

Calgary



# Off-site Levy Bylaw Review

Transportation Session #2

September 15, 2022



# Today's Agenda

- 1. Welcome & Agenda Overview**
- 2. Meeting Norms (Hybrid)**
- 3. Consultation Plan**
- 4. Recap**
- 5. Projects**
- 6. Discussion**



# Meeting Norms (hybrid)

- **Presentations:** Hold questions until the end.
- **Tone:** Keep a positive tone. Discuss ideas on addressing issues.
- **Listen & Respect:** Every voice is an important voice. Everyone participates, no one dominates
- **Sounds:** Mute your mic when you are not talking (online). Speak-up so that those online can hear (in-person).
- **Sights:** You are encouraged to turn on your camera if you are online, and to face the camera when you are in person.
- **Discussion:** If you would like to comment or have a question, please raise your hand (in-person/online). We will get to you in order as best as we can.



# Consultation Timeline

2022/2023	Water Resources	Community Services	Transportation
June	Industry Session (all working group members): Resuming consultation Tuesday, June 28, 2022		
July	Session 8 – Thursday, July 28	Session 3 – Thursday, July 28	
August	First batch of whitepapers to be released on Calgary.ca / Industry Portal		
September	Session 9 – Thursday, September 8	Session 4 – Thursday, September 22	Session 2 – Thursday, September 15 Session 3 – Thursday, September 29
October	Session 10 – Thursday, October 6 Session 11 – Thursday, October 20	Session 5 – Monday, October 3 Session 6 – Monday, October 17 Session 7 – Monday, October 31	Session 4 – Thursday, October 13 Session 5 – Thursday, October 27
November		Session 8 – Monday, November 14 Session 9 – Tuesday, November 29	Session 6 – Thursday, November 10 Session 7 – Thursday, November 24
December			Session 8 – Thursday, December 8 Session 9 – Thursday, December 15
January	Industry Session (all working group members): What we heard report & final levy rates Thursday, January 26, 2023		





# Transportation Working Group

Transportation	Topics
<b>Session 1 – Thursday, March 17</b>	Land (denominator)
<b>Session 2 – Thursday, September 15</b>	Recap Projects and costs <ul style="list-style-type: none"> <li>• Interchanges</li> <li>• Structures over creek/rail</li> <li>• Road widenings</li> </ul>
<b>Session 3 – Thursday, September 29</b> <b>Session 4 – Thursday, October 13</b> <b>Session 5 – Thursday, October 27</b>	Projects and costs <ul style="list-style-type: none"> <li>• Bus Rapid Transit</li> <li>• Transit buses</li> <li>• Traffic signals</li> <li>• 5A</li> </ul>
<b>Session 6 – Thursday, November 10</b> <b>Session 7 – Thursday, November 24</b>	Benefit methodology
<b>Session 8 – Thursday, December 8</b> <b>Session 9 – Thursday, December 15</b>	Levy mechanics Transition Rate and wrap-up



# Discussion Questions

1. **PROJECT CRITERIA:** Is the alignment of projects to growth clear?
2. **FUTURE INCLUSIONS:** Are projects assigned to future levy bylaws appropriate?
3. **ELIGIBLE PROJECTS:** Is there a project missing that should be included in the bylaw?
4. **PROJECTS LEVIED FOR PARTIAL COSTS:** Is this approach reasonable?



# Formula



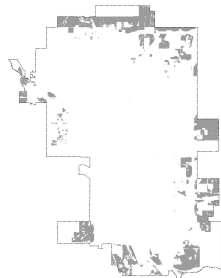
**Capital Costs (\$)<sup>2</sup>**  
*Including adjustment factors  
 for TVM & inflation*

