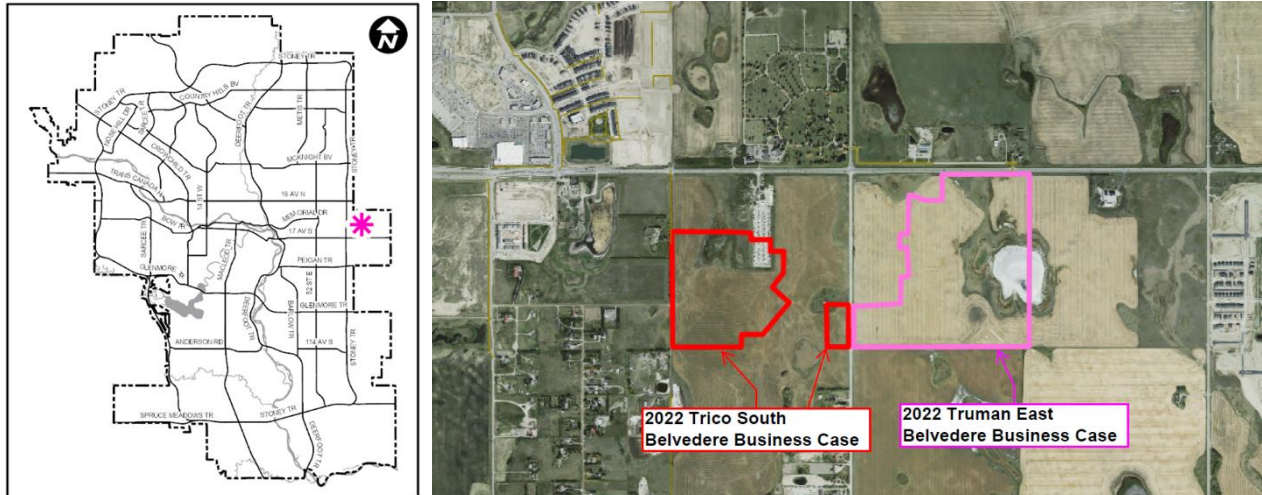


Application Overview: Belvedere Open Business Cases

This attachment summarizes information about this Growth Application and its evaluation by Administration according to defined criteria outlined at www.calgary.ca/growthapplication.



Growth Application At-a-Glance

Area Structure Plan: Belvedere Area Structure Plan

Community: Belvedere/09P

Total Area in Hectares: ±84.5ha (combined total)

Proposed Homes:

±1,334 Multi-Residential Homes (combined total)

±850 Single/Semi Homes (combined total)

Anticipated Population (at full build out): ±5,742 (combined total)

Municipal Development Plan/Calgary Transportation Plan Alignment

- Furthers Area Structure Plan build out.
- Favourable proximity to nearby transit hub, employment centre and activity centre.
- Relatively close to City Centre despite being a new community.

Market Demand

- The East Sector has low supply of serviced land with only 3 to 4 years of serviced land capacity available.
- 23 to 31 years of approved but not yet serviced land.
- Due to location and regional impact, there is need for regional cooperation.

Financial Impact

- ±\$176M in unfunded capital investment to enable development.
- Favourable result (incremental costs compared to incremental revenues) from the New Community Incremental Operating Cost Model.
- Capital investment benefits are sector wide.

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Within a citywide context of strategic and sustainable growth and change, planning and investment in new communities plays a role in supporting The City's long-term vision and objectives. In this context, guidance for how Growth Applications are to be evaluated against well established, empirical criteria as set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications enable complete communities where people live close to amenities and services.

Market Demand

The Growth Application process identifies investments that strategically balance absorption with the provision of new supply. The City strives to maintain a balanced supply of land for housing in new communities, and as of 2023 May there is 10-13 years supply (for ~76,000 homes) of “approved – serviced” land. The serviced land supply is above the target of three to five years set out in section 5.2.3 of the Municipal Development Plan. Currently, there is additional “approved – not yet serviced” capacity for ~51,000 homes as of 2023 May. Significant City capital infrastructure investments will be required in upcoming budget cycles to service these lands. The criteria under Market Demand focus on the supply contribution of a Growth Application in relation to existing levels of supply in the relevant sector, and citywide.

