrum of low-density housing options, enabling developments that better reflect consumer preferences and can respond to evolving market demands.

Growth and Development

Calgary's population is projected to increase by 3.5 per cent in 2025, reaching an estimated total of 1,562,600 residents, according to the latest forecast from Corporate Economics.¹ This growth includes a net migration of approximately 42,600 people to the city.

Housing construction activity has been responding to the continued population growth. According to Canada Mortgage and Housing Company's (CMHC) Starts and Completions Survey, Calgary recorded 7,157 housing starts in the second quarter of 2025, a 55.6 per cent increase compared to 4,600 starts in the same quarter of 2024, as illustrated in Figure 1.²

Including the Q2 results, total housing starts for the first half of 2025 reached 12,152 units. Calgary recorded the highest number of starts among all Canadian municipalities. This marks the first time the city has exceeded 10,000 starts in the first half of a calendar year, surpassing

¹ City of Calgary, Economic Outlook and Population Outlook (April 2025)

² Quarterly Starts, Completions and Under Construction, Canada Mortgage and Housing Corporation, Quarterly Starts, Completions & Construction | CMHC

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the previous record of 8,954 starts in 2024. With this momentum, Calgary is on track to set a new annual record for housing starts for the third consecutive year.³

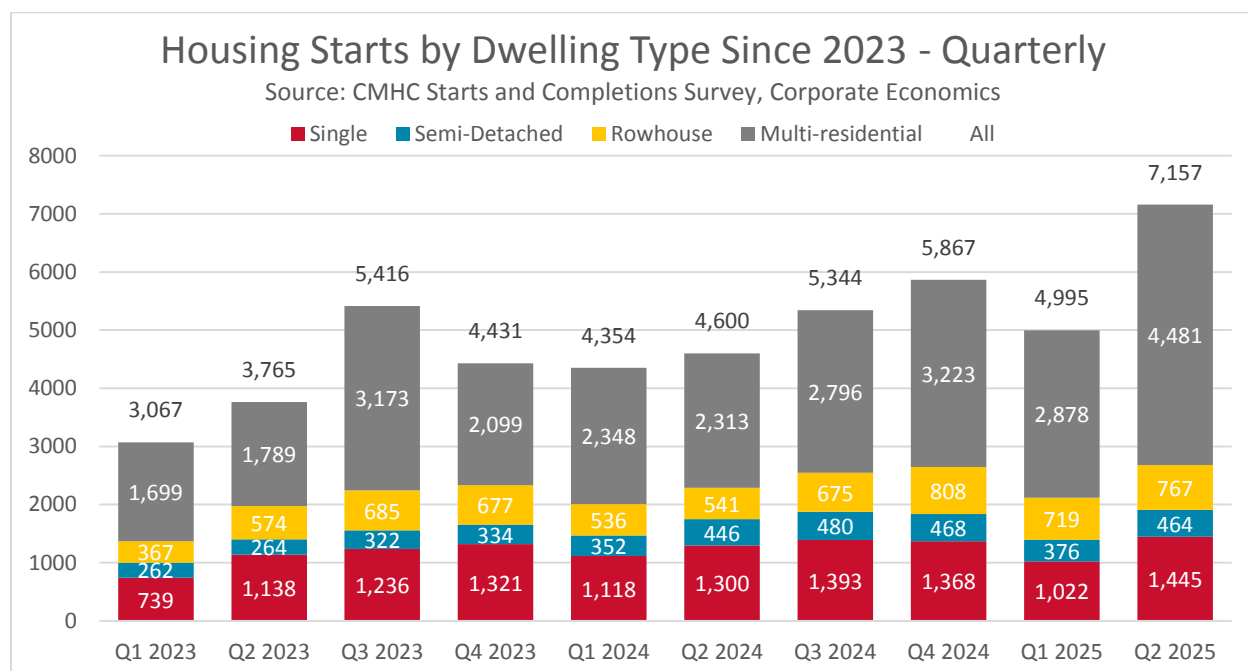


Figure 1: Housing Starts by Dwelling Type Since 2023 – Quarterly

Building Permits Approved in R-G, R-CG and H-GO Districts

In Q2 2025, the City of Calgary issued residential building permits within the Residential - Low Density Mixed Housing (R-G), Residential – Grade-Oriented Infill (R-CG) and Housing – Grade Oriented (H-GO) Districts for:

- 1,095 single detached homes with 230 secondary suites;
- 315 semi-detached homes with 122 secondary suites; and
- 361 townhouses or rowhouses with 161 secondary suites.

