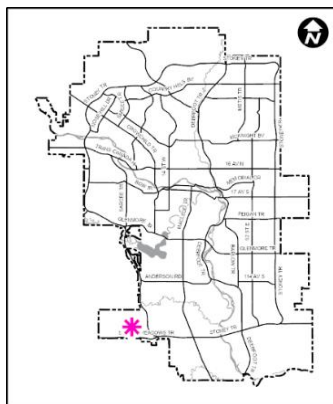


Application Overview

GA2023-001: Providence

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



Growth Application At-a-Glance

Area Structure Plan: Providence

Community: Alpine Park, Community B

Gross Developable Hectares: ± 445

Proposed Homes: $\pm 9,590$ homes

Commercial or Retail: $\pm 47,500$ square metres

Municipal Development Plan/Calgary Transportation Plan Alignment:

- Contiguous with adjacent development in Vermillion Hill and Alpine Park to the north.
- Located favourably relative to schools and activity centres, and unfavourably relative to transit hubs, libraries, and recreation centres, per the criteria.

Market Demand

- South Sector has eight actively developing communities, land supply of five to seven years of serviced land and four to five years of approved – not yet serviced land.

Financial Impact

- \$525M capital investment required (\$231M to enable and \$294M for continued growth) for water, sanitary, stormwater, and mobility infrastructure.
- Favourable result from the New Community Incremental Operating Cost Model.

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is 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 align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. As of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

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 such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Moderate	<ul style="list-style-type: none"> • Contiguous with adjacent development to the north • Helps complete the Alpine Park and Community B sections of Providence • Favourably located relative to schools (Our Lady of the Evergreens and Dr Freda Miller) and commercial amenities and services and unfavourably located relative to the Shawnessy transit hub (LRT station), Recreation Centre, and Library, all of which are located on the east side of Stoney Trail SW and range from 4.5 to 9.5km distant.
Market Demand	Moderate	<ul style="list-style-type: none"> • As of May 2024, the South sector has: <ul style="list-style-type: none"> ○ Eight new communities under development ○ Five to seven years of approved and serviced land (single/semi-detached and multi-residential); and ○ Four to five years of approved but not yet serviced land (single/semi-detached and multi-residential).
Financial Impact & Infrastructure Delivery	Unfavourable	<p>Capital Costs (Table 2)</p> <ul style="list-style-type: none"> • For all required utility infrastructure, ongoing collaboration with the applicant and advancement of development plans is required to confirm staging, extents and alignments of required infrastructure, and to advance detailed design sufficiently to be prepared for delivery, which is not expected prior the end of 2026. • Sanitary servicing requires the West Pine Creek Sanitary Trunk (offsite trunk), estimated at \$46M, and potentially additional trunk extensions within the ASP (onsite trunks, \$30.2M). Additional study and collaboration with the Applicant is required to confirm extents and costs of additional trunk extensions. Administration has advanced preliminary design of the offsite trunk. • Storm servicing requires delivery of Stages 3 and 4 of the storm trunk, estimated at \$20M. Administration has advanced an alignment study for this infrastructure. Preliminary Design for this infrastructure will advance, pending input from the applicants on extents of Capital infrastructure and other key inputs. • Water servicing requires over \$132M for the next stages of enabling water infrastructure, with an additional \$107M of investment in water infrastructure required in the future to support full build-out of the Growth Application and ASP. • Administration is committed to ongoing advancement of design of this infrastructure, which will require ongoing inputs from the Development Team.

		Servicing the whole Growth Application area requires an interchange at Highway 22X and 53 Street SW (City cost \$69M, Foothills County cost \$16M) and bus rapid transit on 162 Avenue SW (\$118M). A Global Transportation Impact Assessment is underway to determine the timing and triggers for the mobility infrastructure.
	Favourable	<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.

Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
Funded Utility Infrastructure, Either in Service or in Progress, Required to Enable the Growth Application Area						
Providence Storm Trunk Stage 1 & Outfall	4.1	4.1			Y	100%
Providence Storm Trunk Stage 2	14.6	14.6	-	-	Y	100%
Starlight PZ Pump Station Phase 1 & 2 (Interim)	19.9	19.9	-	-	Y	100%
Starlight PZ Pump Station Phase 3 - Permanent Pump Station STN052	21.6	21.6	-	-	Y	100%
Starlight Feedermain Phase 1 (154th Avenue, 800 m)	3.8	3.8	-	-	N	100%
Westview Reservoir Land Purchase	1.8	1.8	-	-	Y	100%
Unfunded Utility Infrastructure Required to <i>Enable Development</i> in the Growth Application Area						
Providence Storm Trunk Stages 3 & 4	20.0	-	-	20.0	N	100%
Westview Reservoir Cell 1	11.6	-	-	11.6	N	100%
Westview Pump Station STN056, located at the Starlight Dual Zone PS	3.4	-	-	3.4	N	100%
Westview Feedermain (TUC)	39.5	-	-	39.5	N	100%
Westview Feedermain (162nd Avenue)	9.5	-	-	9.5	N	100%
Starlight Feedermain Phase 2 (154th Ave, ~37th St to 53rd St)	12.4	-		12.4	N	100%
Starlight Pump Station STN049 located at the Westview Reservoir Site	33.6	-	-	33.6	N	100%
Starlight Feedermain Phase 3 (S of 162nd Ave. from STN049 to West Boundary of GA)	22.5			22.5	N	100%
West Pine Creek Sanitary Trunk Phase 3	46.2	-	-	46.2	N	100%
Providence Sanitary Trunks	30.2	-	-	30.2	N	100%
Starlight Reservoir Land Purchase	2.0	-	-	2.0	N	100%

Capital Investment	Total Estimated Cost (\$M) [1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % [2]
Unfunded Infrastructure Required in the Future to Support Full Build-out of the Growth Application Area						
Starlight Feeder mains (Future Phases)	62.3	-	-	62.3	N	100%
Westview Reservoir Cell 2	15.1	-	-	15.1	N	100%
Starlight Reservoir	30.0	-	-	30.0	N	100%
Highway 22X/53 Street S.W. Interchange [3]	69.0	-	-	69.0	Y	100%
162 Avenue S.W. BRT from Shawnessy to S.W. Ring Road	68.0	-	-	68.0	Y	21%
162 Avenue S.W. BRT from S.W. Ring Road to west side of Providence	50.0	-	-	50.0	Y	100%
Initial Investment Required to Enable Growth Application	230.9	-	-	230.9		
Future Investments for Full-Build-out	294.4	-	-	294.4		
Total Unfunded Investments	525.3	-	-	525.3		
Total Investments for Full Build Out	591.1	65.8	-	525.3		
<p>[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.</p> <p>[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these infrastructures may be up to 100%.</p> <p>[3] - The total cost is partially attributed to Calgary (81.2%), and partially attributed to Foothills County (18.8%). The total amount here only represents Calgary's portion.</p>						

Table 2 General Notes:

- Table 2 includes all capital 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 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. Investments will provide benefit beyond the specific Growth Application and are not solely required by the Growth Application.
- 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.

- 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 Off-site Levies Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	0	503	754	1,131	4,255	6,569	11,060	14,867	17,937	20,520	22,148	26,974	27,449	27,950	28,348	28,780
Less: Total Operating Costs	0	(43)	(76)	(112)	(376)	(796)	(3,200)	(3,926)	(5,088)	(5,759)	(6,203)	(16,000)	(16,135)	(16,181)	(16,334)	(16,448)
Net Balance	0	459	678	1,019	3,878	5,774	7,860	10,942	12,849	14,761	15,945	10,974	11,314	11,769	12,013	12,332

Table 3 General Notes:

- Total revenue reflects the estimated 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 estimated 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 (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary).

Table 4 – Investments Required

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	78.54
Capital Investment - City Funded	-	-	-	53.45
Capital Investment - Off-site Levy Funded	-	-	-	133.55
Capital Investment - Utility Funded ¹	65.80	-	-	338.30
Total Capital Investment	65.80	-	-	525.30
Total Investment	65.80	-	-	603.84
[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees				

Table 4 General Notes:

- This Growth Application benefits from \$65.8M previously funded capital investments in the current service plan and budgets.
- If this growth application were to be considered, \$230.9M in unfunded capital investments would need to be considered in prioritization.
- If this Growth Application were to be considered, a base tax-supported operating investments of \$0.04M would be required starting in 2027 and would require a total base tax-supported operating investment of \$11.84M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$603.84M will be required to support the full build out of the Growth Application and to support continued growth in the Providence Area Structure Plan.