

## 2023-2026 Citywide Growth Investment Portfolio

This attachment is a summary of growth-related capital and operating investments that warrant further consideration in the corporate prioritization for the 2023-2026 service plans and budgets. Council will receive the 2023-2026 service plans and budgets in 2022 November and funding sources will be evaluated as part of that process.

### Summary of Identified Citywide Growth Capital and Operating Investments for 2023-2026 – Industrial Areas, Established Areas, and Previously Approved New Communities

Tables 1-3 provide a summary list of the portfolio of capital and operating investments as part of the Citywide Growth Strategy for 2023-2026. Attachments 3, 4 and 5 provide the rationale that led to Administration’s identified investments.

All cost estimates are subject to change as better information becomes available about the projects listed. Current supply and inflationary pressures have made it difficult to provide certainty on cost estimates. Included estimates are current as of 2022 June.

#### Industrial Areas

**Table 1: Identified Industrial Area Capital Investments (2023-2026)**

Please see Attachment 3 for the location details and rationale for these investments.

Ref.	Capital Requirement	Service Line	Cost (\$M)
I.01	Airport Trail N Widening (60 Street NE to 68 Street NE)	Streets	20.0
I.02	Nose Creek Sanitary Trunk Upgrade (64 Ave NE to Beddington Trail)	Wastewater Treatment & Collection	42.7
I.03	Inglewood Sanitary Trunk Upgrade north of the Bow River	Water Treatment & Supply	19.2
I.04	Peigan Trail S Widening (Barlow Trail SE to Stoney Trail SE)	Streets	43.0
I.05	Glenmore Trail SE and Barlow Trail SE Interchange	Streets	40.0
I.06	Max Teal/South Crosstown Bus Rapid Transit	Public Transit	6.6
I.07	52 Street E Bus Rapid Transit	Public Transit	60.0
<b>Total Industrial Areas</b>			<b>231.5</b>

**Identified Industrial Area Operating Costs**

While important to support growth, the two Bus Rapid Transit (BRT) projects identified in Table 1 also benefit mobility in existing residential and industrial areas by connecting people with jobs. Administration has identified net annual operating cost increases for operating the fully complete Max Teal/South Crosstown BRT at approximately \$4.6M annually, and the 52 Street E BRT is approximately \$14.6M annually. These operating costs are not likely to be incurred in their entirety until the projects are fully complete and service levels are expanded over several years and budget cycles. Operating budget requirements will be reviewed via the appropriate service lines as part of future service plans and budget process.

**Established Area**

**Table 2: Identified Established Area Capital Investments (2023-2026)**

Please see Attachment 4 for the location details and rationale for these investments.

<b>Ref.</b>	<b>Capital Requirement</b>	<b>Service Line</b>	<b>Cost (\$M)</b>
E.01	Phase 2 Established Area Growth and Change Investments	Multiple	60.0
E.02	Transit Oriented Development Program Implementation	Multiple	23.0
<b>Total Established Areas for Citywide Growth Strategy</b>			<b>83.0</b>

**Established Area Operating Costs**

Public space improvements require operating funding once constructed to support ongoing maintenance. For the Established Areas Growth and Change Strategy, previously approved Phase 1 projects expected to be delivered in 2022 and 2023 are anticipated to require \$0.3M annually in operating funding. Projects identified in this report to be delivered between 2023 – 2026 are expected to have an estimated operating cost of \$0.4M annually once all projects are complete. Operating budget requirements will be reviewed via the appropriate service lines as part of the 2023 – 2026 service plans and budget process in 2022 November.

**New Communities**

**Table 3: Identified Previously Approved New Communities Capital Investments (2023-2026)\***

Please see Attachment 5 for the location details and rationale for these investments.

