

Calgary



# Transportation: Off-site Levy Bylaw Review Consultation Session #1

March 17, 2022

# Agenda

1. Introductions – membership
2. Consultation expectations
  - Meeting format
  - Logistics
  - Feedback
  - What to expect during meetings
  - In & out of scope
3. Consultation plan and areas for input
4. Off-site levy strategy impacts to transportation

# 1. Introductions

I. Name

II. Organization

III. Position and why you are here (what is your personal interest)

## 2. Consultation Expectations

## Consultation expectations – logistics

- ENGAGE Resource Unit – facilitation of meetings
- Terms of Reference – received ahead of time
- Target to distribute materials a minimum of one week prior to meeting
- Target two meetings per month through June
- Delegates attending when you are out of town/away are ok. Working group members are responsible for ensuring delegates are prepared for the discussion.

# Meeting format

- Intro Presentation
  - Agenda
  - Summary of previous session
  - Requested feedback/Discussion questions to consider for current session
- Discussion
- Live meeting notes to collect stakeholder questions and feedback received.

## Discussion questions:

- I. Do you understand the impacts of the new strategy on the transportation off-site levy approach?
  
- II. Is our denominator recommendation clear?

## How feedback will be used

- Consult – take feedback and incorporate where/when appropriate
- Consult on inputs to the new or updated calculation
- Working through methodology with industry stakeholders to ensure a reasonable approach



## Meeting expectations

- Presentations – hold questions until the end
- Everyone participates, no one dominates
- We are looking to leverage your expertise and experience on specific components of the Off-site Levy bylaw
- We will consider feedback and incorporate it where possible. For feedback that we cannot incorporate, we will share why not.

## Out of scope

- Centre City Levy
- Detailed review of the current off-site levy rates and/or methodology
- Evaluating the long-term impacts of COVID-19 on city-building
- Review of funding sources for City-funded portions of growth-related capital infrastructure and/or incremental tax
- Evaluation of the service levels & policies that guide capital investment planning