x

**Benefit (%)<sup>3</sup>**

**= Levy Rate per Hectare<sup>4</sup>**

**Leviable Land (ha)<sup>1</sup>**

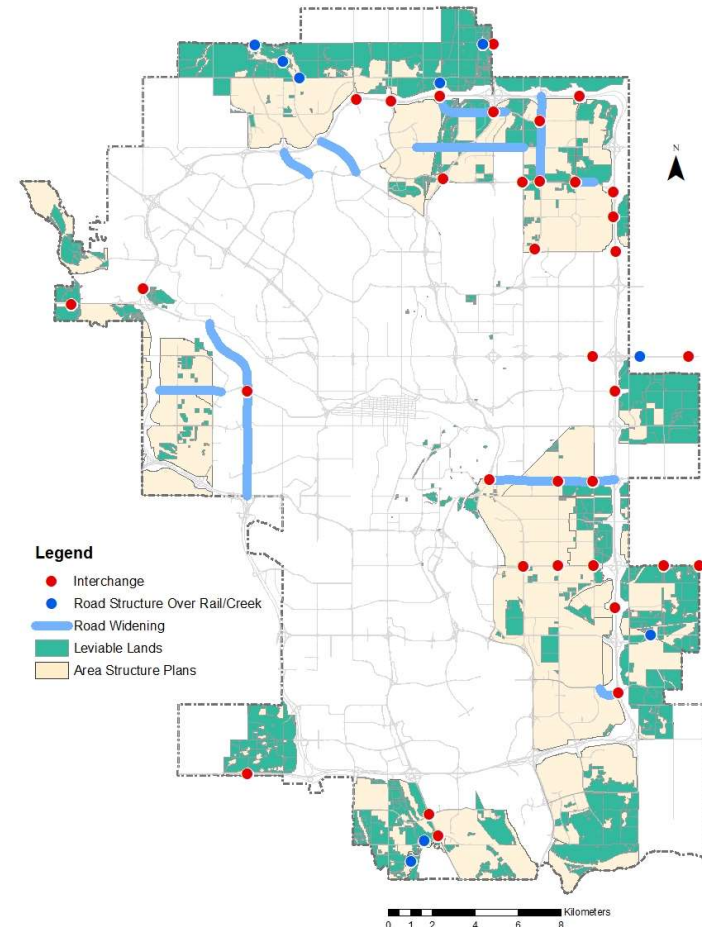
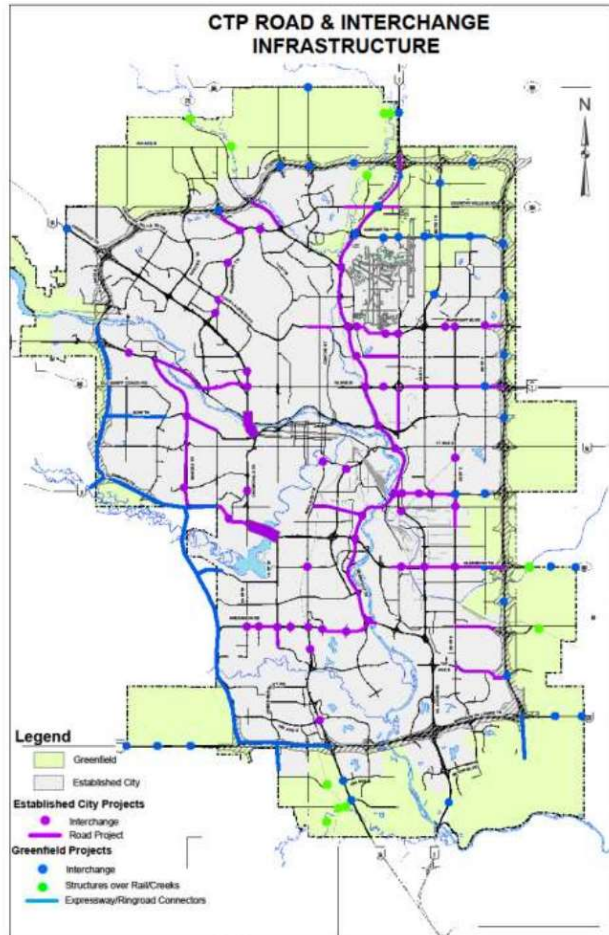


- 1 Leviable land refers to land available for development that has not previously paid levies, within active Area Structure Plans
- 2 Capital costs required for leviable land
- 3 Benefit attributable to leviable land
- 4 Different levy rates per infrastructure type/infrastructure category

