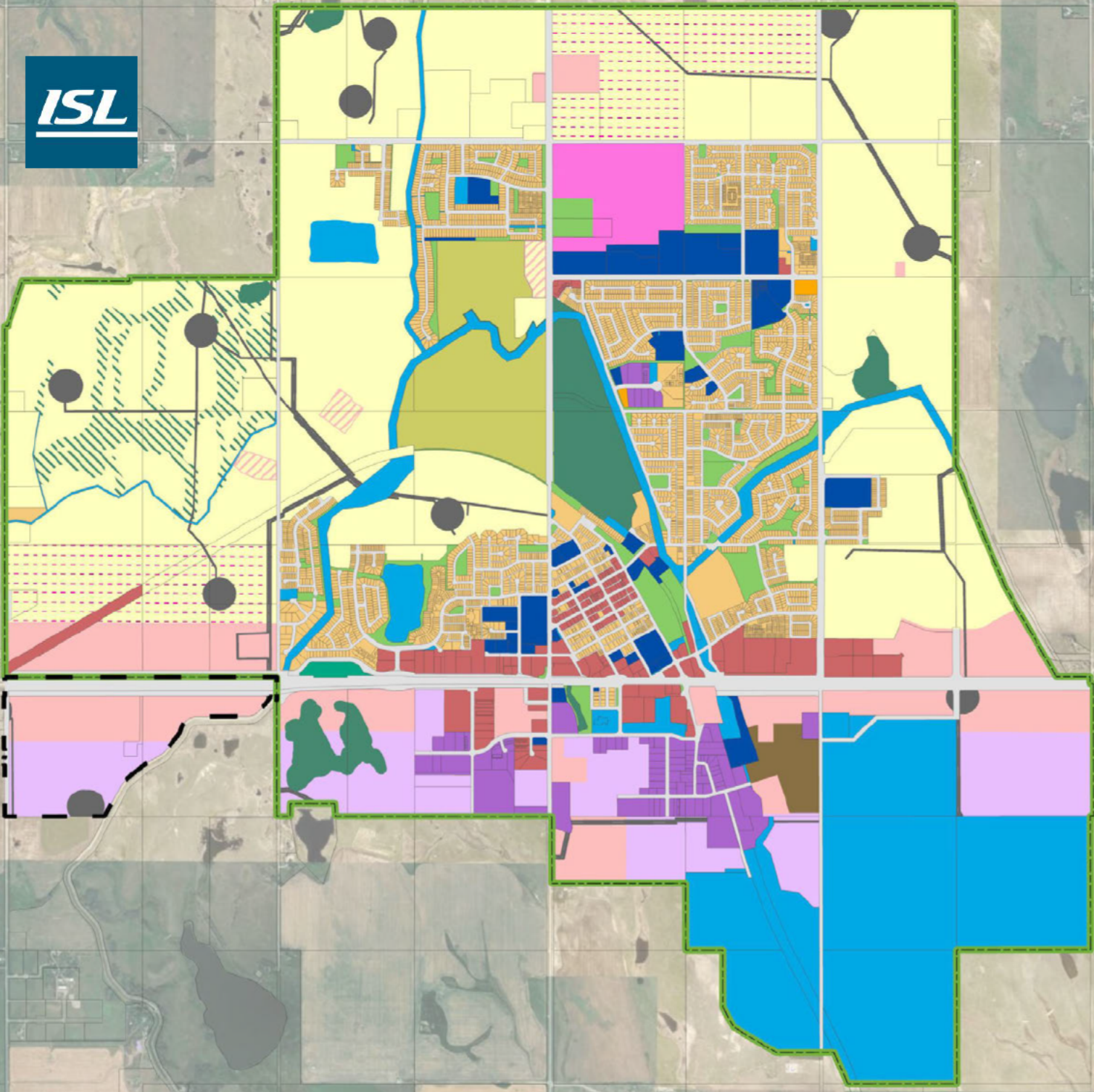




APPENDIX A

Growth Study



Growth Study

Town of Strathmore
Final Report
March 2026





ISL Engineering and Land Services Ltd. is an award-winning full-service consulting firm dedicated to working with all levels of government and the private sector to deliver planning and design solutions for transportation, water, and land projects.

At ISL, your identity is part of our identity. Diversity, Equity, and Inclusion (DEI) speaks to our core values and provides space for our teams to bring their authentic selves to work. ISL believes DEI creates the best outcomes for our clients while sustaining a happy and thriving work environment that allows for career development opportunities for all staff. ISL is committed to a focused effort on continuous improvement and development of a respectful and safe workplace.





Table of Contents

1.0	Introduction	1
1.1	Preamble.....	1
1.2	Historical Context.....	1
1.3	Study Area.....	1
2.0	Historical Population Growth Analysis	4
3.0	Demographic Analysis	8
3.1	Demographic Characteristics.....	8
3.2	Age and Gender.....	9
4.0	Land Analysis	10
4.1	Land Supply Context.....	10
4.2	Status of Land Supply.....	15
5.0	Population Projections	19
5.1	Historical Population and Employment Trends.....	19
5.2	Economic Drivers.....	20
5.3	Strathmore’s Future.....	21
5.4	Summary of Key Demographic and Economic Trends.....	24
5.5	Growth Scenario Recommendation.....	29
6.0	Study Area Analysis	30
6.1	Geographic Considerations.....	30
6.2	Transportation Servicing Considerations.....	43
6.3	Infrastructure Servicing Considerations.....	48
6.4	Energy Considerations.....	57
6.5	Ownership and Fragmentation.....	59
7.0	Growth Assumptions	63
7.1	Growth Scenario Assumptions and Parameters.....	63
8.0	Future Land Requirements	67
8.1	Estimated Years to Land Supply Depletion without Annexation.....	67
9.0	Recommended Annexation Area	69
9.1	Preliminary Land Use Concept.....	69
9.2	Estimated Years to Land Supply Depletion with Annexation.....	73
9.3	Preliminary Development Staging.....	73
10.0	Summary and Conclusions	79

