Agenda

- Offsite Levies
- Municipal Government Act Review and City Charters
- City’s Guidelines for Development Adjacent to Railways
- City’s Downtown Parking Strategy
- Upcoming new issues
Offsite Levies

Discussion Leaders

Paul Derksen – Black Watch Property Ltd.
Richard Morden – Bentall Kennedy
Bob Homersham – Fasken Martineau
Offsite Levies – Greenfield

- New Offsite Levy Bylaw effective Feb 1, 2016 – Jan 31, 2021
  - Greenfield levy increased to fund 100% of front-end costs
  - Impact is a 37% to 45% increase in greenfield rate
  - Impact is $115k to $138/acre rises to $170k to $187k/acre
### Table 2 Off-site Levy Rates and Community Services Charge – Greenfield Areas

<table>
<thead>
<tr>
<th>Transportation Total</th>
<th>2015 Rate ($/ha)</th>
<th>2016 Rate ($/ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Resources Total</td>
<td>$75,315 to $131,131</td>
<td>$206,434 to $249,138</td>
</tr>
<tr>
<td>Water and Wastewater Linear</td>
<td>$38,006</td>
<td>$76,774</td>
</tr>
<tr>
<td>Water and Wastewater Treatment</td>
<td>$36,967</td>
<td>$129,660</td>
</tr>
<tr>
<td>Drainage by Watershed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Nose Creek Watershed</td>
<td>$10,315</td>
<td>$11,325</td>
</tr>
<tr>
<td>2 Shepard Watershed</td>
<td>$56,158</td>
<td>$42,704</td>
</tr>
<tr>
<td>3 Bow River Watershed</td>
<td>$3,980</td>
<td>$6,983</td>
</tr>
<tr>
<td>4 pine Creek Watershed</td>
<td>$3,939</td>
<td>$16,812</td>
</tr>
<tr>
<td>5 Fish Creek Watershed</td>
<td>$634</td>
<td>$0</td>
</tr>
<tr>
<td>6 Elbow River Watershed</td>
<td>$342</td>
<td>$0</td>
</tr>
<tr>
<td>Off-site Levy Total Rate</td>
<td>$205,604 to $261,420</td>
<td>$343,223 to $385,927</td>
</tr>
</tbody>
</table>

### Community Services Charge

<table>
<thead>
<tr>
<th>Community Services Total Charge</th>
<th>2015 Charge</th>
<th>2016 Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Responses Facilities</td>
<td>$22,275</td>
<td>$19,545</td>
</tr>
<tr>
<td>Calgary Public Library (Libraries)</td>
<td>$6,389</td>
<td>$5,971</td>
</tr>
<tr>
<td>Calgary Police Service (District Stations)</td>
<td>$8,633</td>
<td>$7,648</td>
</tr>
<tr>
<td>Recreation Facilities</td>
<td>$37,985</td>
<td>$41,679</td>
</tr>
<tr>
<td>Calgary Transit (Buses)</td>
<td>$5,806</td>
<td>$4,007</td>
</tr>
<tr>
<td>Community Services Total Charge</td>
<td>$81,088</td>
<td>$78,850</td>
</tr>
</tbody>
</table>

### Total Off-site Levy Greenfield Rate and Community Service Charge

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Off-site Levy Greenfield Rate and Community Service Charge</td>
<td>$286,692 to $342,508</td>
<td>$422,073 to $464,777</td>
</tr>
</tbody>
</table>
Offsite Levies – Established Area

- Also effective Feb 1, 2016 – Jan 31, 2021
  - New Established Area Levy for required water/sewer expansion
  - Negotiated 50% lower rate for industrial in Established Area
  - Negotiated 3 year phase in: Feb 2016: 1/3rd - Feb 2017 2/3rd
  - Negotiated density cap feature for high density office & residential
  - Impact – 1 ha downtown 20 FAR site – levies $615k vs. $7.5mm
  - Rationale – other downtown costs (centre city levy, CR20 bonus table costs) & beneficial realty tax effect for City
## Offsite Levies

### Table 1: Off-site Levy Rates - Established Area

<table>
<thead>
<tr>
<th>Levy Component</th>
<th>Residential ($/Unit)</th>
<th>Non-Residential ($/m² gross floor area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Treatment</td>
<td>$1,137</td>
<td>$1,019</td>
</tr>
<tr>
<td>Wastewater Treatment</td>
<td>$5,130</td>
<td>$4,599</td>
</tr>
<tr>
<td>Total</td>
<td>$6,267</td>
<td>$5,619</td>
</tr>
</tbody>
</table>
Offsite Levies - Context