# Recap: New Levy Strategy

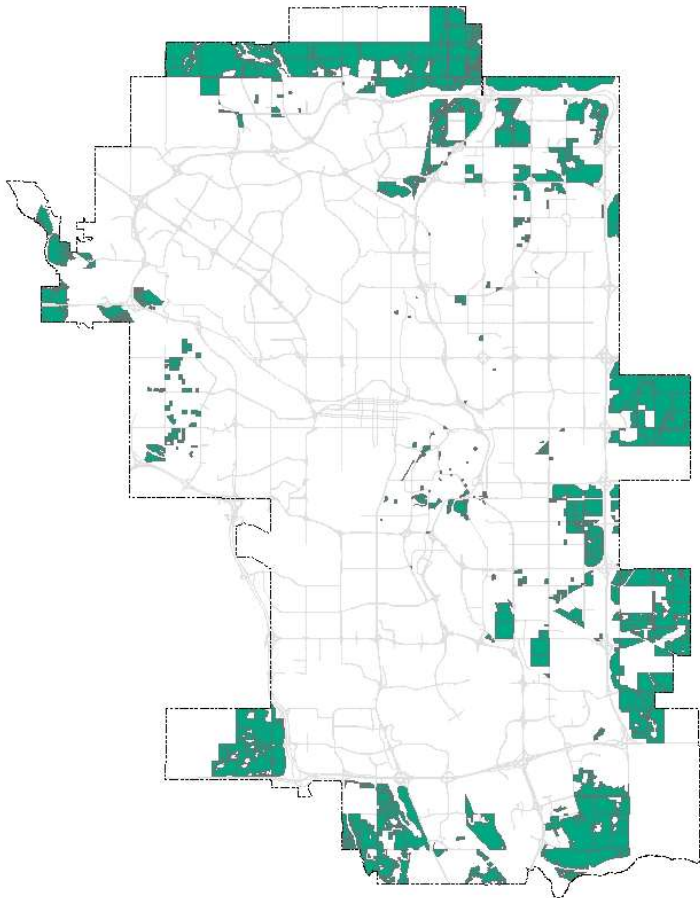
**Current: Full buildout**

**Proposed: Approved growth**





# Leviable Land (ha)



## Area Structure Plans

All remaining leviable land\* within approved Area Structure Plans.

Includes residential, industrial and commercial

**Total:** ~11,190 ha *(to be updated as of December 2022)*

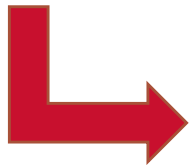
\*Leviable land refers to lands within the greenfield, available for development, within Area Structure Plans that have not previously paid levies.



# Off-site Levy Bylaw Review Inputs, Collection & Allocation

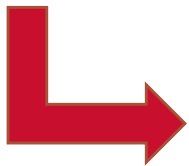
**Input 1:**  
Long-Term  
Vision/Plans

- Municipal Development Plan, Calgary Transportation Plan
- Area Structure Plans, Outline Plans
- Infrastructure Investment Plans, Feasibility Studies



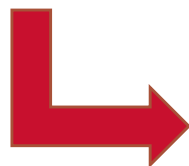
**Input 2:**  
Citywide  
Growth  
Strategy

- New Community Business Cases (every two years)
- Industrial Area Growth Strategy