APPENDICES

Appendix A.1 Economic and Community Base Jobs



TABLES

Table 2.1:	Historical Population Growth, 1911-2021	4
Table 2.2:	Historical Population Growth Over Various Intervals, 1971-2021	6
Table 3.1:	Municipal Comparison of Demographic Characteristics	8
Table 4.1:	Summary of Planned and Developing Areas in Strathmore	15
Table 4.2:	Undevelopable and Unavailable Lands and Resulting Gross Developable Land Supply	16
Table 4.3:	Breakdown of Gross Developable Absorbed Land Supply	17
Table 4.4:	Breakdown of Gross Developable Unabsorbed Land Supply	17
Table 5.1:	Key Economic and Demographic Variables, Base Case	27
Table 5.2:	Key Economic and Demographic Variables, High Case	28
Table 6.1:	Desktop Wetland Summary for the Wetland Study Areas*	35
Table 6.2:	Land Capability Classes for Agriculture	38
Table 6.3:	Land Capability Classes for Agriculture Breakdown	38
Table 6.4:	Reservoir and Pump House Information	49
Table 6.5:	Sanitary Lift Station Summary	52
Table 6.6:	Primary Stormwater Management Facilities	54
Table 6.7:	Energy Infrastructure	57
Table 8.1:	Land Requirements to 2076 Assuming No Flex of Residential to Industrial	67
Table 8.2:	Land Requirements to 2076 Assuming Flex of Residential to Industrial	67
Table 9.1:	Preliminary Land Use Breakdown of Recommended Annexation Area	70
Table 9.2:	Estimated Annual Residential and Institutional Land Consumption	76
Table 9.3:	Estimated Annual Commercial Land Consumption	77
Table 9.4:	Estimated Annual Industrial Land Consumption	78



FIGURES

Figure 2.1:	Historical Population Growth, 1971-2021	6
Figure 3.1:	Age and Gender by Five Year Cohorts of the Town of Strathmore, 2021	9
Figure 4.1:	Intermunicipal Development Plan's Future Development Scenario.....	11
Figure 4.2:	Municipal Development Plan's Land Use Concept.....	12
Figure 4.3:	2010 Annexation Area.....	13
Figure 4.4:	Annexed Lands Returned to Wheatland County in 2011.....	14
Figure 4.5:	West Highway 1 ASP Future Land Use Concept Excerpt	14
Figure 5.1:	Population and Employment History, 2001-2023	19
Figure 5.2:	Economic Base Jobs by Major Industry	22
Figure 5.3:	Commuter Jobs as a Percent Share of Calgary Employed	23
Figure 5.4:	Total Population and Economic Base Jobs Plus Commuters, Base Case	25
Figure 5.5:	Total Population and Economic Base Jobs Plus Commuters, High Case	25
Figure 5.6:	Population by Major Age Groups, Base Case	26
Figure 5.7:	Population by Major Age Groups, High Case.....	26
Figure 6.1:	Climate Projections for the Strathmore Area Under a High Carbon Climate Future (RCP 8.5).....	40



MAPS

Map 1.1:	Study Areas.....	3
Map 4.1:	Land Supply	18
Map 6.1:	Topography	31
Map 6.2:	Hydrography and Wetlands.....	33
Map 6.3:	Agricultural Soils	37
Map 6.4:	Existing Roadways	45
Map 6.5:	Ultimate Roadways	47
Map 6.6:	Water Servicing.....	51
Map 6.7:	Wastewater Servicing.....	53
Map 6.8:	Stormwater Servicing	56
Map 6.9:	Energy Considerations	58
Map 6.10:	Ownership Considerations	60
Map 6.11:	Fragmentation Considerations	62
Map 9.1:	Recommended Annexation Area	71
Map 9.2:	Preliminary Land Use Concept.....	72
Map 9.3:	Preliminary Development Staging	75

1.0 Introduction

1.1 Preamble

The Strathmore Growth Study (Growth Study) has been prepared by ISL Engineering and Land Services (ISL) and *metroeconomics* for the Town of Strathmore (the Town). The Growth Study has been prepared to rationalize a request for the annexation of approximately 3.5 quarter sections of land from Wheatland County (the County) to the Town so that the affected landowners may participate in urban development in the future. The immediate outcome of the Growth Study will be to serve as the foundation for the Town's forthcoming annexation application for all or a portion of the approximately 3.5 quarter sections and the associated annexation financial impact assessment (FIA). It can also inform updates to the Town's municipal development plan (MDP), its intermunicipal development plan (IDP) with the County, and its various infrastructure master plans.