<b>Ref.</b>	<b>Capital Requirement</b>	<b>Service Line</b>	<b>Cost (\$M)</b>
N.01	144 Avenue NW West Nose Creek Bridge	Streets	48.0
N.02	Trans Canada Sanitary Trunk	Wastewater Treatment & Collection	50.0
N.03	17 Avenue SE Bus Rapid Transit (Hubalta Road SE to Stoney Trail SE)	Public Transit	50.0
N.04	Stoney Trail and Airport Trail Interchange	Streets	30.0
N.05	North Water Servicing Option (NWSO)	Water Treatment & Supply	81.5
N.06	Belvedere ASP/Master Drainage Plan Storm Servicing	Stormwater Management	12.2
N.07	Centre Street N Bus Rapid Transit Extension	Public Transit	50.0
N.08	East Belvedere ASP Storm Servicing (CSMI)	Stormwater Management	23.3
N.09	Forest Lawn Creek Improvements	Stormwater Management	3.5
N.10	Haskayne Future Response Station	Fire & Emergency Response	5.0
N.11	Providence Storm Trunk Stage 2	Stormwater Management	20.0
N.12	South Walden Permanent Response Station	Fire & Emergency Response	1.7
N.13	South Shepard Future Response Station	Fire & Emergency Response	1.0
N.14	Starlight Dual Zone Pump Station	Wastewater Treatment & Collection	20.0
N.15	Top Hill Feedermain Phase 1	Water Treatment & Supply	22.5
N.16	Westview Reservoir Land Purchase	Water Treatment & Supply	1.1
N.17	Livingston Keystone Hills Land Purchase	Fire & Emergency Response	4.0
N.18	West Macleod Belmont Permanent Station	Fire & Emergency Response	14.0
N.19	Design funding for 2027 - 2030 Projects	Transportation	94.0
<b>Total New Community</b>			<b>531.8</b>

\*Utility infrastructure is planned and delivered based on prioritization within the Water and Sanitary Long Range Plans. Delivery timing will be determined by monitoring growth and is subject to change.

**Table 4: Previously Approved New Community Operating Cost Requirements (2023-2026)**

Year	2023 (Base)	2024 (Base)	2025 (Base)	2026 (Base)	Total (Base)
<b>Fire &amp; Emergency Response \$(M)</b>	0.64	-	7.60	-	8.24
<b>Parks &amp; open spaces \$(M)</b>	0.98	1.09	0.85	0.73	3.65
<b>Estimated Cost \$(M)</b>	<b>1.62</b>	<b>1.09</b>	<b>8.45</b>	<b>0.73</b>	<b>11.89</b>

Previously approved new communities have operating cost requirements once constructed to support service levels and ongoing maintenance. Operating budget requirements will be reviewed via the appropriate service lines as part of the 2023 – 2026 service plans and budget process in 2022 November.

### Proposed New Community Business Cases for the Citywide Growth Investment Portfolio and Associated Costs for 2023-2026

The following **five** new community business cases warrant further consideration for initiation and Growth Management Overlay removal, based on the evaluation completed by Administration in alignment with the three growth factors – Municipal Development Plan/Calgary Transportation Plan Alignment, Market Demand, and Financial Impacts:

1. Keystone Hills Area Structure Plan – Lewiston (Genesis)
2. Belvedere Area Structure Plan – Belvedere West (Truman)
3. Ricardo Ranch Area Structure Plan – Seton Ridge (Brookfield)
4. Ricardo Ranch Area Structure Plan – Logan Landing (Genesis)
5. Ricardo Ranch Area Structure Plan – Nostalgia (Jayman Telsec)

A further **three** business cases are included for consideration, with caution. These business cases require further risk analysis around absorption. For two of these business cases, due to servicing constraints in the existing infrastructure network, Administration supports that only a **portion** of each business case can move forward. This would be addressed with the proponent and, if risks can be mitigated, reflected as a partial removal of the Growth Management Overlay (GMO):

6. Rangeview Trafford (WestCreek)

- 7. Glacier Ridge Community C (Qualico) - partial
- 8. Glacier Ridge Community D Cabana (Brookfield) - partial

Administration has identified that the above eight new community business cases do not themselves trigger new City capital investments in 2023-2026, so no projects are identified here. However, all of them benefit from the investments identified above in Table 3 for the previously approved new communities, and future investments beyond 2026. Therefore, any changes to these related groups of investments may impact the ability of these business cases to move forward in November. If any additional business cases were to be considered for the portfolio beyond the 5+3, these capital and operating cost requirements would need to be revised upwards.

The evaluation of New Community business cases also considered the operating cost impacts of opening additional growth opportunities in the new communities. For more information on business cases with anticipated operating cost impacts, see Attachments 5 and 6.

**Table 5: Proposed New Community Direct Operating Cost Requirements (2023-2026)**

<b>Year</b>	<b>2023 (Base)</b>	<b>2024 (Base)</b>	<b>2025 (Base)</b>	<b>2026 (Base)</b>	<b>Total (Base)</b>
<b>Estimated Cost \$(M)</b>	0.66	1.02	1.35	2.02	5.05