### **3. Consultation plan and areas for input**



# Fundamental off-site levy methodology

**Benefit Multiplier**

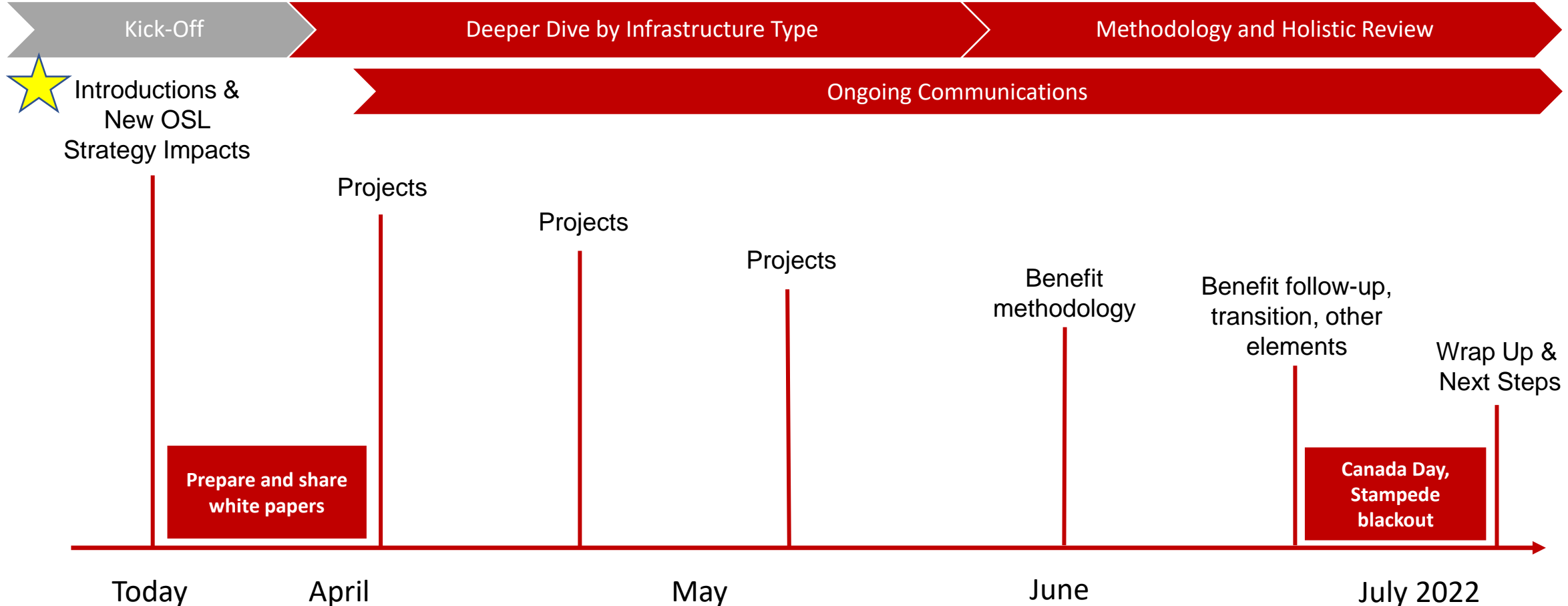
**Estimated Capital Costs (\$)**

**Leviable Land (Ha)**

**= Levy rate per hectare**



# Draft consultation plan\*

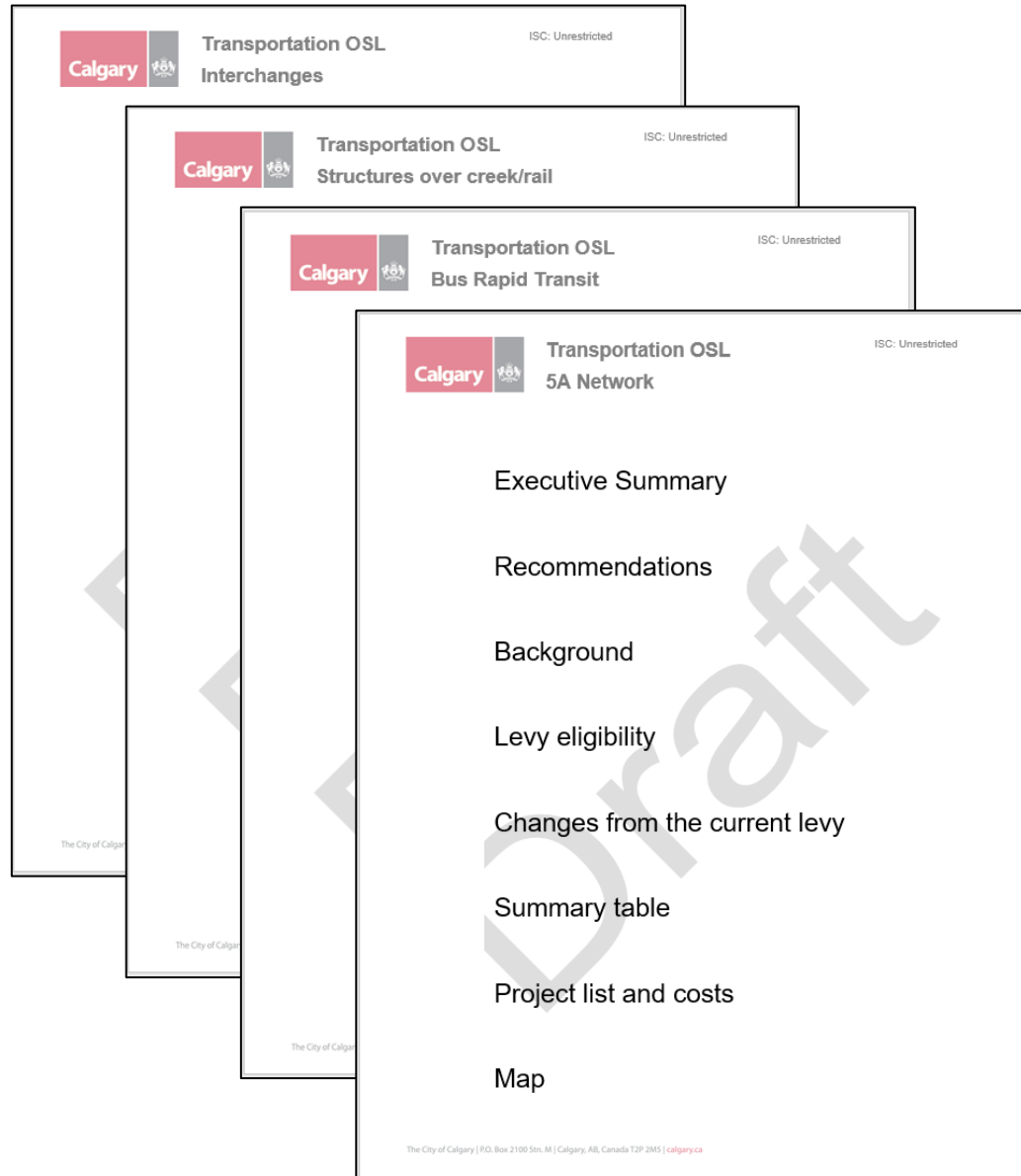


| = Planned meeting(s)

★ = Where we are

\*Draft plan subject to change

# Transportation white papers:



## Infrastructure types:

1. Interchanges and ring road connections
2. Structures over rail/creek
3. Road widenings
4. Greenfield traffic signals
5. Bus rapid transit (BRT)
6. Always available for all ages and abilities network (5A) plus pedestrian overpasses
7. Transit buses (currently in Community Services levy)

## **4. New off-site levy strategic approach – what does it mean for transportation?**

# Proposed Approach

## **New Off-site Levy:**

- Funding of capital infrastructure that is directly aligned to greenfield growth investments.
- Infrastructure required to service Council-approved new and actively developing communities.
- Off-site Levy for infrastructure benefiting new community business cases.
- Other City funding sources to be used for most infrastructure upgrades and downstream impacts in the Established Area.