1.2 Historical Context

Strathmore was founded following construction of the Canadian Pacific Railway in 1883. The community incorporated as a village on March 20, 1908, and then as a town on July 6, 1911. In its over 110 years of municipal history, Strathmore has grown from a modest 531 people in 1911 to 14,339 residents in 2021. To accommodate this growth, the municipality has adjusted its municipal boundaries on at least nine occasions since incorporating as a town. Its last annexation occurred on January 1, 2010. The annexation involved the Town adding 18.5 quarter sections of land from the County to accommodate approximately 50 years of future growth.

1.3 Study Area

The study area for this Growth Study is limited to 226.7 hectares (ha) or 560.3 acres (ac) in which the majority of the landowners therein have expressed interest in being annexed by the Town of Strathmore for the purpose of accommodating future urban development. This includes just over two quarter sections that are adjacent to the northwest boundary of the Town and nearly 1.5 quarter sections that are adjacent to the southwest boundary of the Town.

As shown in **Map 1.1**, the **northwest study area (NWSA)** includes the following three titled parcels:

- Lot 1, Block 3, Plan 061 2529 (1.2 ha or 3.0 ac) within NW-21-24-25-W4M;
- Lot 2, Block 3, Plan 061 2529 (3.1 ha or 7.7 ac) within NW-21-24-25-W4M; and
- Lot 3, Block 3, Plan 061 2529 (128.1 ha or 316.6 ac), which includes the remainder of NW-21-24-25-W4M, all of NE-21-24-25-W4M to the east, and a sliver of SW-21-24-25-W4M to the south not already within the Town.

The NWSA also includes the adjacent road allowances to the north (Township Road 244) and west (Range Road 254) for a total area of 5.5 ha (13.5 ac). Overall, the NWSA amounts to 137.9 ha (340.7 ac).

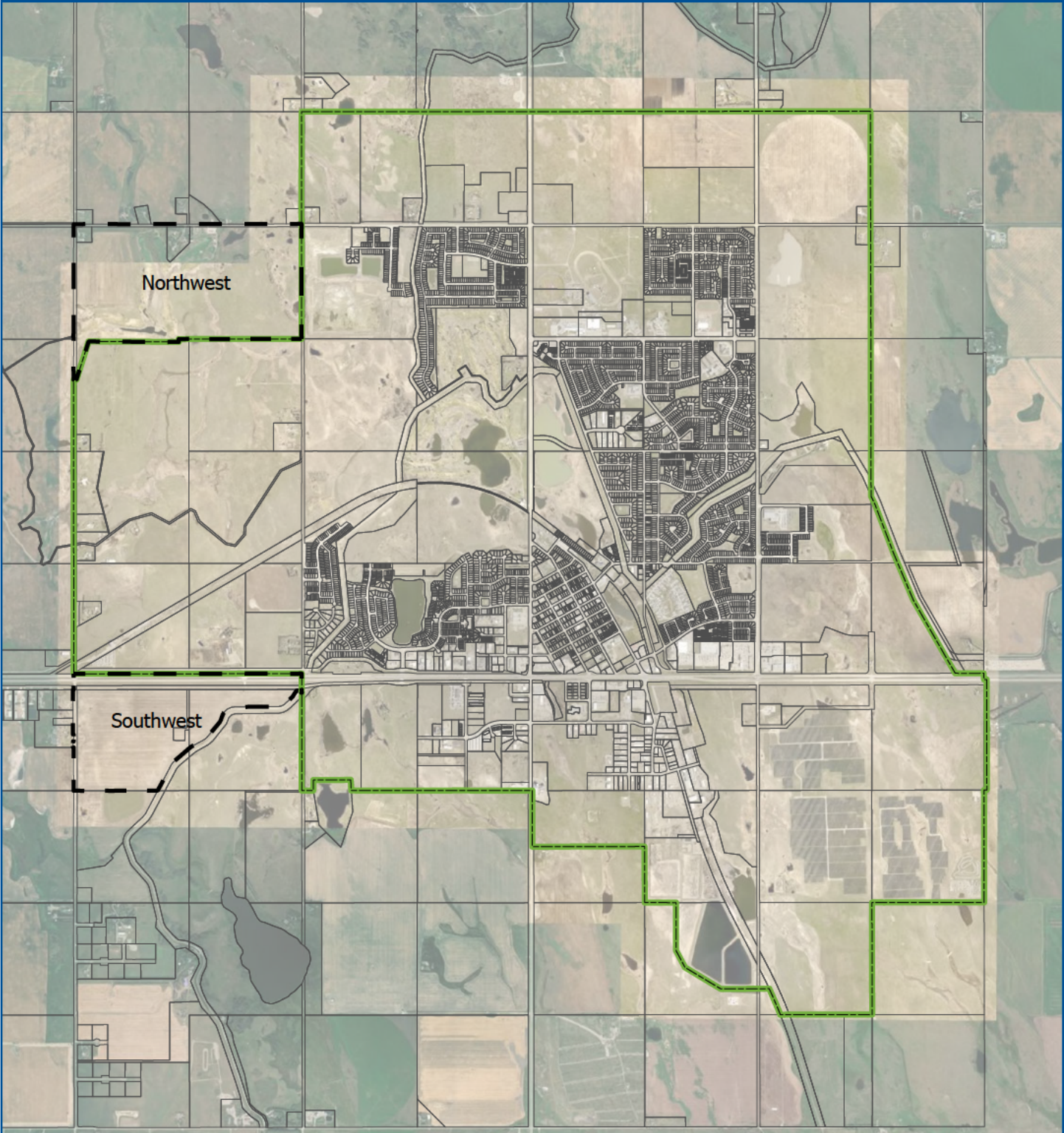


Also as shown in **Map 1.1**, the **southwest study area (SWSA)** includes the following three titled parcels:

- Block 1, Plan 921 0910 (1.2 ha or 3.0 ac) in NW-9-24-25-W4M;
- that portion of NW-9-24-25-W4M north of Area H, Plan 021 2872 (52.9 ha or 130.1 ac); and
- that portion of NE-9-24-25-W4M north of Area J, Plan 021 2872 (14.1 ha or 34.7 ac).