**Off-site Levy**

- Bylaw updated every two years\*
- Collected through Development Agreements



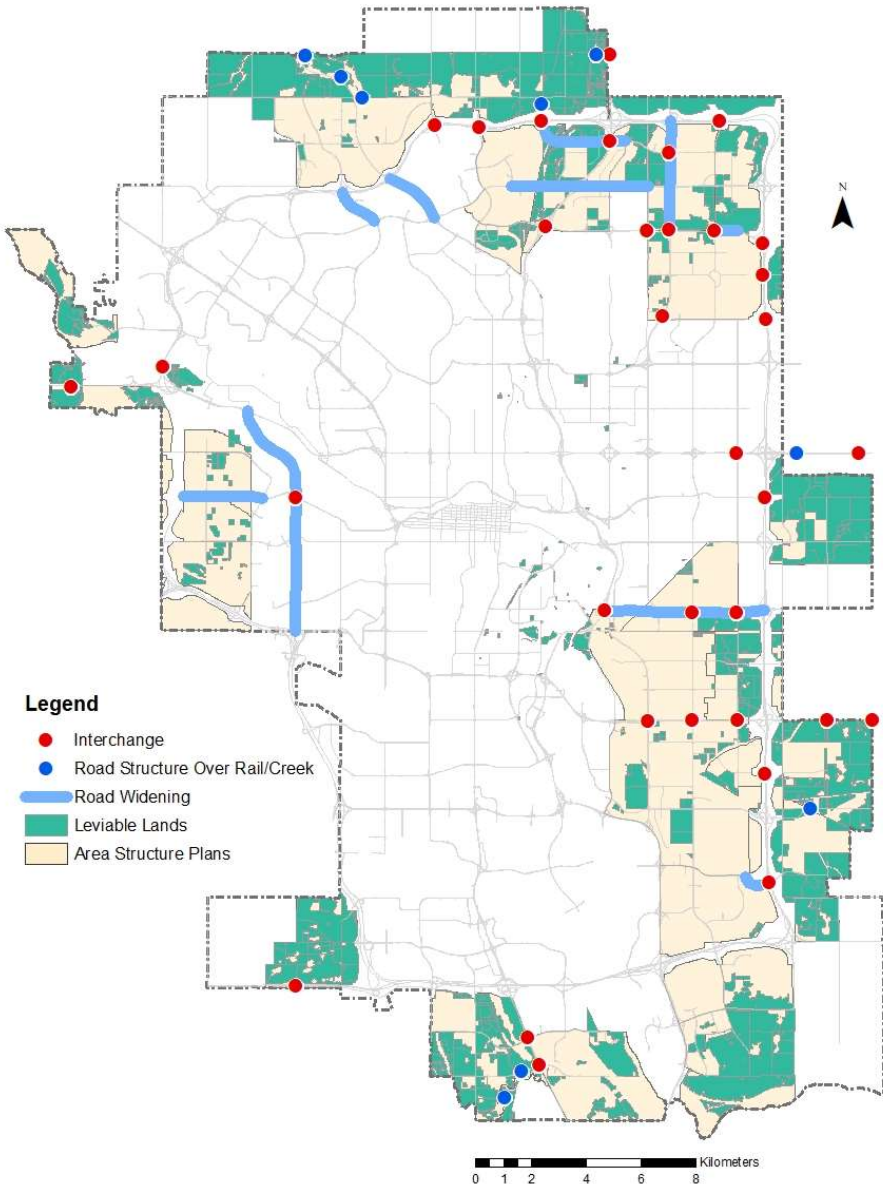
**Output:**  
Budget  
Allocation

- Corporate prioritization
- Business Plans & Budgets
- Budget cycle every four years with mid-cycle adjustments