# Proposed Approach





# Fundamental off-site levy methodology

**Benefit Multiplier**

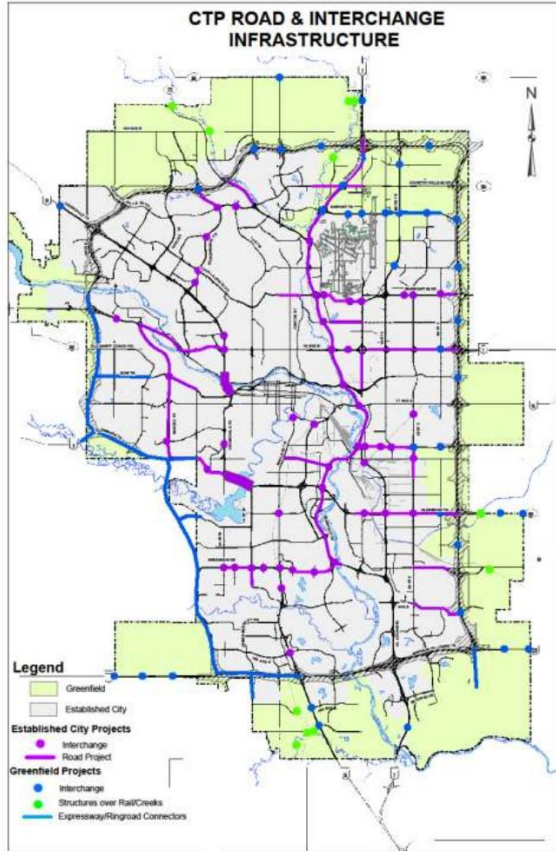
**Estimated Capital Costs (\$)**

**Leviable Land (Ha)**

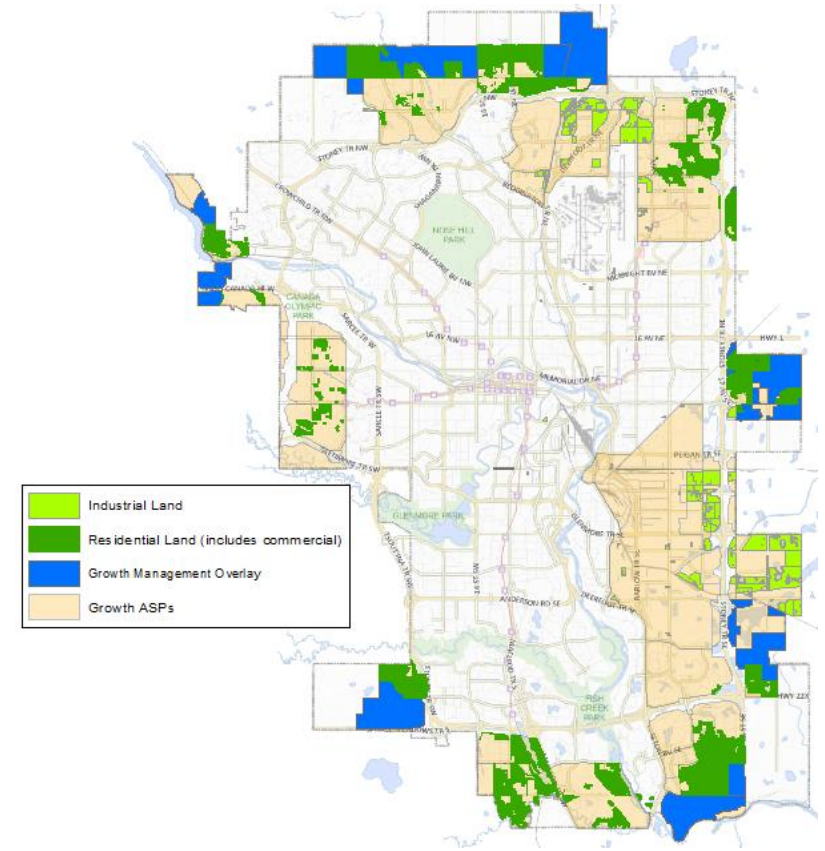
**= Levy rate per hectare**

# New Strategy Means

**Current:** Based on full buildout



**Proposed:** Based on approved growth



<b>Capital Costs</b>	All projects eligible Categorized by greenfield vs established area	Projects directly aligned to new growth
<b>Benefit Multiplier</b>	Regional Transportation Model (RTM) network usage	Share of growth to full buildout of growth communities
<b>Leviable Land</b>	Full buildout to city boundaries	Remaining leviable lands within approved growth areas All leviable industrial and employment lands