The SWSA also includes the adjacent road allowances to the north (Highway 1) and west (Range Road 254) for a total area of 20.8 ha (51.3 ac). Overall, the SWSA amounts to 88.9 ha (219.6 ac).

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World Imagery: Southern Alberta, Town of Strathmore, Mear



-  Municipal Boundary
-  Study Area
-  Parcel



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 1.1:
STUDY AREAS**



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2.0 Historical Population Growth Analysis

Table 2.1 presents the Town of Strathmore’s historical population growth according to federal census results (refer to the rows in grey) and municipal census results since 1957. Overall percentage changes and compound annual growth rates (CAGRs) between federal and municipal censuses are presented. **Figure 2.1** illustrates the Town’s historical population growth since 1971. **Table 2.2** presents Strathmore’s growth rates over various intervals from 1971, ranging from the past 10 years to the past 50 years.

Table 2.1: Historical Population Growth, 1911-2021

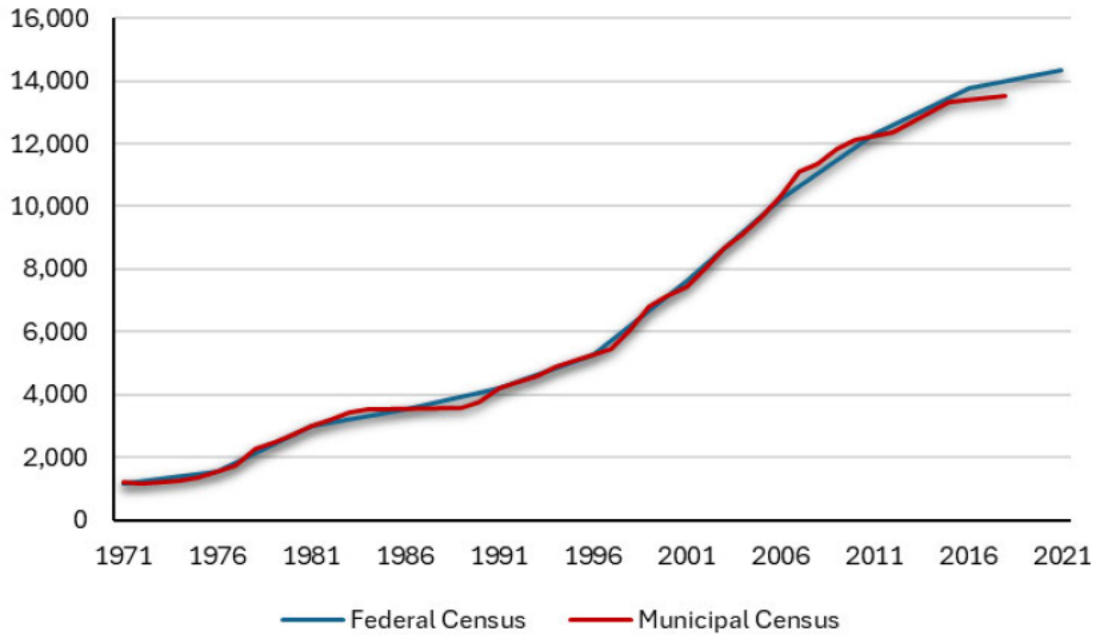
Year	Federal Census				Municipal Census		
	Original Population	Adjusted Population ¹	Percentage Change	CAGR	Population	Percentage Change	CAGR
1911	531		—	—	—	—	—
1916	551		3.8%	0.7%	—	—	—
1921	584		6.0%	1.2%	—	—	—
1926	540		-7.5%	-1.6%	—	—	—
1931	523		-3.1%	-0.6%	—	—	—
1936	531		1.5%	0.3%	—	—	—
1941	560		5.5%	1.1%	—	—	—
1946	603		7.7%	1.5%	—	—	—
1951	704		16.7%	3.1%	—	—	—
1956	727		3.3%	0.6%	—	—	—
1957					717	—	—
1958					727	1.4%	1.4%
1959					786	8.1%	8.1%
1961	924		27.1%	4.9%	902	14.8%	7.1%
1963					916	1.6%	0.8%
1964					1,021	11.5%	11.5%
1965					1,025	0.4%	0.4%
1966	994		7.6%	1.5%			
1968					1,025	0.0%	0.0%
1969					1,049	2.3%	2.3%
1970					1,071	2.1%	2.1%
1971	1,148	1,170	15.5%	2.9%	1,220	13.9%	13.9%
1972					1,159	-5.0%	-5.0%
1973					1,200	3.5%	3.5%
1974					1,250	4.2%	4.2%
1975					1,361	8.9%	8.9%
1976	1,561		33.4%	5.9%	1,549	13.8%	13.8%
1977					1,716	10.8%	10.8%
1978					2,250	31.1%	31.1%
1979					2,479	10.2%	10.2%

¹ Adjusted due to municipal boundary changes that occurred between federal censuses.