In the second quarter, single detached, semi-detached accounted for 77 per cent of all units and suites approved through building permits in low-density districts. Townhouses and rowhouses accounted for only 23 per cent of all units and suites approved through building permits in low-density districts. This illustrates an increase across all housing forms built in low-density areas. As illustrated in Figure 2, this quarter recorded 522 townhouse and rowhouse units in both the Developing and Established areas. This marks a 67 per cent increase compared to the same period in the previous year across the entire city. The data suggests that in both the Established and Developing areas, the rezoning is beginning to facilitate a broader range of housing options,

³ City of Calgary, Housing Review, Housing Review

Quarterly Briefing on the Effect of the Rezoning for Housing on Calgary’s Housing Supply

supporting continued growth and diversification in Calgary’s residential landscape while single detached and semi-detached housing remains the preferred option.

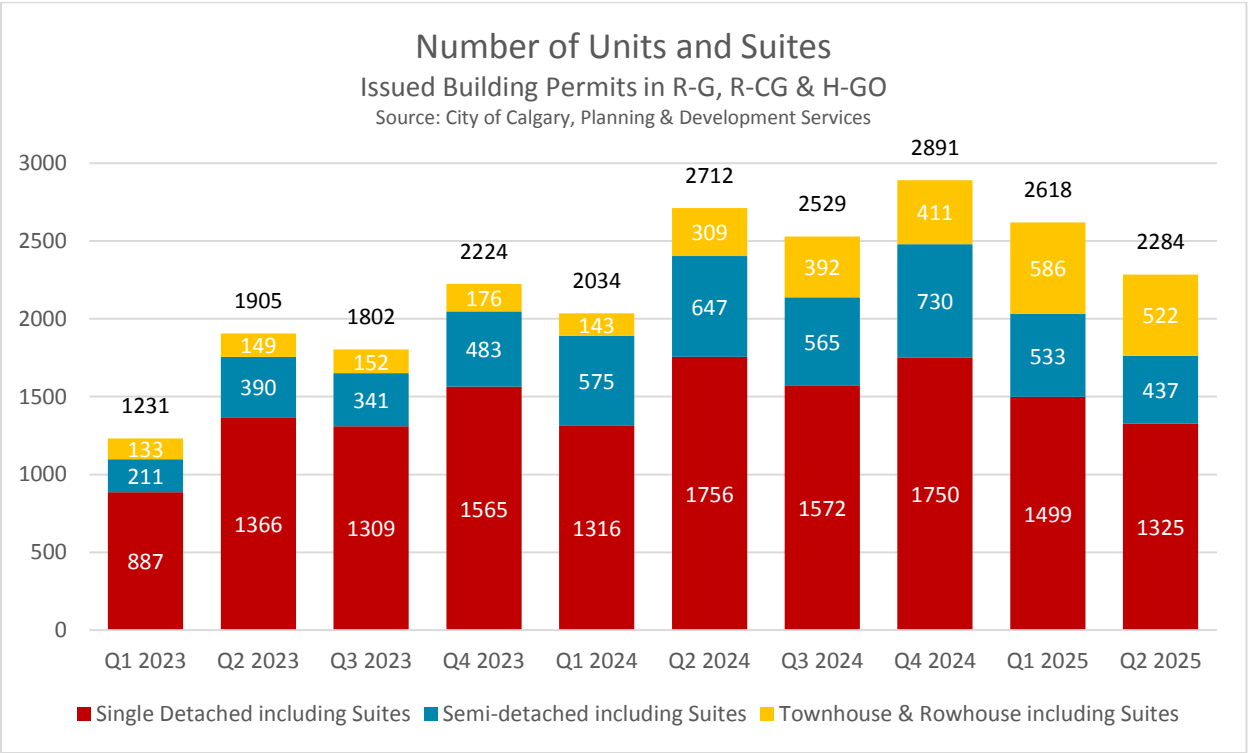


Figure 2: Number of Units and Suites – Issued Building Permits in R-G, R-CG & H-GO

Effect of Citywide Rezoning on Established Areas Development Permits

This section provides the total permit data for new low-density housing in Calgary's established areas for the second quarter of 2025. Since the implementation of citywide rezoning on 2024 August 6, planning policies and processes have been streamlined, introducing a broader spectrum of low-density housing options that reflect consumer preferences, respond to evolving market demands, and result in a wider mix of housing types proposed through development permit applications.

