

Application Overview

GA2026-001: Belvedere East Springs



LEGEND

- Growth Application Area
- Max Purple BRT Stops

Growth Application at a Glance	
Area Structure Plan	Belvedere
Gross Area	± 3.86 hectares
Proposed Homes	± 309 homes
Commercial or Retail	± NA

Table 1: Growth Application Criteria Evaluation Summary

Criteria	Administration Comments
<p>Policy Alignment</p>	<ul style="list-style-type: none"> • Contiguous with adjacent development to the north of the subject site. • Supports the continued build out of the Belvedere Area Structure Plan (ASP). • Favourably located to an MDP-identified Community Activity Centre, an Urban Main Street and Future Transit Corridor (17 Avenue S.E.), as well as the East Hills Shopping centre, and existing Max Purple BRT stops.
<p>Favourable</p>	<ul style="list-style-type: none"> • Favourably located in proximity to four schools, a recreation centre and a public library.
<p>Market Supply and Demand</p>	<ul style="list-style-type: none"> • The East Sector has three actively developing communities. As of 2025 May, the East Sector has: <ul style="list-style-type: none"> ○ Four to five years of approved and serviced land; and ○ 13 to 17 years of approved but not yet serviced land. • Overall, this is considered above target based on the Growth Application criteria for land supply.
<p>Moderate</p>	<ul style="list-style-type: none"> • The Growth Application increases land supply, but the existing total years of land supply are not significantly altered.
<p>Finances and Infrastructure (Capital)</p>	<ul style="list-style-type: none"> • No new capital investment is required to enable this Growth Application. • Additional infrastructure investment will also be required in future budget cycles to support ongoing growth in the Belvedere Area Structure Plan, including these lands. This includes but is not limited to contributions to the Cooperative Stormwater Management Initiative - CSMI (\$10.0 million) the 17 Avenue S.E. Bus Rapid Transit - BRT (\$209.5 million combined) and the Belvedere Permanent Emergency Response Station (\$36.4 million). • The subject site leverages existing and previously funded capital infrastructure that is in varying stages of planning and delivery. Some enabling infrastructure elements are still in early stages of design that require ongoing coordination to advance servicing. Additionally, storm servicing is dependent on development of adjacent lands advancing, and delivery of capital infrastructure that will be staged over multiple years. Delays in infrastructure delivery and/or future investment approvals could result in development delays. • The Growth Application area is projected to contribute \$2.4 million in off-site levies at full buildout to support investments in servicing infrastructure. • Recommendations for additional investment in Bus Rapid Transit (BRT) Infrastructure is anticipated to be brought forward in the 2027-2030 Business Plans and Budget based on the current pace of development in the area.
<p>Moderate</p>	

Finances and Infrastructure (Operating)	<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.
Favourable	

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 evaluates 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. 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 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	Infrastructure 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, to Enable the Growth Application Area							
Belvedere Feedermain Phase 1	Water	9.0	9.0	-	-	Y	100%
Belvedere Feedermain Phase 2	Water	18.0	18.0	-	-	Y	100%
Chestermere Water Meter Location & Transfer of 300 mm water main within City Municipal Bou	Water	1.4	1.4	-	-	Y	100%
Belvedere Storm & Connection to Cooperative Stormwater Management Initiative (CSMI)	Storm Water	40.0	5.0	35.0	-	N	100%
Stoney Trail/Memorial Drive Flyover	Mobility	105.0	105.0	-	-	Y	100%
Unfunded Infrastructure Required for Ongoing Growth in Belvedere, including the Growth Application							
Contribution to CSMI	Storm Water	30.0	8.0	12.0	10.0	Y	100%
MAX Purple BRT from Hubalta to 84 Street S.E.	Mobility	114.5	5.0	-	109.5	Y	51%
MAX Purple BRT from 84 Street E. to city limits	Mobility	100.0	-	-	100.0	Y	51%
Belvedere Feedermain Phase 3 ^[3]	Water	30.4	-	-	30.4	N	100%
Great Plains Sanitary Trunk Upgrades ^[3]	Sanitary	139.1	-	-	139.1	N	TBD
Belvedere Permanent Emergency Response Station	Fire & Emergency Response	41.7	5.3	-	36.4	Y	100%
Initial Investment Required to Enable Growth Application		-	-	-	-		
Total Cost		629.1	156.7	47.0	425.4		
<p>^[1] - 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>^[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] - These investments are not required to advance development in this Growth Application but lands will benefit from these future investment.</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 anticipated capital investments in this report are estimates and subject to change as projects progress through design, construction and procurement stages. Cost estimates may vary due to market conditions, material and contractor availability and the conceptual nature of some projects. While Administration has used the most current information available, these figures may differ from those in the Off-Site Levies Annual Report, as each reflects 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	\$ 144	\$ 287	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431	\$ 431
Less: Total Operating Costs	\$ (20)	\$ (24)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)	\$ (26)
Net Balance	\$ 124	\$ 263	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405

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	-		-	0.07	-	0.31
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 ¹	-		-	-	-	-
Total Capital Investment to Enable Growth Application	-		-	-	-	-
Capital Investment to Service Growth in the ASP Area - City Funded	2.46		-	37.17	-	65.70
Capital Investment to Service Growth in the ASP Area Off-site Levy Funded	112.85		-	38.53	-	104.50
Capital Investment to Service Growth in the ASP Area - Utility Funded ¹	41.40		47.00	-	-	179.50
Total Capital Investment to Facilitate Continued Growth in the Area	156.70		47.00	75.70	-	349.70
Total Investment (Operating & Capital)	156.70		47.00	75.77	0.00	350.01

[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 identifies 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 Belvedere Area Structure Plan.

- This Growth Application leverages funded capital investments of \$156.70 million in the current Business Plans and Budget and \$47 million in the 2027-2030 Business Plans and Budgets to enable development.
- If this Growth Application is approved, the following additional estimated budget will be required
 - Tax-supported operating budget of \$0.07 million in 2027-2030 and \$0.03 million per year by the final build out year.
 - Capital budget of \$75.70 million in 2027-2030 Business Plans and Budgets and a further \$349.70 million in subsequent Business Plans and Budgets to facilitate continued growth in the area.