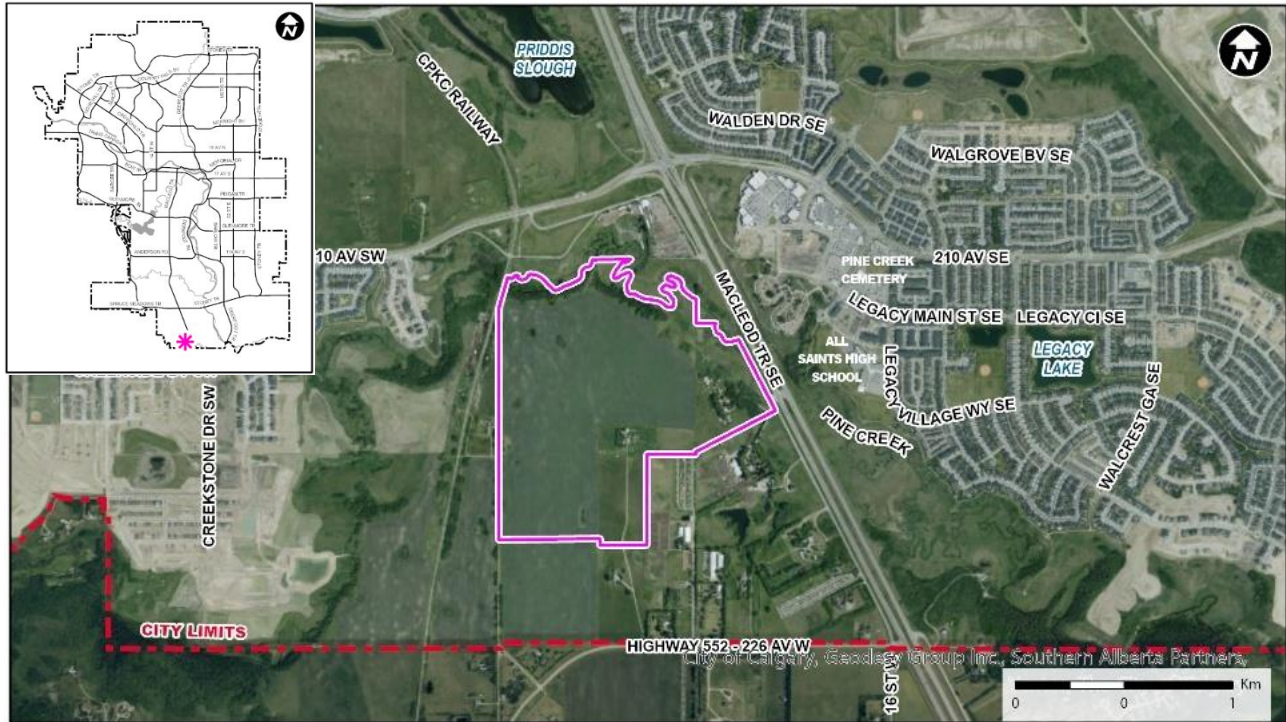


# Application Overview

## GA2026-002: Saatohtsi Phase 1



Growth Application at a Glance	
Area Structure Plan	Saatohtsi Area Structure Plan (ASP)
Gross Area	± 91.00 hectares <i>(note: a portion of the area is likely to be undevelopable given proximity to the Pine Creek)</i>
Proposed Homes	± 2,000 homes
Commercial or Retail	± 2,790 m <sup>2</sup>

