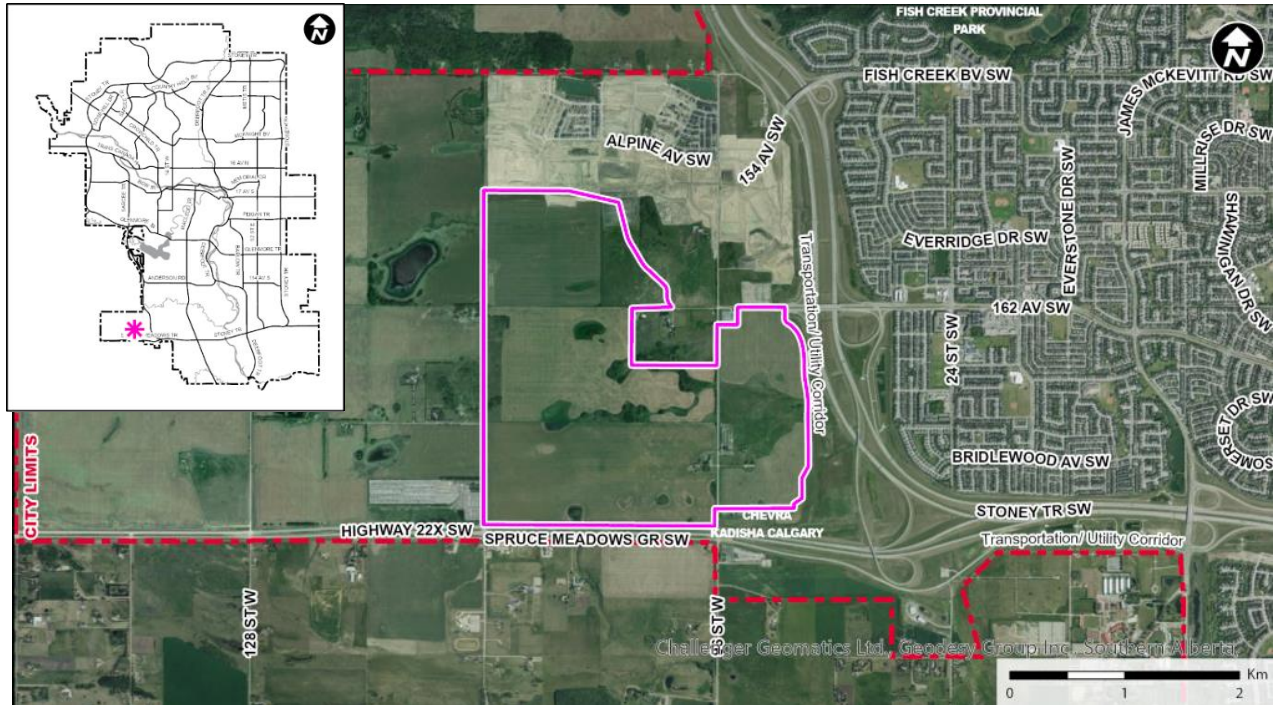


Application Overview

GA2023-001: Providence



Growth Application at a Glance	
Area Structure Plan	Providence
Gross Developable Hectares	±386.74
Proposed Homes	±9,590 homes
Commercial or Retail	±47,500m ²

Table 1 – Growth Application Criteria Evaluation Summary

Criteria	Administration Comments
Policy Alignment	<ul style="list-style-type: none"> Contiguous with adjacent development in Vermillion Hill and Alpine Park to the north. Helps complete Alpine Park, Community A and Community B of the Providence Area Structure Plan (ASP). Located favourably (within 3km) relative to existing schools (Our Lady of Evergreens K-6 Calgary Catholic School District, Dr. Freda Miller K-6 Calgary Public School) and activity centres (notably the Bridlewood commercial area).
Favourable and Moderate	<ul style="list-style-type: none"> Located unfavourably (greater than 5km) relative to existing transit hubs (Woodpark BRT Transit Hub, Shawnessy LRT Station), libraries (Shawnessy Library) and recreation centres (Shawnessy YMCA). Future Bus Rapid Transit will improve transit connection.
Market Demand	<ul style="list-style-type: none"> As of May 2025, the South sector has: <ul style="list-style-type: none"> Seven new communities under development Six to eight years of approved and serviced land (single/semi-detached and multi-residential) Three to five years of approved but not yet serviced land (single/semi-detached and multi-residential)
Moderate	<ul style="list-style-type: none"> This is considered to be above target based on the Growth Application criteria for land supply. If approved, this Growth Application would add four to five years to the approved - not yet serviced land supply in the South Sector.
Financial Impact	<ul style="list-style-type: none"> This Growth Application requires \$582.7 million in unfunded capital investments for water, sanitary, stormwater and mobility infrastructure: <ul style="list-style-type: none"> \$236.3 million in unfunded utility capital investment and mobility infrastructure planning and design in the 2027-2030 Business Plans and Budgets to enable this Growth Application. \$346.4 million in unfunded, future capital investment will be required to support continued growth (with portions being levy eligible).
Moderate and Unfavourable	<ul style="list-style-type: none"> The Growth Application area is projected to contribute \$246.28 million in off-site levies to support investments in servicing infrastructure. Modeled to generate \$28.78 million in revenue (e.g., tax, franchise fee) at full buildout. Servicing the entire Growth Application area requires two major mobility investments: an interchange at Highway 22X and 53 Street SW costing \$117.5 million and a bus rapid transit line on 162 Avenue SW costing \$131.5 million. Both of these investments are triggered at approximately 50 percent of the full build out of the Growth Application. The interchange is driven by development in the Providence ASP, with no current cost-sharing agreement with Foothills County. Advancing functional planning studies for the future mobility infrastructure in parallel with initially required utility infrastructure will support continued