Year	Federal Census				Municipal Census		
	Original Population	Adjusted Population ¹	Percentage Change	CAGR	Population	Percentage Change	CAGR
1980					2,724	9.9%	9.9%
1981	2,986	3,014	91.3%	13.9%	2,975	9.2%	9.2%
1982					3,199	7.5%	7.5%
1983					3,436	7.4%	7.4%
1984					3,530	2.7%	2.7%
1986	3,544		17.6%	3.3%			
1989					3,564	1.0%	0.2%
1990					3,746	5.1%	5.1%
1991	4,185	4,190	18.1%	3.4%	4,185	11.7%	11.7%
1992					4,408	5.3%	5.3%
1993					4,603	4.4%	4.4%
1994					4,880	6.0%	6.0%
1995					5,088	4.3%	4.3%
1996	5,282	5,314	26.1%	4.7%	5,273	3.6%	3.6%
1997					5,471	3.8%	3.8%
1998					6,045	10.5%	10.5%
1999					6,794	12.4%	12.4%
2000					7,165	5.5%	5.5%
2001	7,621		43.4%	7.5%	7,455	4.0%	4.0%
2002					8,022	7.6%	7.6%
2003					8,640	7.7%	7.7%
2004					9,115	5.5%	5.5%
2005					9,653	5.9%	5.9%
2006	10,225	10,280	34.2%	6.1%	10,336	7.1%	7.1%
2007					11,102	7.4%	7.4%
2008					11,335	2.1%	2.1%
2009					11,838	4.4%	4.4%
2010					12,139	2.5%	2.5%
2011	12,305		19.7%	3.7%			
2012					12,352	1.8%	0.9%
2015					13,327	7.9%	2.6%
2016	13,756		11.8%	2.3%			
2018					13,528	1.5%	0.5%
2021	14,339		4.2%	0.8%			

Sources: Statistics Canada (1911-2021) & Alberta Municipal Affairs (1957-2024)

Figure 2.1: Historical Population Growth, 1971-2021



Sources: Statistics Canada (1931-2021) & Alberta Municipal Affairs (1960-2023)

Table 2.2: Historical Population Growth Over Various Intervals, 1971-2021

Time Period	Change Over Period	CAGR	Average People per Year
50 years (1971-2021)	1125.6%	5.1%	263
45 years (1976-2021)	818.6%	5.1%	284
40 years (1981-2021)	375.7%	4.0%	283
35 years (1986-2021)	304.6%	4.1%	308
30 years (1991-2021)	242.2%	4.2%	338
25 years (1996-2021)	169.8%	4.1%	361
20 years (2001-2021)	88.2%	3.2%	336
15 years (2006-2021)	39.5%	2.2%	271
10 years (2011-2021)	16.5%	1.5%	203
5 years (2016-2021)	4.2%	0.8%	117

Source: Statistics Canada (1971-2021)

The following are key observations from Tables 2.1 and 2.2 and Figure 2.1.

- Over its history, Strathmore has grown from a population of 531 in 1911 to 14,339 in 2021.
- Strathmore's population has increased by 13,191 residents over the past 50 years.
- The Town most recently doubled its population in the 21 years prior to 2021 when it had a population of 7,165 in 2000.
- Since recording a population of 4,603 in 1993, the population of Strathmore has more than tripled.

Since the 2021 federal census, Statistics Canada has published post-census population estimates by census subdivisions (i.e., municipalities and municipal equivalents) on an annual basis that account for census undercoverage and subsequent growth. According to the latest data published by Statistics Canada in January 2025, the estimated population of Strathmore in 2024 was 16,189.

3.0 Demographic Analysis

3.1 Demographic Characteristics

Table 3.1 presents various demographic characteristics of the Town from the 2021 census and compares them with the same for other urban municipalities in the Calgary Metropolitan Region that are within a reasonable commuting distance to Calgary. The same demographic characteristics of the County are also compared.

Table 3.1: Municipal Comparison of Demographic Characteristics

2021 Census of Canada Demographic Characteristic ²	Town of Strathmore	City of Airdrie	City of Chestermere	Town of Cochrane	Town of High River	Town of Okotoks	Wheatland County
Median Age of Population	40.0	35.6	37.6	39.2	44.8	39.2	42.4
Average Household Size	2.6	2.8	3.3	2.6	2.4	2.9	2.6
Total – Occupied Private Dwellings by Structural Type of Dwelling	5,515	26,295	6,730	12,095	5,785	10,475	2,840
Low Density Residential Dwellings ³	4,160	19,000	5,915	8,965	4,220	8,760	2,820
Higher Density Residential Dwellings ⁴	1,360	7,185	820	3,125	1,560	1,705	20
Percent Low Density Residential Dwellings	75.4%	72.3%	87.9%	74.1%	72.9%	83.6%	99.3%
Percent Higher Density Residential Dwellings	24.7%	27.3%	12.2%	25.8%	27.0%	16.3%	0.7%
Average Family Size of Economic Families	3.0	3.2	3.6	3.0	2.9	3.2	2.9
Average Total Income of Household in 2020 Dollars	\$106,200	\$122,700	\$156,200	\$130,800	\$97,400	\$135,000	\$119,900

This comparison of demographic characteristics with the five other bedroom communities in the Calgary Metropolitan Region reveals that the Town has:

- the second-highest median age of population (behind High River);
- the second-lowest average household size (behind High River and tied with Cochrane);
- a healthy mix of low density to higher density residential dwellings at a ratio of 75.4:24.7;
- the second-lowest average family size (behind High River and tied with Cochrane); and
- the second-lowest average household total income in 2020 (behind High River).

