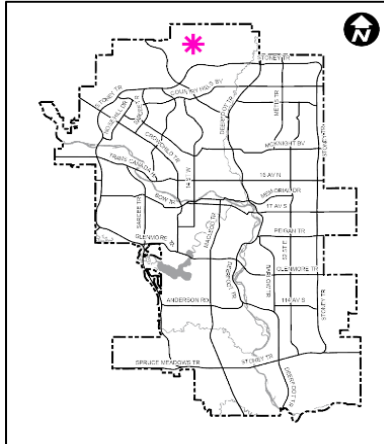


## Application Overview

This attachment summarizes information about this growth application and its evaluation by Administration according to defined criteria outlined at [www.calgary.ca/growthapplications](http://www.calgary.ca/growthapplications).



### Growth Application At-a-Glance

**Area Structure Plan:** Glacier Ridge

**Community:** Moraine

**Gross Developable Hectares:** ± 4.05

**Proposed Homes:** ±514 Multi-residential homes

**Commercial or Retail:** ±2,800 sq metres

### Municipal Development Plan/Calgary Transportation Plan Alignment:

- Continuation of the adjacent neighbourhood of Moraine with approved growth applications on the west, north, and south sides.
- Favourably located in relation to services and amenities. It is within proximity to several schools, designated community and major activity center and urban main street. It is not favourably located to transit services, a recreation center or a library.

### Market Demand

- North Sector has ten actively developing communities, six to eight years of serviced land and four to five years of approved – not yet serviced land (lands approved by Council with funding for capital investments, but not constructed), as of 2024 May. These amounts do not yet reflect Growth Applications approved in 2024 November or 2025 June.

### Financial Impact

- Favourable result (direct costs compared to direct revenues) from the New Community Incremental Operating Cost Model.
- \$102.7 million in capital investment required (\$0 to enable and \$102.7 million for continued growth) in this Area Structure Plan.

## ***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 4. These numbers are as of May 2024 and do not include the 2024 November or 2025 June 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 (off site levies, 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
<b>Policy Alignment</b>	Favourable	<ul style="list-style-type: none"> <li>• Contiguous with adjacent development to the south in Moraine and to the east in Carrington.</li> <li>• Helps complete the community of Moraine in the Glacier Ridge Area Structure Plan</li> <li>• Favourably located to existing services and amenities (including the Shops at Carrington, Saint Josephine Bakhita School, Buffalo Rubbing Stone School).</li> <li>• Not favourably located relative to transit service, a library or recreation centre.</li> </ul>
<b>Market Demand</b>	Moderate	<ul style="list-style-type: none"> <li>• As of 2024 May, the North Sector has:               <ul style="list-style-type: none"> <li>○ Six to eight years of approved and serviced land (single/semi-detached and multi-residential); and</li> <li>○ Four to five years of approved but not yet serviced land (single/semi-detached and multi-residential).</li> </ul> </li> </ul>
<b>Financial Impact</b>	Favourable	<p>Capital Costs (Table 2)</p> <ul style="list-style-type: none"> <li>• The site leverages existing and previously funded capital infrastructure investment and will also require future investments that are needed to support ongoing growth in the Glacier Ridge Area Structure Plan.</li> <li>• North Calgary Water Servicing project investment (funding approved in mid-cycle adjustment to the 2023-2026 Service Plans and Budgets) will provide water capacity to this site with the completion of Stage 1 of the project (expected in 2027).</li> </ul>
	Favourable	<p>Operating Costs (Table 3)</p> <ul style="list-style-type: none"> <li>• Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed growth application area.</li> </ul>

\*full criteria available at [www.calgary.ca/growthapplication](http://www.calgary.ca/growthapplication)

**Table 2 – Capital Infrastructure Benefitting the Growth Application**

Capital Investment	Type	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]
<b>Funded Utility Infrastructure, Either in Service or in Progress, to Enable the Growth Application Area</b>							
North Calgary Water Servicing (NCWS) Project	Water	311.6	116.6	195.0	-	Y	22%
Mountain View Pump Station Upgrades	Water	3.1	3.1	-	-	Y	43%
144 Ave Creek Crossing (Stage 1- 3 lanes)	Mobility	60.0	60.0	-	-	Y	60%
Nose Creek Sanitary Trunk Upgrades	Sanitary	33.5	33.5	-	-	Y	43%
Inglewood Sanitary Trunk Upgrades Phase 2	Sanitary	33.2	33.2	-	-	Y	21%
<b>Unfunded Infrastructure Required for General Growth in the Growth Application Area</b>							
Northridge Feedermain Phase 2 (Partial)	Water	9.8	-	-	9.8	N	83%
Northridge Feedermain Phase 2 (remaining portions)	Water	23.5	-	-	23.5	N	83%
Northridge Reservoir	Water	25.0	-	-	25.0	N	83%
Northridge Feedermain West Leg	Water	20.8	-	-	20.8	N	83%
Keystone Hills Emergency Response Station	Fire & Emergency Response	27.3	3.7	-	23.6	N	100%
<b>Initial Investment Required to Enable Growth Application</b>		-	-	-	-		
<b>Total Required for Full Build Out</b>		<b>547.8</b>	<b>250.1</b>	<b>195.0</b>	<b>102.7</b>		
<p>[1] - These are total project costs, as of May 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change.</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>							

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

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

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Total Revenue	\$ 395	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675	\$ 675
Less: Total Operating Costs	\$ (18)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)	\$ (25)
Net Balance	\$ 377	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650	\$ 650

*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 –Summary of Capital and Operating Investments Required**

	Current Service Plans and Budget 2023- 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
<b>15 years Incremental Operating Investment</b>	-	-	-	0.37
Capital Investment - City Funded	24.00	-	-	23.60
Capital Investment - Off-site Levy Funded	39.70	-	-	-
Capital Investment - Utility Funded <sup>1</sup>	186.40	-	195.00	79.10
<b>Total Capital Investment</b>	<b>250.10</b>	<b>0.00</b>	<b>195.00</b>	<b>102.70</b>
<b>Total Investment</b>	<b>250.10</b>	<b>0.00</b>	<b>195.00</b>	<b>103.07</b>
[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 leverages funded capital investments of \$250.10 million in current service plans and budget and \$195 million in future service plans and budgets to enable development.
- Due to infrastructure and development timing, this growth application is not expected to require any base tax-supported operating investments in the current budget cycle and will require investments in future Service Plans and Budgets.
- Administration is seeking direction to consider committing to future operating cost investments in 2025 to continue progress towards housing. In 2028, an estimated base tax-supported operating investments of \$0.02 million will be required and will require an estimated total annual base tax-supported operating investment of \$0.03 million by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$103.07 million will be required to support the full build out of the growth application or to support continued growth in the Glacier Ridge Area Structure Plan and it will be brought forward in future Service Plans and Budgets.