\*Under review



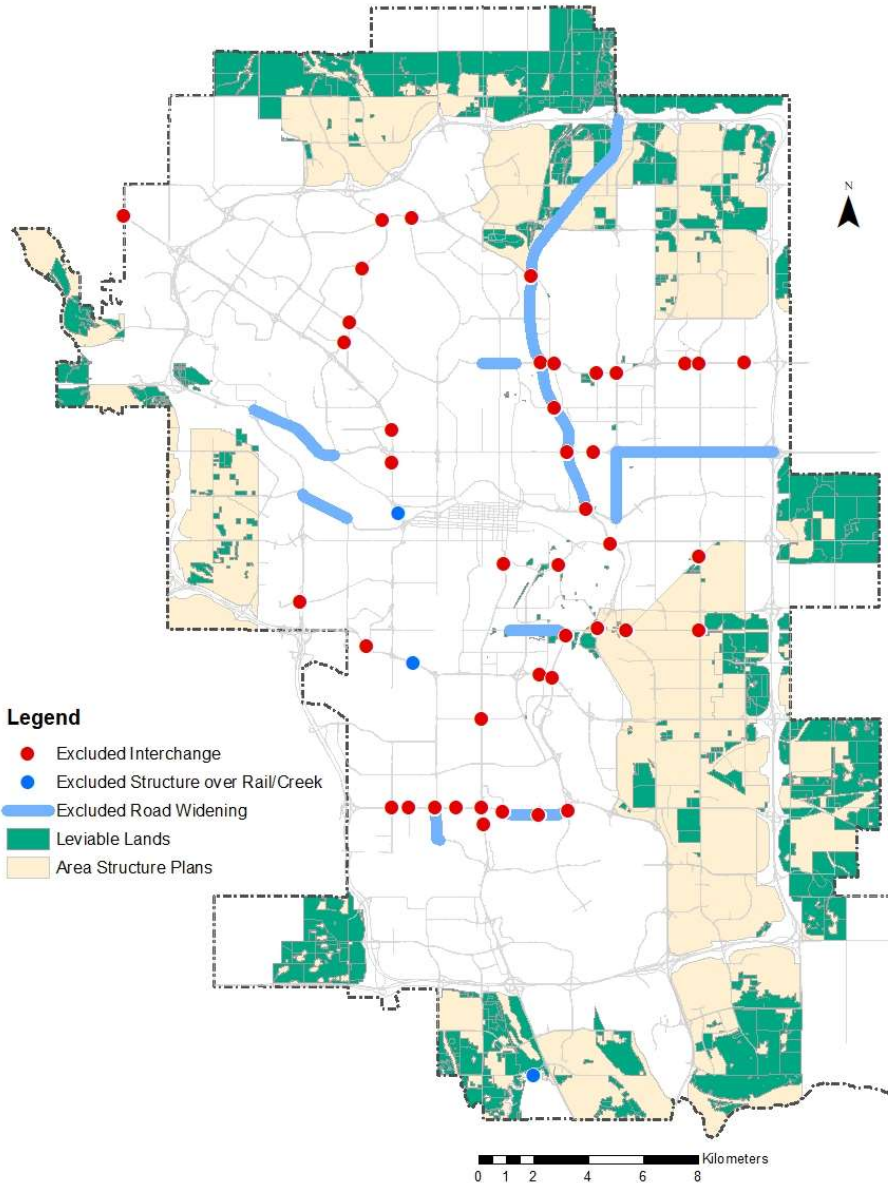
# Transportation Selection Criteria



1. Aligned to long term plans and strategies
2. Located in or near:
  - New and actively developing communities
  - Leviable industrial and employment lands
  - Remaining lands with GMO
3. Connecting growing communities with:
  - Major activity centres
  - Employee intensive zones
  - Primary transit network
  - Major public open spaces
4. Anticipated need
  - Within ~30-year horizon
  - **FOR DISCUSSION: Sufficient project certainty**
5. Necessary to service new and actively developing communities