These observations are indicators that the Town is a community that has a slightly older than average population that has traditionally attracted slightly smaller families with lower-than-average incomes seeking mostly a variety of residential housing.

² Numbers within may not add up due to Statistics Canada's rounding of certain demographic characteristics.

³ Consists of single detached housing, semi-detached housing and movable dwellings as defined by Statistics Canada in the 2021 federal census.

⁴ Consists of all other residential housing structure types as defined by Statistics Canada in the 2021 federal census.

In comparing the Town and the County:

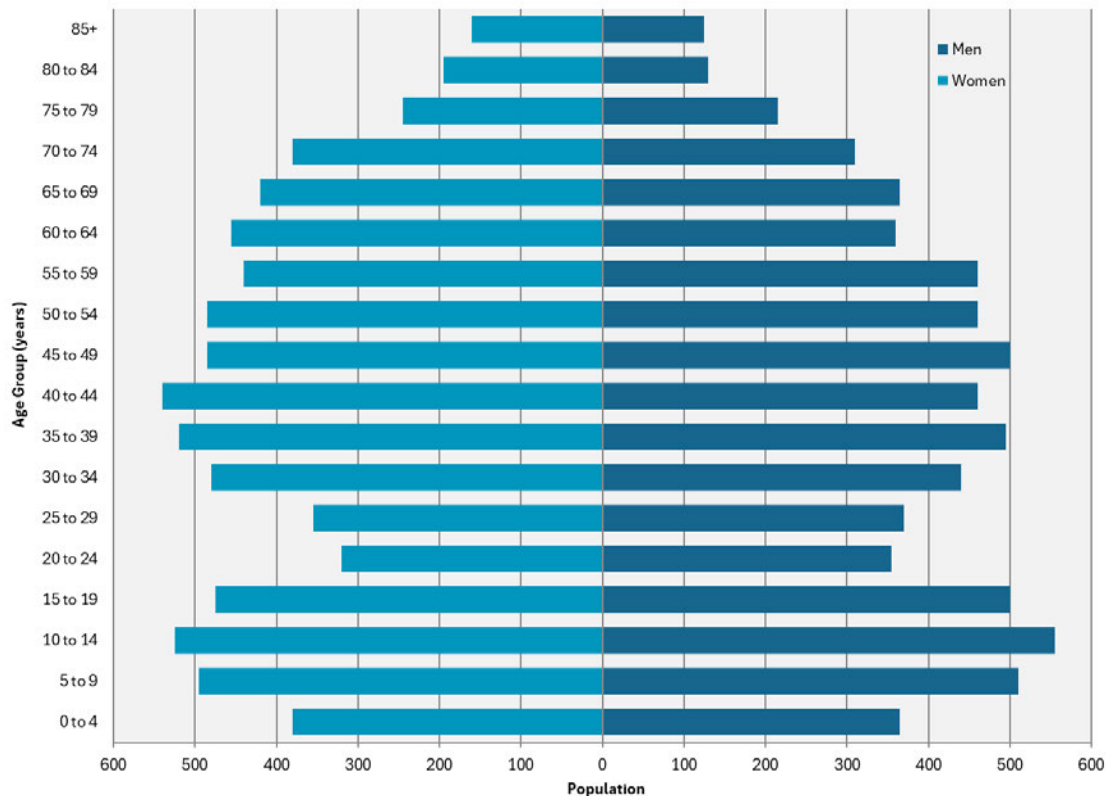
- the County has a higher median age than the Town;
- they have the same average household size;
- the County has a significantly higher percentage of low density residential dwellings as it has only a handful of higher density residential dwellings;
- the County has a slightly lower average family size; and
- the County has a higher average household income.

These observations suggest that a greater proportion of younger residents with lower incomes are attracted to the Town due to its greater diversity of housing stock compared to the County.

3.2 Age and Gender

Figure 3.1 presents the age and gender of the Town’s population in five-year cohorts based on the 2021 federal census.

Figure 3.1: Age and Gender by Five Year Cohorts of the Town of Strathmore, 2021



According to **Figure 3.1**, the largest age group in the Town is 10-14 followed by 35-39, 5-9, and 40-44. The Town has a dip in population among the three cohorts comprising ages 20 through 29 and 0-4, which is indicative of the higher levels of out-migration of young adults and less in-migration of the youngest of families in recent years respectively. The Town has more men than women across most cohorts from 0 through 29. For most cohorts beyond 29, women outnumber men.

4.0 Land Analysis

An analysis of land supply enables an understanding of the remaining lands within the study areas available for residential, commercial and industrial development. Once combined with future growth projections, the results of a land supply analysis can either confirm that sufficient land is available to accommodate future population and employment growth or determine when the supply may be exhausted.

Since this analysis depends on an understanding of current and planned land uses, this section first outlines relevant land use considerations at the intermunicipal and municipal levels, followed by an overview of the methodology and key findings of the land supply analysis.