Financial Impact

Assessing the financial impact of a new community Growth Application includes both the costs as well as revenues, and other benefits. While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in city infrastructure creates future financial obligations as that infrastructure will require maintenance and renewal over its lifecycle. The criteria under Financial Impact evaluate the impact on The City's financial position by analyzing the anticipated cost impacts (capital and operating) of the development proposed in the Growth Application, as well as the direct revenue impacts (property tax, franchise fees, transit).

Table 1 - Growth Application Criteria Evaluation Summary

Criteria Category	Result	Select Evaluation Criteria (full criteria available on Calgary.ca/growthapplications)	Administration Comments
Policy Alignment	Favourable	<ul style="list-style-type: none"> • Criterion 4 – Activity Centre, Main Streets, Employment Proximity • Criterion 7 – Transit Proximity 	<ul style="list-style-type: none"> • Favourably located to transit hub, employment centre and activity centre • Furthers growth in the Belvedere Area Structure Plan focused near Bus Rapid Transit service and commercial centre
Market Demand	Favourable	<ul style="list-style-type: none"> • Criterion 10 – Land Use, Outline Plan, Subdivision Timing • Criterion 12 – Technical Studies Status • Criterion 13/14 – Citywide/Sectoral Land Supply 	<ul style="list-style-type: none"> • Land in the Belvedere area is under a range of development stages that include land use, outline plan, subdivision, and land preparation. • Stage 2 of the Belvedere Global Transportation Impact Assessment is complete and has determined mobility infrastructure required to service the area (Table 2) based on current capacity limitations. • Infrastructure is required for full buildout of previously approved lands, while enabling growth in new areas including the subject application • Outstanding details on servicing remain including obtaining land and alignment for utilities, finalizing the Cooperative Stormwater Management Initiative (CSMI) that depends on regional collaboration, and local development staging based on servicing rollout. • This growth area would enable growth in the East sector which has relatively low (3-4 years) remaining approved – serviced land supply. Forecasts (2023-2027) predict an increase in new community market share for this sector as more serviced land becomes available.
Financial Impact	Favourable and Unfavourable Aspects	<ul style="list-style-type: none"> • Criterion 18 – Required Capital Investment 	<p>Capital Costs (Table 2)</p> <ul style="list-style-type: none"> • Capital costs are required to enable this development. • Mobility infrastructure has been identified (Table 2); portions of the water and sanitary servicing are the obligation of the developer; a functional study for Memorial Dr connection is underway and one for 17th Ave BRT will commence in 2024. • Additional investment in long-term infrastructure would enable and benefit previously approved business cases, current Growth Applications, and future growth in this sector

	Favourable	<ul style="list-style-type: none">• Criterion 16 – Incremental Operating Cost Assessment• Criterion 17 – Revenue Assessment	<p>Operating Costs (Table 3)</p> <ul style="list-style-type: none">• Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth Application area.
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Table 2 – Capital Infrastructure Benefitting the Growth Application