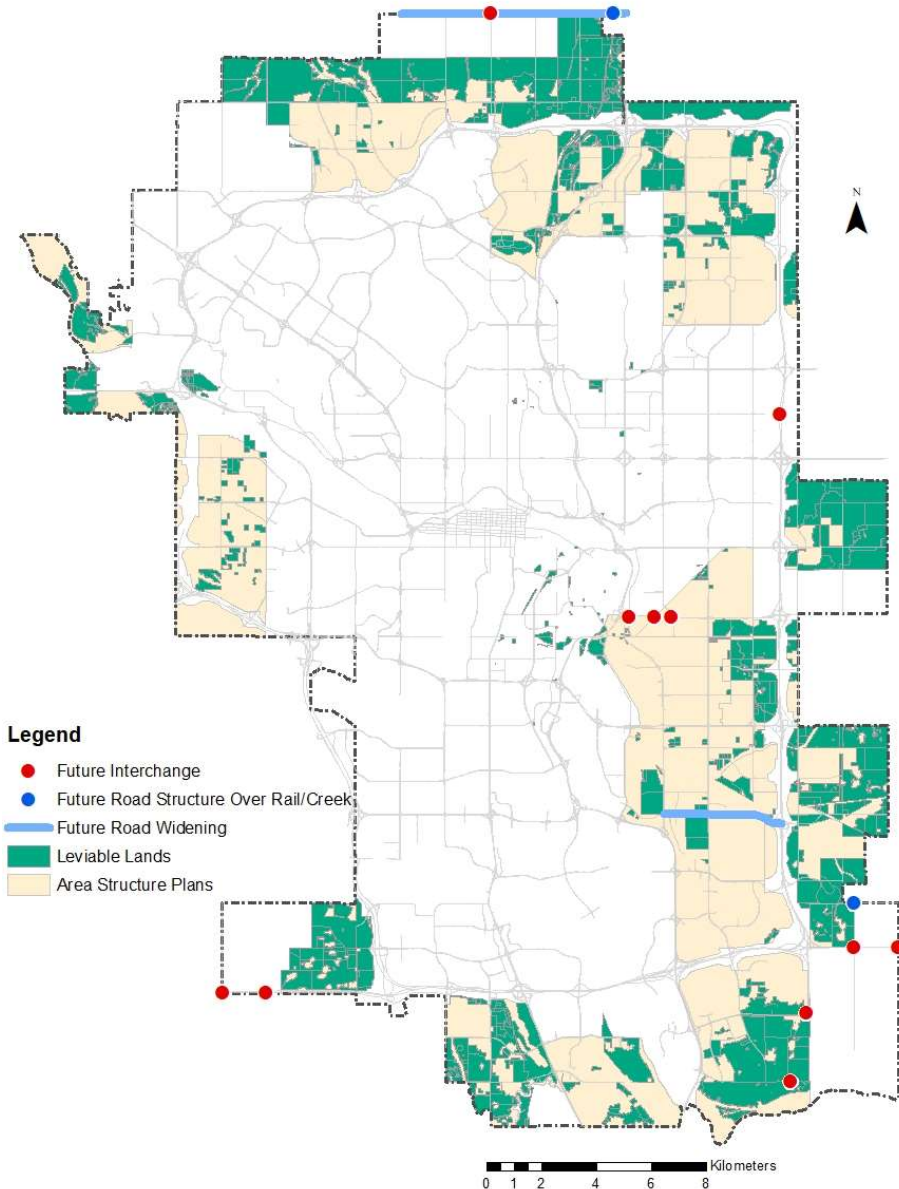
# Projects Removed from the Bylaw



1. Aligned to long-term plans and strategies
2. Located away from approved growth
3. Anticipated need
  - Outside of ~30-year horizon
  - **FOR DISCUSSION: Insufficient project certainty**
4. Not necessary to service new and actively developing communities