**Table 1 – Growth Application Criteria Evaluation Summary**

Criteria	Administration Comments
<p><b>Policy Alignment</b></p>	<ul style="list-style-type: none"> <li>• Located west of the community of Legacy and east of the community of Pine Creek. There are no communities to the south as this is the first Growth Application within the Saatohtsi ASP. The Saatohtsi ASP area borders the City of Calgary southern boundary.</li> <li>• While close to some communities, connectivity to these areas is limited as a result of waterways, grade changes, major roadways and railways. This will remain until future phases of growth within the ASP trigger further investments to improve mobility choices through new grade separated pathway connectivity and the Red Line LRT extension to 210 Avenue South (10-30 years away).</li> <li>• Unfavourably located to employment areas, public schools (All Saints High School in Legacy, 3.5 kilometres) and transit hubs (Somerset-Bridlewood LRT Station, 7.5 kilometres). Favourably located to the Legacy Community Activity Centre (2.8 kilometres).</li> <li>• The Belmont Fieldhouse and Library (3.3 kilometres) is under construction and is expected to be operational in 2027, at which time it will be favourably located. The aquatic component of this recreation centre is unfunded, with delivery beyond 2030. Otherwise, the YMCA Shawnessy is 8.1 kilometres away.</li> </ul>
<p>Unfavourable/ Moderate</p>	
<p><b>Market Supply &amp; Demand</b></p>	<ul style="list-style-type: none"> <li>• As of May 2025, the South Sector has:               <ul style="list-style-type: none"> <li>○ Seven new communities under development;</li> <li>○ Six to eight years of approved and serviced land (single/semi-detached and multi-residential); and</li> <li>○ Three to five years of approved but not yet serviced land (single/semi-detached and multi-residential).</li> </ul>               This is considered above target.             </li> <li>• If approved, this Growth Application would add one year to the approved - not yet serviced land supply in the South Sector.</li> </ul>
<p>Moderate</p>	

<p><b>Finances &amp; Infrastructure (capital)</b></p>	<p>In the initial 2,000 home phase, meeting subdivision servicing design guidelines will rely upon agreements with other jurisdictions, temporary mobility infrastructure and new storm infrastructure, while a sanitary solution is still being confirmed.</p> <ul style="list-style-type: none"> <li>• <b>Mobility:</b> Capacity for the initial phase can be achieved through a temporary, developer-funded signalized intersection at Macleod Trail, and access from Highway 552 to the south, subject to approval and access agreements with Alberta Transportation and Economic Corridor and Foothills County.             <ul style="list-style-type: none"> <li>○ Growth beyond the initial phase will require significant mobility infrastructure investments of approximately \$313 million, which includes a partial interchange at Macleod Trail S and Highway 552, a flyover of Pine Creek and two grade separated active mode crossings. These future investments would primarily or solely benefit the Saatohtsi ASP. The Macleod Trail S and 210 Avenue S interchange will benefit the area and others within the South Sector.</li> </ul> </li> <li>• <b>Emergency Response:</b> To enable emergency response, access agreements to and from Highway 552 are required with Alberta Transportation and Economic Corridor and Foothills County before development can proceed.             <ul style="list-style-type: none"> <li>○ A permanent emergency response station may be required in future phases of development beyond the current application, subject to further review and analysis as part of a future Growth Application.</li> </ul> </li> <li>• <b>Utility Servicing &amp; Investment:</b> This Growth Application area requires \$2.4 million in new funding for storm infrastructure and \$7.7 million (unverified applicant proposal) for sanitary. Ongoing collaboration with the applicant is required to confirm a sanitary servicing solution that aligns to the proposed developer phasing and meets design standards and operational needs:             <ul style="list-style-type: none"> <li>○ The sanitary servicing solution proposed by the applicant was originally intended for the full build out of the ASP, and at higher densities than proposed and is not supportable. The initial phasing of development (2,000 homes) presents operational challenges and may impact customer service levels. These operational risks could remain for an extended period, particularly with uncertainties on timing and density of the remaining phases.</li> <li>○ Proposed developer-funded water servicing extensions may require rights-of-way through private lands, which could impact the servicing plan, development timing and costs.</li> </ul> </li> </ul>
<p>Unfavourable</p>	
<p><b>Finances &amp; Infrastructure (Operating)</b></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>
<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](http://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 & 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 10 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. This provides an additional three to four years of supply. These amounts do not yet reflect the Growth Application decisions made by Council in 2026 March.