As shown in Figure 3 below, The City of Calgary received 231 development permit applications for new homes in established areas during Q2 2025. This represents an 8 per cent increase compared to the same period in 2024. These applications propose the construction of over 494 new residential units.

Rowhouses and townhouses comprised 20 per cent of the development permits submitted in these areas during Q2 2025, marking a decline in this application type since the citywide rezoning was approved. The citywide rezoning initiative expanded the range of low-density

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housing options available across the city although the data demonstrates sustained interest in single and semi-detached housing forms.

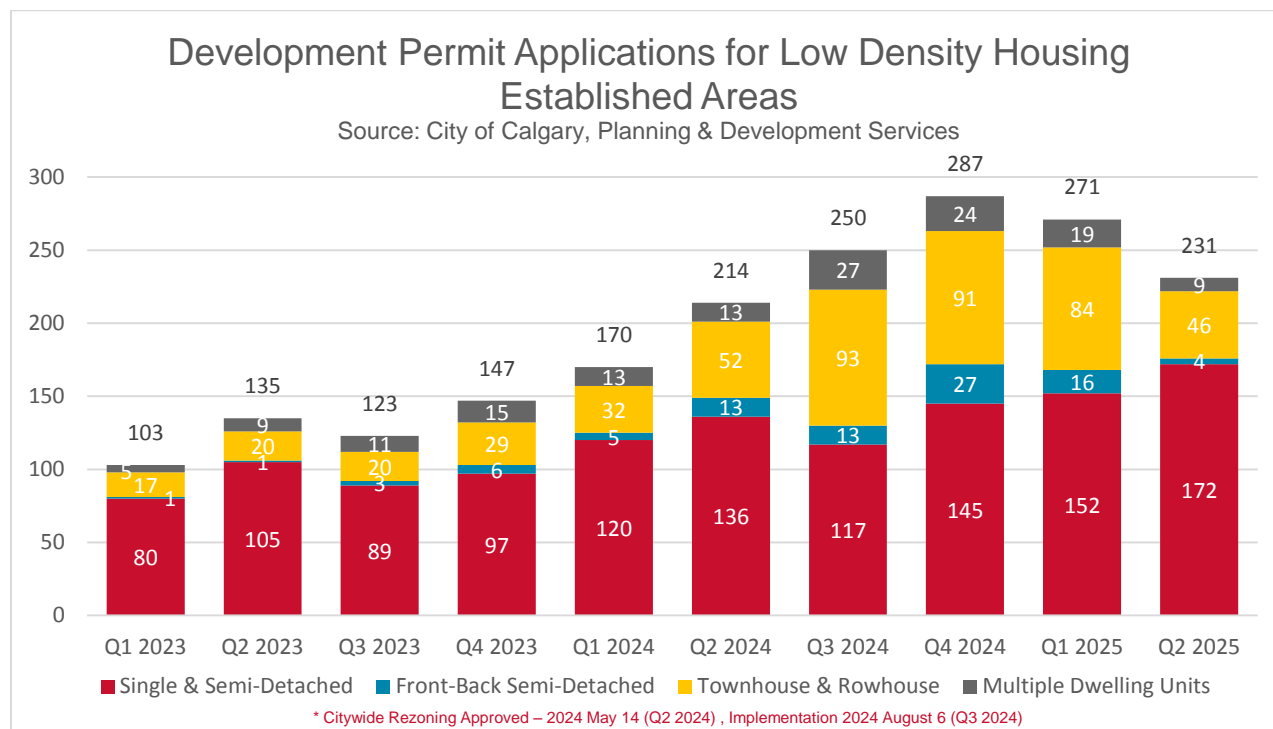


Figure 3: Development Permit Applications for Low Density Housing – Established Areas

Development Permits Directly Enabled

Administration continues to monitor development permit applications to understand which permits would have historically required a land use amendment prior to citywide rezoning. The rezoning has unlocked new residential opportunities for a variety of single and semi-detached housing in areas where these forms were previously restricted. The observed increase in single and semi-detached housing, alongside a decline in rowhouse applications, highlights how citywide rezoning is able to respond to the evolving housing preferences of Calgarians.

During the second quarter of 2025, The City of Calgary received 95 development permit applications for low-density housing that, prior to the citywide rezoning, would have required a land use amendment. These applications propose the construction of 324 new units and 301 secondary suites. Citywide rezoning directly enabled 41 per cent of all new low-density housing development permits applied for within the established area in Q2 2025.