	<p>development in the area and minimize delays in moving forward with construction when future budget approvals are secured.</p> <ul style="list-style-type: none"> • Infrastructure delivery is complex and will take several years to complete. Infrastructure planning and design is underway for water and sanitary infrastructure but additional unfunded mobility planning and design (\$20 million) is needed to enable timely and efficient infrastructure delivery.
<p>Financial Impact (Operating)</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.
<p>Favourable</p>	

Evaluation Criteria Introduction

Growth Application evaluation criteria, application requirements and the review process are outlined for applicants and Calgarians at: www.calgary.ca/growthapplication

Policy 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 strategically evaluate to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, impact City infrastructure and are financially positive for The City and the local economy.

Market Supply and 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. This helps to ensure there is sufficient land for development while avoiding overextending The City's ability to deliver infrastructure and services. As of 2025 May, there are 40 new communities in active development, with serviced land that can accommodate 84,208 homes, for seven to ten years of supply. A further 36,971 homes can be accommodated in approved but not yet serviced lands where Council has committed to funding future infrastructure.

For more information, please consult the Suburban Residential Growth report and Attachment 4. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Finances and Infrastructure

These criteria evaluate 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). This evaluation supports the development of financially sustainable communities where revenues are sufficient to cover City operating costs. 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 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 Remaining Required (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible % (2)
Funded Infrastructure, Either in Service or in Progress, Required to Enable the Growth Application Area							
Providence Storm Trunk Stage 1& Outfall	Stormwater	4.1	4.1	-	-	Y	100%
Providence Storm Trunk Stage 2	Stormwater	14.6	14.6	-	-	Y	100%
Starlight PZ Pump Station Phase 1& 2 (Interim)	Water	19.9	19.9	-	-	Y	100%
Starlight PZ Pump Station Phase 3 – Permanent Pump Station STN052	Water	12.5	12.5	-	-	Y	100%
Starlight Feedermain Phase 1 (154th Avenue, 800 m)	Water	3.8	3.8	-	-	N	100%
Westview Reservoir Land Purchase	Water	1.8	1.8	-	-	Y	100%
Unfunded Infrastructure Required to Enable Development in the Growth Application Area							
Providence Storm Trunk Stage 3	Stormwater	9.9	-	-	9.9	N	100%
Providence Storm Trunk Stage 4 [4]	Stormwater	10.0	-	-	10.0	N	100%
Westview Reservoir Cell 1	Water	11.6	-	-	11.6	N	100%
Westview Pump Station STN056, located at the Starlight Dual Zone PS	Water	3.4	-	-	3.4	N	100%
Westview Feedermain Phase 1 (STN056 to Westview Res Site)	Water	26.2	-	-	26.2	N	100%
Westview Feedermain Phase 2 (162nd Ave TUC Crossing)	Water	9.5	-	-	9.5	N	100%
Starlight Feedermain Phase 2 (154th Ave, 37th St to 53rd St)	Water	12.4	-	-	12.4	N	100%
Starlight Pump Station STN049 located at the Westview Reservoir Site	Water	33.6	-	-	33.6	N	100%
Starlight Feedermain Phase 3 (162nd Ave. from STN049 to 53rd St)	Water	12.5	-	-	12.5	N	100%
West Pine Creek Sanitary Trunk Phase 3	Sanitary	55.0	-	-	55.0	N	100%
Providence Sanitary Trunks [4]	Sanitary	30.2	-	-	30.2	N	100%
Starlight Reservoir Land Purchase	Water	2.0	-	-	2.0	N	100%
Functional Planning Studies (162 Ave BRT and 22x/53 Street S.W. Interchange)	Mobility	4.0	-	-	4.0	N	0%
Highway 22x/53 Street S.W. Interchange [3] (Preliminary Design)	Mobility	6.5	-	-	6.5	Y	81%
162 Avenue S.W. BRT from Shawnessy to S.W. Ring Road (Preliminary Design)	Mobility	5.5	-	-	5.5	Y	21%
162 Avenue S.W. BRT from S.W. Ring Road to west side of Providence (Preliminary Design)	Mobility	4.0	-	-	4.0	Y	100%
Unfunded Infrastructure Required in the Future to Support Full Build-out of the Growth Application Area							
Starlight Feedermain (Future Phases)	Water	72.3	-	-	72.3	N	100%