- Offsite levy bylaw endorsed by industry
- Support was contingent on commitment from Council to direct Administration to implement a Work Plan
- Work Plan Advisory Committee to focus on:
  - Phasing growth and land supply strategy
  - Established Area Strategy
  - Funding Growth Strategy
  - Process Improvement Strategy
  - Industrial Strategy
Municipal Government Review & City Charters

Discussion Leaders
Bob Homersham – Fasken Martineau
Richard Morden - Bentall Kennedy
Municipal Government Review & City Charters

- Review commenced by previous government.
- Extensive consultations with stakeholders completed. Focused on:
  - Assessment & Taxation
  - Planning & Regional Development
- White papers in cooperation with BOMA – amended July 2015
- Simple, uncontroversial amendments passed in spring 2015 except:
  - Ability to levy twice was added
  - Charter City legislation was enabled
- Remainder MGA and Charter Cities First Reading - spring 2016
- Renewed consultation before MGA 3rd reading – this Fall
- Major issue – will there be an opportunity to consult on City Charters?
New Policy – Development Adjacent to Railways

Discussion Leaders
Richard Morden – Bentall Kennedy
Bob Homersham – Fasken Martineau
Area of Impact

30 Metres from the Railway Corridor
City – Staff Presentation Highlights

**Policy Spectrum**

- **Option 1**: Do nothing
- **Option 2**: FCM/RAC guidelines for residential only
- **Option 3**: Standard and alternative mitigation options for: residential, commercial/office, industrial
  - Sensitive uses not permitted within 30 metres
- **Option 4**: No development within 30 metres
- **Option 5**: No development within 50 metres

*Financial impact on the City level of safety for occupants and first responders*
What City Planning is doing:

- Case-by-case file review for land within 30 m
- City: Manage sensitive uses including:
  - No non-ambulatory or custodial uses
  - Residential uses - risk assessment/peer review
  - All other uses likely not require risk assessment/peer review
- Surprise: started applying to all existing buildings
- NAIOP: No Council approval yet for this process
- March 21: ALT reports back to Council
NAIOP View – Impact on City & MDP

- Sterilize or limit potential on impacted land
  - Reduce future tax base
  - Reduce potential of City-owned lands (O.L.S.H. and T.O.D. sites)
- Reduce residential/mix use density
- Not aligned with municipal plan (MDP)
- Reduce customer traffic downtown
NAIOP View – Impact on Land Owners

- Uncertainty & loss of flexibility on use
- Lost density in any setback
- Addition of blast walls to projects
- Addition of at-grade parking structures to mitigate collision impact
- Additional addressable fire safety equipment
- Additional on site staff (residential)
- Longer, costlier approval process
NAIOP View - Alternative Policy Response

- Preferred: Make Big Rail responsible for their operations
- Or: Reduce/mitigate impacts of Staff plan
  - Handle safety through building code & emergency measures
  - Remove some uses from “sensitive” uses list
  - Introduce development incentives to offset impact
  - Cost share with rail companies
- Or: Relocate railways out of the core
Downtown Parking Policy – Cash-In-Lieu

Discussion leaders
Bob Homersham - Fasken Martineau
Richard Morden - Bentall Kennedy
Downtown Parking Policy – Cash-In-Lieu

- Council commitment after passage of CR-20 Land Use Bylaw
- Win was getting a consultation – rejected by City in past
- November 2014 – NAIOP lobbied CPC/Council to direct review
- City work program approved late 2014
- February 2016 – City/NAIOP workshop (great turn-out: approx. 30 members)
Downtown Parking Policy – Cash-In-Lieu

Present policy:
- 1 stall/1,550 sf
- 50% provided cash-in-lieu to City ($40,000 per stall)
- Effective ratio in buildings – 1/3,100 sf (with many exceptions)
- Restrictions on public parking (provision & CPA management mandated)

Preferences:
- Increase allowable ratio / make it “up to” 1 stall/1,000 sf
- Reduce or eliminate ratio of cash in lieu stalls – return stalls to our buildings
- Increase flexibility to provide casual parking (developer choice)
- Potential to voluntarily pay cash to City in lieu of providing (developer choice)
Downtown Parking Policy – Cash-In-Lieu

Next Steps:
- Negotiating with staff on potential revised bylaw
- Political/Council level lobby will be required
- Potential revised bylaw to Council by March 2017
In Closing

- Upcoming & other ongoing issues:
  - Green line C-Train alignment
  - RECA policy
  - Wetlands Policy
  - Rocky View County Industrial Offsite Levy changes

- Questions?