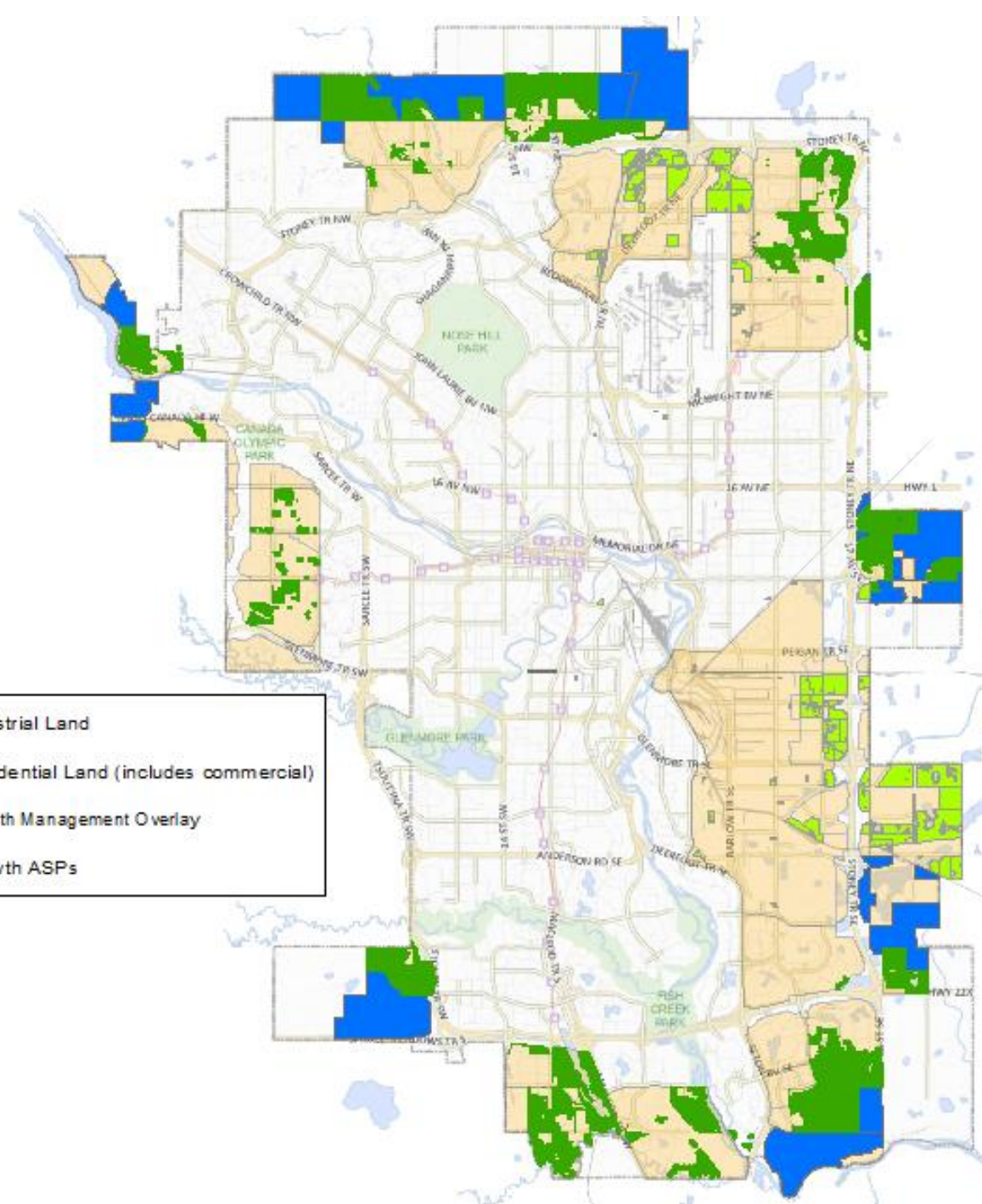
**Align the new levy to approved growth.**

**Denominator includes:**

- Leviale industrial and employment lands
- Leviale residential
- Remaining lands with GMO

