

CALGARY PLAN | CHAPTER 3

Built Systems

Built Systems are the major municipal infrastructure systems that support the everyday function of the city. These include water, sanitary, stormwater, energy, waste, recycling and mobility infrastructure.

Built Systems matter because they:

- Prioritize equitable access to essential services
- Provide reliable access to clean, secure and sustainable water supply
- Help protect Calgarians from flooding
- Create a fast, frequent and reliable transit network that is safe and convenient to use
- Offer several travel options year round, with high quality, safe, interconnected mobility systems
- Prioritize walking and wheeling networks to provide healthier and equitable travel options
- Allow the use of streets as public, community spaces

What might this look like for Calgarians?

Being able to choose between walking, biking, transit, or driving to get to a destination.



Feeling comfortable and safe as you travel around the city.



Reliable access to water, energy, and waste services at home and at work.



We heard Calgarians care about...

Feeling safe and comfortable on transit and in public spaces year round.

Affordable and reliable transit outside standard work hours.

Infrastructure to support multi-modal trips in and around the city.

A well-connected transportation network, particularly in linking suburban neighbourhoods and individuals to amenities.

Ensuring an equitable mix of infrastructure provision, particularly to help parts of the city that are currently underserved by infrastructure.

Using sustainable materials, surface permeability and designs that mitigate flooding and heat islands.



Primary transit network:

A permanent network of high-frequency transit services, regardless of vehicle type, that operates every 10 minutes or better, 15 hours a day, seven days a week.

What's included in Built Systems?

The Calgary Plan combines existing direction for the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).

-  No/minimal new direction
-  Some new direction
-  All new direction

What are the direction highlights?	What's new to the Calgary Plan?
Servicing	
Water System: Service all development with municipal water, sanitary and stormwater infrastructure. Ensure infrastructure is resilient and meets the needs of a growing city.	 Calgary has historically included policy in New Community, Centre City, and Developed Areas Guidebooks (MDP Vol 2, Parts 1 to 3). These policies have been consolidated and simplified into the Calgary Plan.
Stormwater: Improve stormwater management in older communities. Integrate climate-adaptive stormwater infrastructure within all communities. Blend stormwater management with natural systems like wetlands. Limit damage to streams.	 The plan continues to promote stormwater management. It is largely consistent with the existing MDP, with simplified and modernized language.  New climate and sustainability policies are added to align with council priorities.
Energy: Consider energy efficiency in community design. Support renewable energy. Increase the viability and use of district energy.	 The plan continues to include policies for energy systems.  The plan now emphasizes promoting energy sustainability, to align with council priorities.
Waste System: Encourage waste reduction and reuse. Protect the long-term operations of our landfills. Provide adequate space for waste management and collection.	 The plan continues to include policies to reduce waste and improve waste management.  The plan now includes new policies to direct responsible waste management on public and private lands.
Mobility	
General mobility: Prioritize safety. Support the shift to sustainable travel options. Create an interconnected mobility network for pedestrians, cyclists, drivers and transit users that connects between home, employment, parks and regional destinations.	 The plan continues to enable different mobility options, through policies with updated and simplified language.  There is now an increased focus on equity and safety.
Walking: Prioritize walking in the Greater Downtown and neighbourhoods with comfortable, well-lit, direct, accessible and connected sidewalks and crossings.	 The plan continues to encourage walking connections. It is largely consistent with existing direction, with simplified and modernized language.
Wheeling: Create a primary wheeling network connected to communities that supports safe and convenient movement and has secure parking facilities.	 The plan continues to enable a connected wheeling network using the momentum from the 5A Network Guiding Principles. It is largely consistent with existing direction, with simplified and modernized language.
Transit: Plan and maintain a primary transit network connected to base, secondary, and local transit routes. Provide a safe, accessible, affordable, reliable and positive transit experience.	 The plan continues to transit connections. It is largely consistent with existing direction from RouteAhead, with simplified and modernized language.
Streets: Prioritize safety and support a connected network for all travel modes. Minimize driveways on primary pedestrian, wheeling and transit routes. Manage curb space to support deliveries, loading, parking and other activities. Integrate nature and stormwater management into street design.	 The plan continues to emphasize safety for all users, with explicit acknowledgement of a safe systems approach to eliminate predictable and preventable serious injuries and fatalities.
Goods Movement: Provide a primary goods movement network connecting to industrial areas, the airport and rail yards.	 The plan incorporates policies from the Transportation Plan and the Goods Movement Strategy, with a stronger emphasis on intermodal and regional connections.
Parking: Recognize curbs and parking lots as public assets that can be used for a variety of purposes. Require applicants to determine off-street parking provision. Manage parking demand through pricing, technology, permitting and time-restrictions. Provide accessible parking and drop-offs for people with physical and cognitive disabilities.	 The plan incorporates policies from the Transportation Plan and Parking Policies.  New electric vehicle parking provision policies and expansion on the various needs for curb space such as local delivery, parking and patios.

How is this direction connected to other City Building plans?

The *Zoning Bylaw* and *Street Manual* are tools to implement the direction of the Calgary Plan through rules for new buildings and guidelines for street design.

<p>The Zoning Bylaw can include requirements for:</p> <p>Energy: Enabling solar and other renewable power generation and incentivizing energy-efficient buildings.</p> <p>Stormwater: Managing stormwater release rates and site coverage maximums.</p> <p>Infrastructure: Allowing essential or supporting infrastructure to be built by The City.</p> <p>Mobility: Requiring pedestrian infrastructure upgrades for new developments. Providing rules for required bicycle parking and electric vehicle charging. Allowing land/business owners to provide parking as needed.</p>	<p>The Street Manual can include guidelines for:</p> <p>Street Types: Aligning street types with network maps in the Calgary Plan.</p> <p>Street Designs: Ensuring safety and comfort of all users.</p> <p>Design Guidance: Helping realize the primary and supporting transit, cycling, and goods movement networks and priority walking areas and routes.</p> <p>Safe Systems: Designing intersections to manage conflict points between different user types and designing streets for slower speeds.</p>
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