Since the citywide rezoning (Q2 2024), a total of 492 development permit applications have been submitted that would have previously required a land use amendment prior to proceeding with their development permit. These applications collectively propose 1,888 new units and 1,774 secondary suites. The removal of the requirement for individual land use amendments, a

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process that could take approximately four to six months, has accelerated the timeline for housing delivery, allowing new homes to be built and occupied more quickly while still allowing for public comments through the Development Permit process.

In Q2 2025, the most notable increase in rezoning-enabled development activity occurred in single-detached and semi-detached housing forms. Citywide rezoning now enables housing types that were previously restricted under former zoning. For example, this includes configurations such as two single-detached homes on subdivided narrow lots or semi-detached homes on parcels formerly zoned the Residential – Contextual One Dwelling (R-C1) District. This shift underscores the effectiveness of the rezoning initiative in unlocking new residential opportunities and responding to Calgary's evolving housing needs.

Development Permit Timelines

The City of Calgary continues to observe higher volumes of development permit applications being received, with the overall timelines for approval remaining generally consistent with previous years. Figure 4 presents data on the average number of days to decision for various types of development permits, along with the volume of applications submitted in both the current and previous years. In 2025, development permit applications for new low-density housing took an average of 135 days to reach a decision. Multi-dwelling units has been added to Figure 4 to illustrate the overall housing distribution in application types.

Among housing types, single and semi-detached homes were processed most efficiently, with an average decision time of 102 days. In contrast, rowhouse applications required an average of 174 days for approval. Notably, year-over-year improvements were observed in the review timelines for multiple dwelling unit developments, with average processing times reduced by approximately 15 days.

Minor increases in review durations for single & semi-detached and rowhouse & townhouse applications are likely linked to the sustained growth in application volumes that began in 2024. This upward trend is expected to continue through 2025, contributing to longer review periods as the City manages a higher volume of permit activity.

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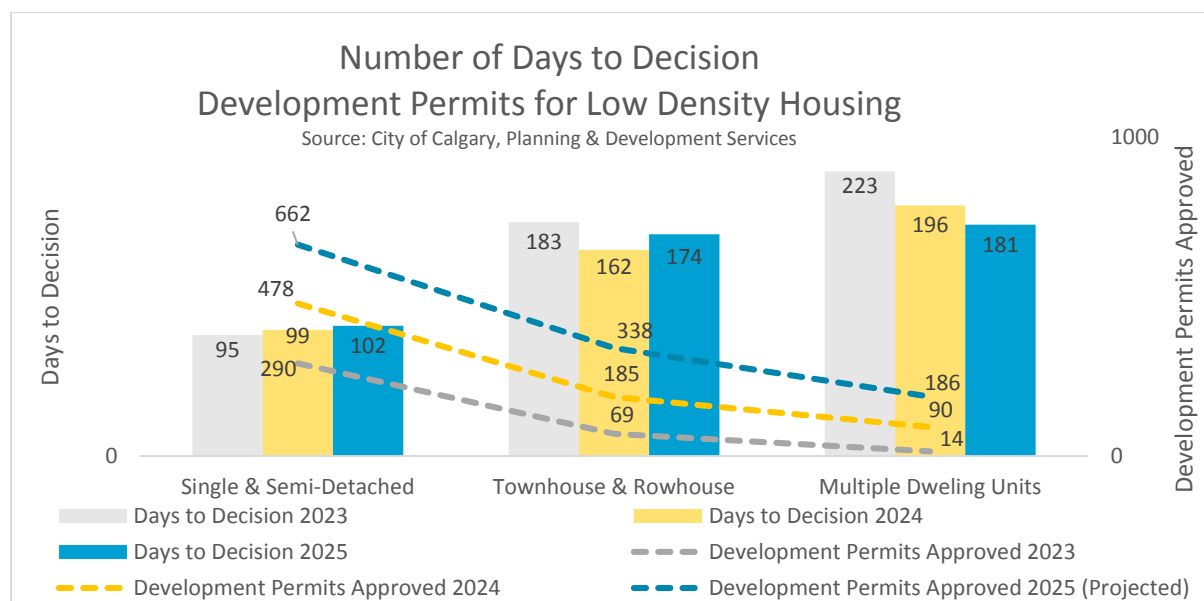


Figure 4: Number of Days to Decision – Development Permits for Low Density Housing

Summary of Letters Received on Development Permits

The City of Calgary utilizes Development Map (DMAP) to collect public feedback on development permit applications. DMAP is a tool that allows the public, community associations and other circulation referees to learn about the current applications, review plans, and find out when and how to share their comments. Administration is able to track overall statistics for comments received on DMAP including areas of interest. It is important to note that DMAP does not include all comments received by The City, as the public also has the choice to forward comments directly to the file manager.