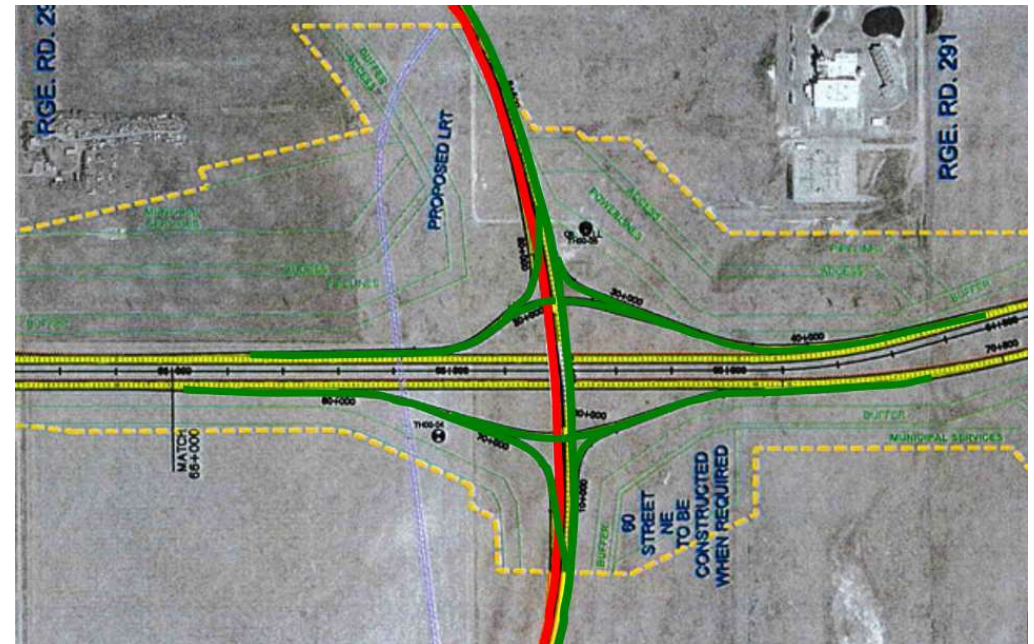
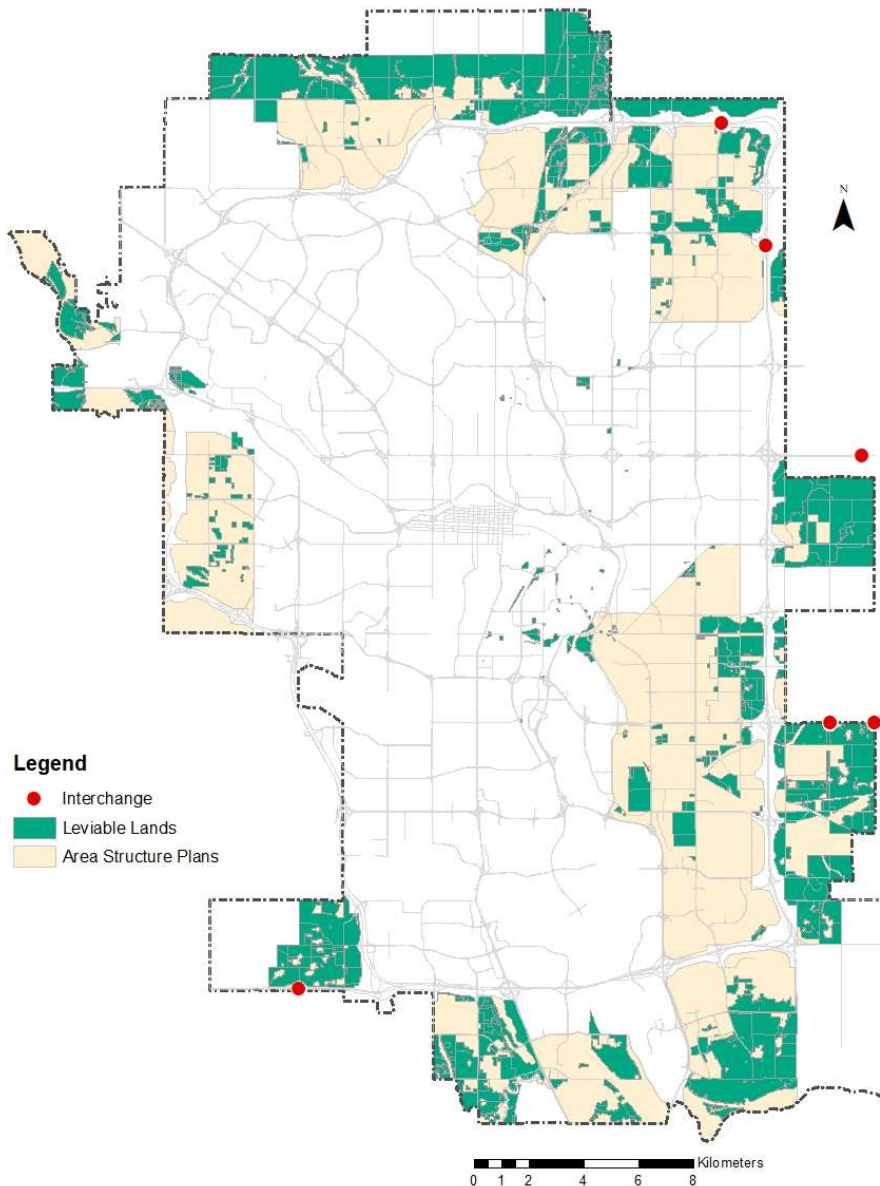
# Projects for Future Bylaws



1. Aligned to long-term plans and strategies
2. Located in or near lands without approved policy
3. Anticipated need
  - Within ~30-year horizon
  - **FOR DISCUSSION: Insufficient project certainty**
4. Likely necessary to service new and actively developing communities

# Projects Levied for Partial Costs

## Stoney Trail / 60 Street NE Interchange



Project costs only include movements deemed necessary to service Calgary lands, in green:

- Exclude half the bridge and half of 60 St including curb. Given City limits cannot exclude north.



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# Next Steps

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# Thank you!

Questions & Comments