Westview Reservoir Cell 2	Water	15.1	-	-	15.1	N	100%
Starlight Reservoir	Water	30.0	-	-	30.0	N	100%
Highway 22x/53 Street S.W. Interchange [3]	Mobility	108.5	-	-	108.5	Y	81%
162 Avenue S.W. BRT from Shawnessy to S.W. Ring Road	Mobility	69.5	-	-	69.5	Y	21%
162 Avenue S.W. BRT from S.W. Ring Road to west side of Providence	Mobility	51.0	-	-	51.0	Y	100%
Initial Investment Required to Enable Growth Application [4]		236.3	-	-	236.3		
Future Investments for Full-Build-out		346.4	-	-	346.4		
Total Unfunded Investments		582.7	-	-	582.7		
Total Investments for Full Build Out		639.4	56.7	-	582.7		
<p>[1] - These are total project costs, as of February 2026 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, DSL eligibility for these infrastructures may be up to 100%.</p> <p>[3] - Previously, a portion of the interchange was attributed to Foothills County (19%) but now the total cost of the interchange is attributed to Calgary to support Providence growth. The interchange is driven by development in Providence, with no current cost-sharing agreement with Foothills County.</p> <p>[4] - Infrastructure design and staging is still being evaluated in consultation with Outline Plans and broader servicing strategies, including those for unplanned lands. In collaboration with the Applicant, the City continues to explore opportunities for deferral or reduction in capital investments. The scope of the noted levy eligible infrastructure items may change as design advances.</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. Since 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)

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	\$ 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	\$ (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	\$ 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).
- This modeling is based on the development assumptions submitted by the applicant. However, the Administration recommendation is for the infrastructure delivery to not occur until 2029. Therefore, should the Administration recommendation be approved, both revenue and operating costs should be assumed to be deferred by two years.

Table 4 – Investments Required

	Current Business Plans and Budget		Future Business Plans and Budgets (\$M)			
	2023- 2026 (\$M)		2027-2030 (\$M)		2031+ (\$M)	
	Approved		Pre- Approved	Requires Approval	Pre- Approved	Requires Approval
15 years Incremental Operating Investment	-		-	0.10	-	78.44
Capital Investment to Enable Growth Application- City Funded	-		-	9.56	-	-
Capital Investment to Enable Growth Application- Off-site Levy Funded	-		-	10.44	-	-
Capital Investment to Enable Growth Application - Utility Funded ¹	-		-	216.30	-	-
Total Capital Investment to Enable Growth Application	-		-	236.30	-	-
Capital Investment to Service Growth in the ASP Area - City Funded	-		-	-	-	75.24
Capital Investment to Service Growth in the ASP Area Off-site Levy Funded	-		-	-	-	153.76
Capital Investment to Service Growth in the ASP Area - Utility Funded ¹	56.70		-	-	-	117.40
Total Capital Investment to Facilitate Continued Growth in the Area	56.70		-	-	-	346.40
Total Investment (Operating & Capital)	56.70		0.00	236.40	0.00	424.84

[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 table is to identify the approved budget and future budget requirements to support the full buildout of the Growth Application and/or to support continued growth in the Providence Area Structure Plan.

- This Growth Application leverages funded capital budget of \$56.70 million in current Business Plans and Budgets.
- If this Growth Application is approved, the following additional estimated budget will be required:
 - Tax-supported operating budget of \$0.10 million in 2027-2030 and \$11.84 million per year by the final build out year. *(To align with Administration’s recommendation to defer capital spending to 2029, the related operating costs are also deferred by two years to align with the revised timelines.)*
 - Capital budget of \$236.30 million is required in the 2027-2030 Business Plans and Budgets to support this Growth Application. To facilitate continued growth in the area, a further \$346.40 million in subsequent Business Plans and Budgets.