4.1 Land Supply Context

Town of Strathmore and Wheatland County Intermunicipal Development Plan

The Town and the County adopted their IDP in December 2024. The purpose of this IDP is to facilitate and sustain long-term strategic growth and to identify joint development opportunities between the two municipalities. This IDP provides a land use and implementation framework to guide future development within the IDP area, as well as a framework for collaboration and dispute resolution between the Town and the County.

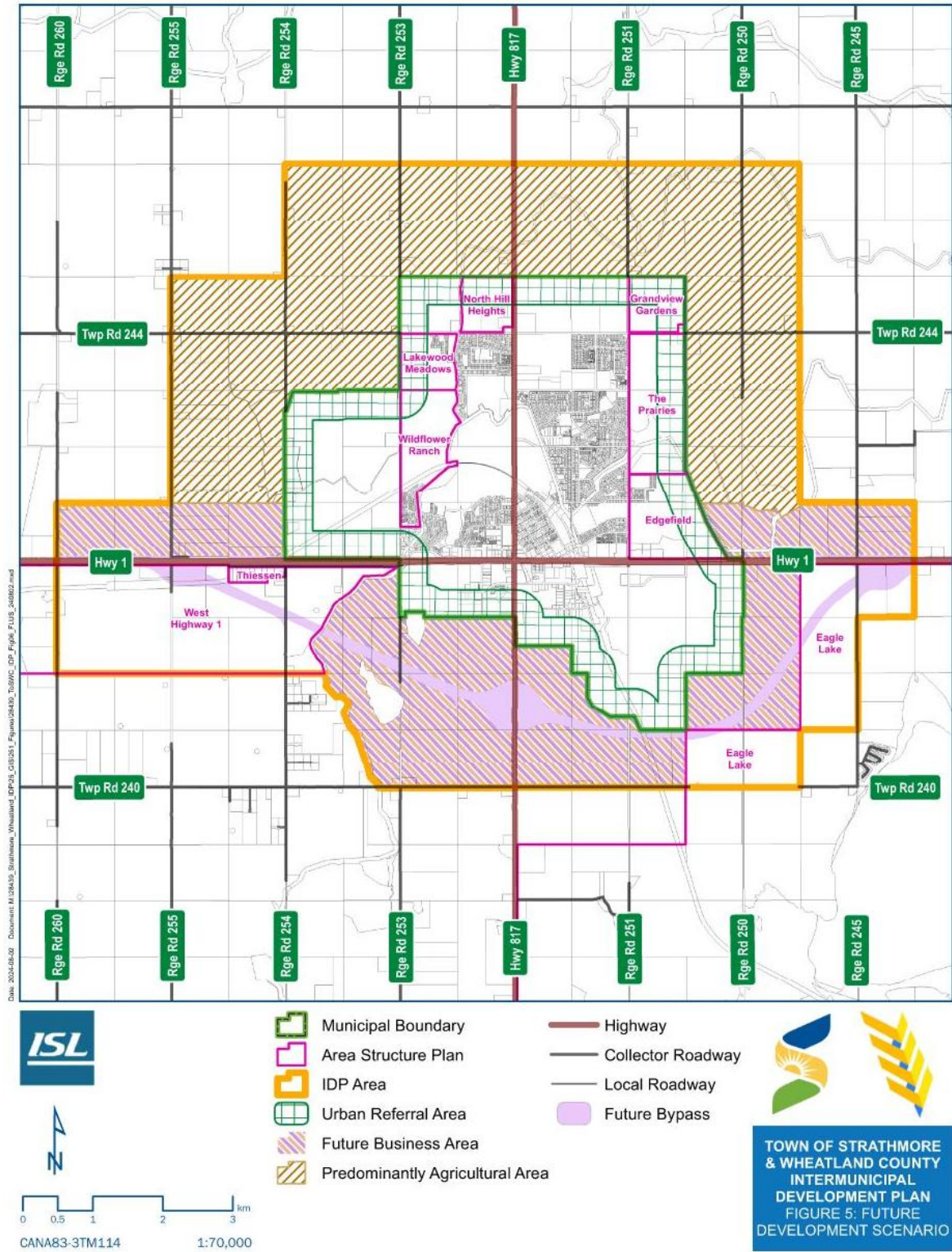
As shown in **Figure 4.1**, the IDP area encompasses land within both municipalities, including approximately 5,309.3 ha of land within the County and 924.6 ha in the Town.

Within the County's portion of the IDP area, lands are mostly designated as *Predominantly Agricultural Area*, covering the northern portion, and *Future Business Area*, covering the southern portion. In the southwest and southeast corners of the IDP area, there are existing area structure plans (ASPs) in place that guide future development within the IDP area. Policies for the *Predominantly Agricultural Area* indicate that these lands are intended to remain under agricultural production, except for some single-lot commercial and industrial development that meet specific criteria related to access, servicing, and compatibility with surrounding uses. Policies for the *Future Business Area* allow for commercial and industrial development and discourage residential and other incompatible development, except for any land uses that have already been approved through other statutory plans.

An *Urban Referral Area* applies to all Town lands within 500 m of the municipal boundary. While this is not a land use designation, policies associated with the intermunicipal referral process require that any land use redesignation, subdivision, or discretionary development approval affecting these lands be referred to the County for comment.

The IDP's lone policy on annexation is Policy 3.2.3, which states "The municipalities will adhere to Division 6 of the MGA as it relates to any application for annexation and the process it entails."