In the second quarter of 2025, The City received 868 comments through DMAP on applications enabled by the citywide rezoning. Of those comments, 75 were neither in support or opposed, 740 were opposed and 53 were in support of the applications. In DMAP, commenters select the areas of interest related to their feedback. Building design and parking/loading zones continue to be the most selected areas of interest, with 80 per cent and 73 per cent of commenters selecting them, respectively. The full list of areas of interest can be found in the Figure 5 below. Administration will utilize this data in future projects including the Guide for Small Scale Housing: Rowhouse, Townhouse and Front-Back Semi-detached Development which is underway.

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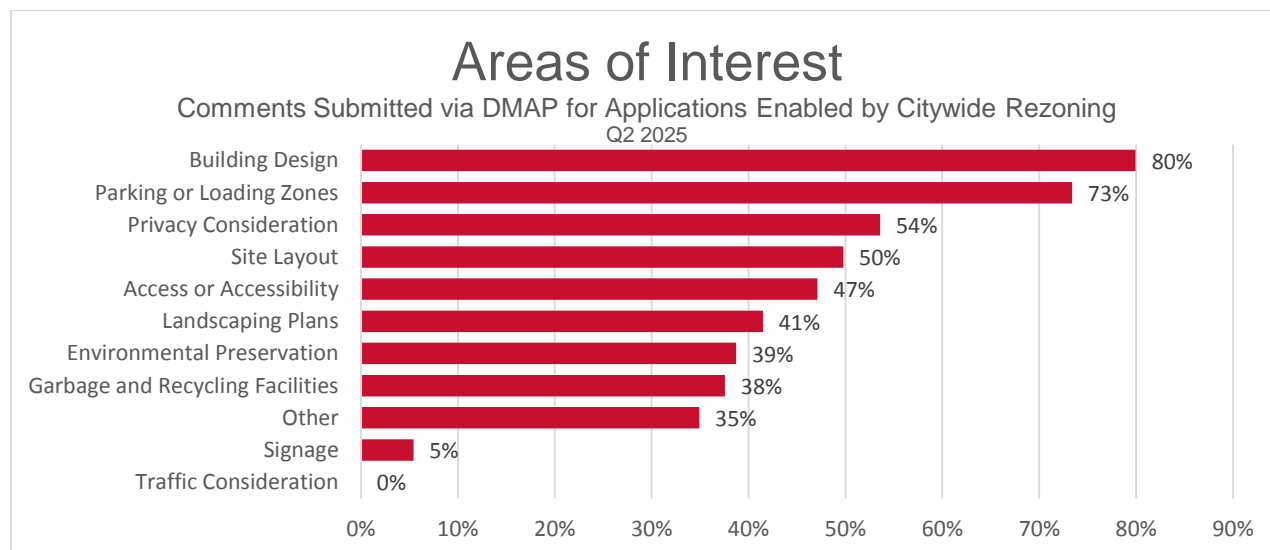


Figure 5: Areas of Interest, Comments Submitted via DMAP for Applications Enabled by Citywide Rezoning, Q2 2025

Background

In September 2023, Council approved "Home is Here: The City of Calgary's Housing Strategy 2024-2030". Actions under Outcome 1, to increase the supply of housing and to meet demand and increase affordability, directing Administration to propose citywide land use changes to provide a greater range of housing choices for Calgarians. The resulting report, Calgary's Housing Strategy 2024-2030 – Land Use Amendment Citywide (LOC2024-0017) and Land Use Bylaw Amendments (CPC2024-0213), also known as citywide rezoning, was approved on 2024 May 14. At that time, Council passed the following motion:

"Direct Administration to prepare a quarterly briefing on the implementation of the Rezoning for Housing initiative to Infrastructure and Planning Committee beginning 2025 Q1 including:

- The effect of Rezoning for Housing on housing supply, including the number of permits issued for new low-density residential units in R-G/R-CG and H-GO districts;
- Timelines for permit approvals; and
- A summary of public letters received on development permits enabled by Rezoning for Housing including the overall number in support or opposition and recurring themes of concerns raised."

Author: Matthew Atkinson, Community Planning, Planning & Development Services

General Manager Debra Hamilton concurs with the information in this Briefing.