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 & Infrastructure

These criteria evaluate the impact on The City's financial position by analyzing the anticipated costs (capital and incremental 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 incremental 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	Infrastructure Type	Total Estimated Cost (\$M) <sup>[1]</sup>	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Remaining Required (\$M)	Included in Off-site Levies Bylaw (Y/N) <sup>[2]</sup>	Levy Eligible % <sup>[2]</sup>
<b>Unfunded Infrastructure Required to Support Growth in the Saatohtsi ASP, including the Growth Application Area</b>							
Macleod Trail SW & Highway 552 Half Interchange	Mobility	90.0	-	-	90.0	N	TBD
Pine Creek Flyover (between Saatohtsi & 210 Avenue SW)	Mobility	50.0	-	-	50.0	N	TBD
Macleod Trail SW & 210 Avenue SW Interchange	Mobility	143.0	-	-	143.0	Y	51%
Active Mode Crossing of Macleod Trail between Saatohtsi & Legacy	Mobility	15.0	-	-	15.0	N	TBD
Active Mode Crossing of CPKC Rail between Saatohtsi & Creekstone	Mobility	15.0	-	-	15.0	N	TBD
Saatohtsi Fire & Emergency Response Station	Fire & Emergency Response	25.2	-	-	25.2	N	TBD
<b>Unfunded Infrastructure Required to Enable this Growth Application</b>							
Storm Trunk & Outfall	Stormwater	2.4	-	-	2.4	N	100%
Sanitary Servicing <sup>[3]</sup>	Sanitary	7.7	-	-	7.7	N	100%
<b>Initial Investment Required to Enable Growth Application</b>		<b>10.1</b>	<b>-</b>	<b>-</b>	<b>10.1</b>		
<b>Total Cost to support full build-out of the ASP</b>		<b>348.3</b>	<b>-</b>	<b>-</b>	<b>348.3</b>		
<p><sup>[1]</sup> - These are total project costs, as of March 2026 that are required to complete the project and will need to be fully funded in the future. Costs are subject to change due to various factors (e.g., scope refinement, materials inflation).</p> <p><sup>[2]</sup> - Certain infrastructure identified through the ASP development is not currently included in the OSL Bylaw and is therefore ineligible for levy funding at this time. Administration will incorporate this infrastructure as part of a future OSL Bylaw update.</p> <p><sup>[3]</sup> - Costs To be Confirmed. Ongoing collaboration with the Applicant is required to confirm a viable sanitary solution and extents and costs for any capital infrastructure.</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 will be required for further development in the Area Structure Plan and broader area that will also benefit the growth application area. These investments will be brought forward in future budget cycles and provide benefit beyond the specific 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)**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Total Revenue	\$ 544	\$ 1,322	\$ 2,322	\$ 3,975	\$ 4,814	\$ 6,366	\$ 6,462	\$ 6,462	\$ 6,462	\$ 6,843	\$ 6,843	\$ 6,843	\$ 6,843	\$ 6,843	\$ 6,843
Less: Total Operating Costs	\$ (228)	\$ (625)	\$ (817)	\$ (940)	\$ (1,056)	\$ (3,522)	\$ (3,688)	\$ (3,703)	\$ (3,703)	\$ (4,791)	\$ (4,791)	\$ (4,791)	\$ (4,791)	\$ (4,791)	\$ (4,791)
Net Balance	\$ 315	\$ 697	\$ 1,505	\$ 3,035	\$ 3,758	\$ 2,845	\$ 2,774	\$ 2,759	\$ 2,759	\$ 2,052	\$ 2,052	\$ 2,052	\$ 2,052	\$ 2,052	\$ 2,052

**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 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	-		-	1.38	-	32.27
Capital Investment to Enable Growth Application- City Funded	-		-	-	-	-
Capital Investment to Enable Growth Application- Off-site Levy Funded	-		-	-	-	-
Capital Investment to Enable Growth Application - Utility Funded <sup>1</sup>	-		-	10.10	-	-
<b>Total Capital Investment to Enable Growth Application</b>	-		-	<b>10.10</b>	-	-
Capital Investment to Service Growth in the ASP Area - City Funded	-		-	-	-	265.41
Capital Investment to Service Growth in the ASP Area Off-site Levy Funded	-		-	-	-	72.79
Capital Investment to Service Growth in the ASP Area - Utility Funded <sup>1</sup>	-		-	-	-	-
<b>Total Capital Investment to Facilitate Continued Growth in the Area</b>	-		-	-	-	<b>338.20</b>
<b>Total Investment (Operating &amp; Capital)</b>	<b>0.00</b>		<b>0.00</b>	<b>11.48</b>	<b>0.00</b>	<b>370.47</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 table is to identify the approved budget and future budget requirements to support the full build out of the Growth Application and/or to support continued growth in the Saatohtsi Area Structure Plan.

If this Growth Application is approved, the following additional estimated budget will be required:

- Tax-supported operating budget of \$1.38 million in 2027-2030 Business Plans and Budgets and \$3.36 million per year by the final build out year.
- Capital budget of \$10.10 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 \$338.20 million in subsequent Business Plans and Budgets.