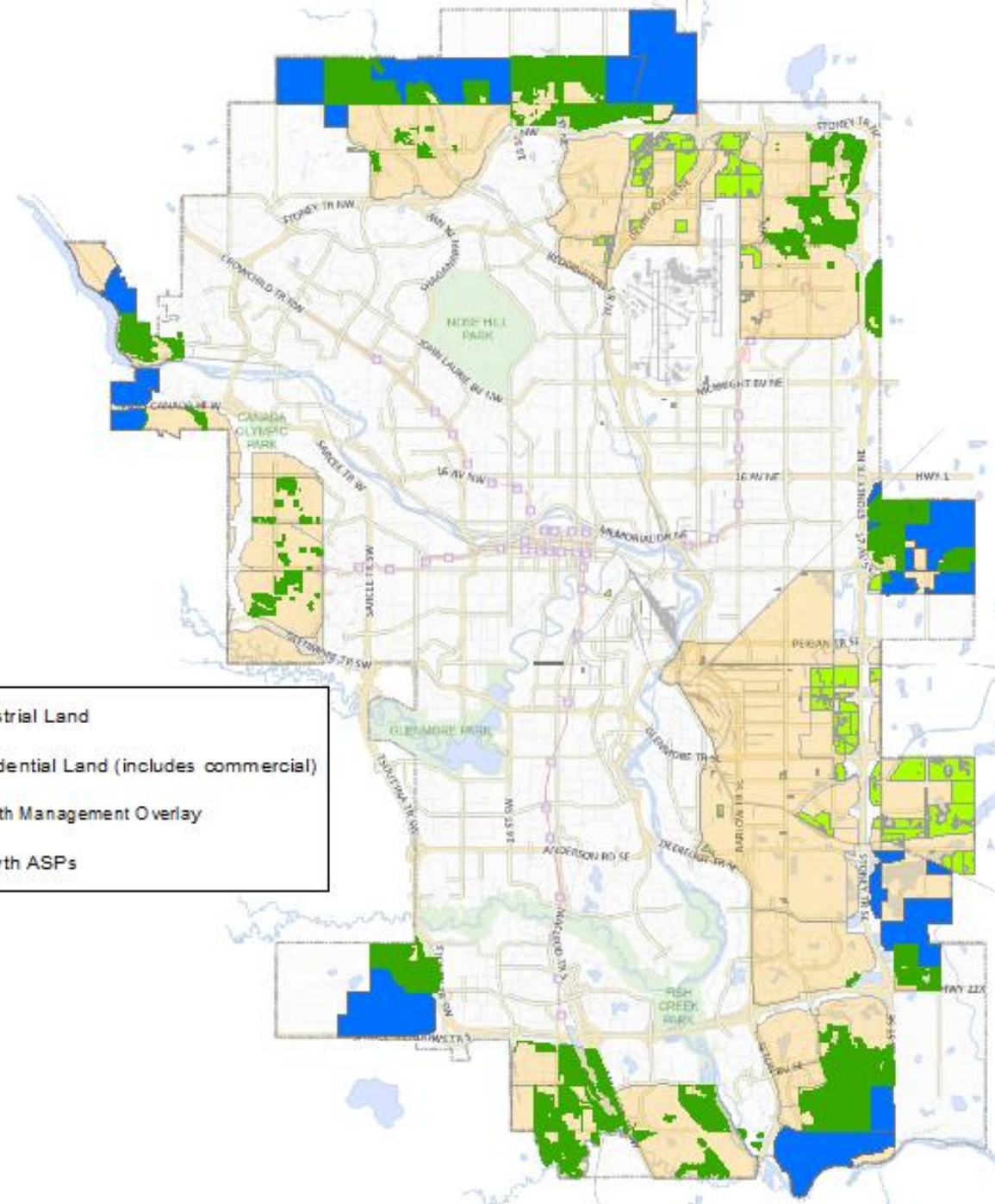
**Not included:**

- Lands without an approved ASP



# Project eligibility criteria

- Aligned to long term plans and strategies
- Located in or near:
  - New and actively developing communities
  - Leivable industrial and employment lands
  - Remaining lands with GMO
- Connecting growing communities with:
  - Major activity centres
  - Employee intensive zones
  - Primary transit network
  - Major public open spaces
- Anticipated need within ~30-year horizon
- Necessary to service new and actively developing communities



- I. Do you understand the impacts of the new strategy on the transportation off-site levy approach?
- II. Is our denominator recommendation clear?

**Calgary**



**Thank you and questions!**