Infrastructure	Total Estimated Cost (\$M)	Remaining Required Budget (\$M)	Funding Status	Planned in Service Date	Notes	In Off-Site Levy Bylaw (Y/N)	Maximum Levy Funding (\$M) (% OF TOTAL)	City Funded Amount (\$M)
Belvedere Feedermain Phase 1	9.0	-	Funded	2025	Required to service the Growth Application and other lands in the Belvedere ASP. Development phasing will rely on developer funded extensions to the planned feedermain and completion of adjacent local water network connections.	Y	9.0 (100%)	-
Belvedere Feedermain Phase 2	18.0	-	Funded	2025	Required to service the Growth Application and other lands in the Belvedere ASP. Development phasing will rely on developer funded extensions to the planned feedermain and completion of adjacent local water network connections. To be delivered by Construction Agreement.	Y	18.0 (100%)	-
Belvedere Feedermain Phase 3	30.4	30.4	Unfunded	Future	Not required to progress development in the Growth Application area, but lands will benefit from this future investment.	N	TBD	TBD
Chestermere Water Meter Location & Transfer of 300 mm water main within City Municipal Boundary	1.4	-	Funded	2024	Required to progress development in the Growth Application area.	N	1.4 (100%)	-
Belvedere Sanitary Trunk	12.0	-	Funded	2026	Required to progress development in the Growth Application area. Being delivered by the developer via Construction Agreement. Subject to availability of right of way.	Y	12.0 (100%)	-

Great Plains Sanitary Trunk Upgrades	139.1	139.1	Unfunded	Future	Not required to progress development in the Growth Application area, but growth in subject lands will contribute to this future downstream upgrade that is required to service the overall sanitary trunk catchment. The Growth Application will benefit from this investment.	N	TBD	TBD
Belvedere Storm & Connection to Cooperative Stormwater Management Initiative (CSMI)	40.0	35.0	Partially Funded	2027+	Required to service the Growth Application and other lands within the CSMI Catchment.	N	40.0 (100%)	-
Contribution to CSMI	30.0	30.0	Unfunded	2027+	Required to service the Growth Application and other lands within the CSMI Catchment.	Partial	30.0 (100%)	-
MAX Purple BRT from Hubalta to 84 Street S.E.	51.0	51.0	Unfunded	TBD	Required to service Growth Application and other lands in Belvedere ASP. Infrastructure is required for growth to proceed in the area, including buildout of previously approved land and any additional growth.	Y	26.0 (51%)	25.0
MAX Purple BRT from 84 Street E. to city limits	84.0	84.0	Unfunded	TBD	Not required to progress development in the Growth Application area, but lands will benefit from this future investment.	Y	42.8 (51%)	41.2
Stoney Trail/Memorial Drive Flyover	60.0	60.0	Unfunded	TBD	Required to service Growth Application and other lands in Belvedere ASP. Infrastructure is required for growth to proceed in the area, including buildout of previously approved land and any additional growth.	Y	30.5 (51%)	29.5
Total Unfunded Upfront Investments	181.0	176.0					126.5	54.5
Total	474.9	429.5					209.7	95.7

Note 1: Table 2 includes all capital infrastructure investments related to the full build out of the Growth Application. Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify infrastructure investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Note that all identified investments benefit areas beyond the Growth Application, including previously approved lands as well as the broader Belvedere area.

Note 2: The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market demand.

Note 3: Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the annual Offsite Levy Report, as these two sources are developed at different timeframes.

Table 3 – Operating Cost Summary (\$000s)

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Total Revenue	\$ -	\$ -	\$ -	\$ 1,724	\$ 3,349	\$ 4,973	\$ 6,157	\$ 6,392	\$ 6,627	\$ 6,862	\$ 7,111	\$ 7,361	\$ 7,611	\$ 7,860	\$ 8,116
Less: Total Operating Costs	\$ -	\$ -	\$ -	\$ (568)	\$ (615)	\$ (661)	\$ (695)	\$ (709)	\$ (712)	\$ (716)	\$ (719)	\$ (723)	\$ (727)	\$ (731)	\$ (734)
Net Balance	\$ -	\$ -	\$ -	\$ 1,156	\$ 2,734	\$ 4,312	\$ 5,463	\$ 5,683	\$ 5,915	\$ 6,146	\$ 6,392	\$ 6,638	\$ 6,884	\$ 7,130	\$ 7,381

Note 4: Total revenue reflects the anticipated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect anticipated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital, nor costs beyond the 15-year timeframe. This analysis also does not consider that anticipated citywide growth could shift to this area from others (i.e., the growth cannot be assumed to necessarily be net new to Calgary).