Figure 4.1: Intermunicipal Development Plan's Future Development Scenario



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Town of Strathmore Municipal Development Plan

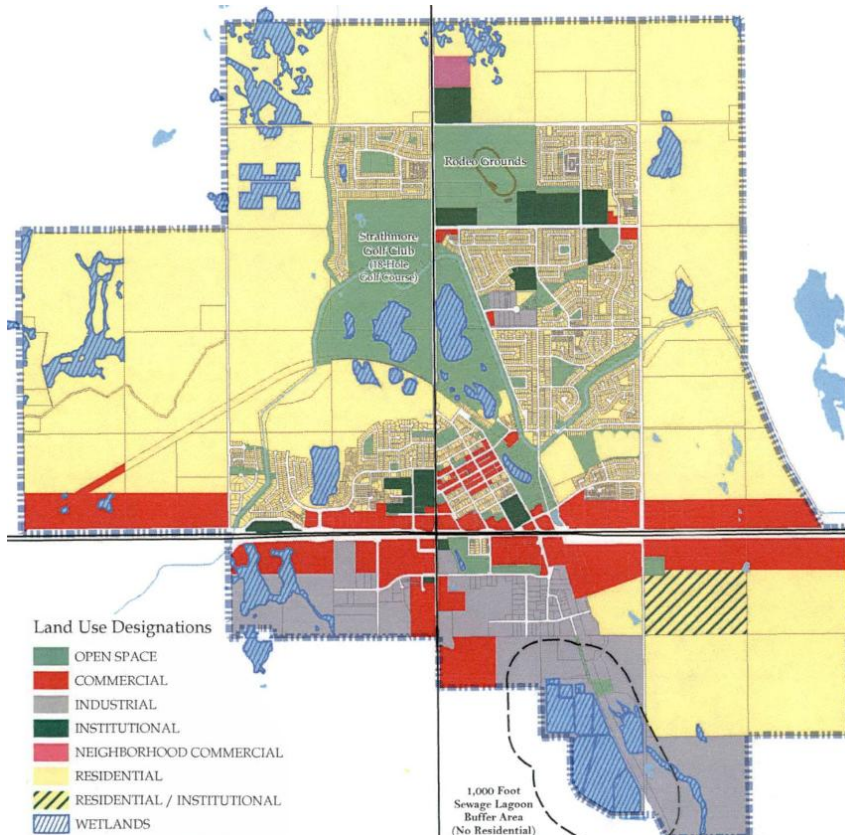
The Town’s MDP is a framework to guide its long-term growth and development. The Town adopted its current MDP in 2014; however, as of the writing of this Growth Study, the Town is undertaking a comprehensive review and update of it.

The Town’s 2014 MDP provides clear direction to make decisions about the future growth and development of the Town by:

- Complying with the requirements of the Municipal Government Act (MGA) that set the parameters for statutory plan preparation;
- Defining the Town’s future vision and its consequent principles, goals, and policies;
- Minimizing the occurrence of incompatible land uses;
- Identifying transportation and servicing network efficiencies; and
- Providing guidance and context to prepare and implement other statutory plans and the Land Use Bylaw (LUB).

The MDP provides strategic policy direction on growth management, land uses and open spaces, infrastructure, community and protective services, and cooperation and engagement. As shown in **Figure 4.2**, the MDP land use concept guides future development within the Town, identifying lands for existing and future residential, institutional, commercial (including neighbourhood commercial), and industrial uses, as well as open spaces and wetlands.

Figure 4.2: Municipal Development Plan’s Land Use Concept



The MDP has two policies relating to future annexation. Policy 2.6.3 states “Lands which are brought into the municipality through annexation shall remain classified as General Agriculture under the Town of Strathmore Land Use Bylaw (as per Wheatland County Land Use Bylaw and the Municipal Government Board decision), until such time as the owner or developer prepares an application for redesignation. Agriculture operations will be protected on these lands until such time as well planned urban style development is approved by Council of the Town of Strathmore.”

Meanwhile, Policy 5.1.4 states “Future annexation proposals shall follow the considerations outlined within any approved Area Structure Plans and/or Intermunicipal Development Plans.”

2010 Annexation

The Town went through a 50-year annexation in 2010 that resulted in the addition of 18.5 quarter sections into the municipal boundary (approximately 1,197 ha or 2,960 acres) as shown in **Figure 4.3**. A small sliver of these lands was annexed back to the County in 2011 as shown in **Figure 4.4**. Coupled with the completion of the water transmission line from the City of Calgary and the approval of the sanitary sewage treatment and outfall, the Town was primed for residential and non-residential growth. Since 2010, just over eight quarter sections of the annexed lands have been subject to ASP adoption. Another four quarter sections in the 2010 annexation area currently have an ASP under development. Further, three quarter sections in the 2010 annexation area and numerous areas in the Town’s pre-2010 boundary have been subject to development, thereby reducing the Town’s 50-year land supply. The Town therefore now has a land supply of less than 50 years and an opportunity to replenish it can be explored.

Figure 4.3: 2010 Annexation Area

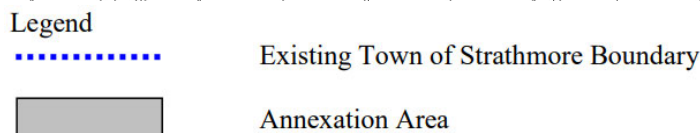
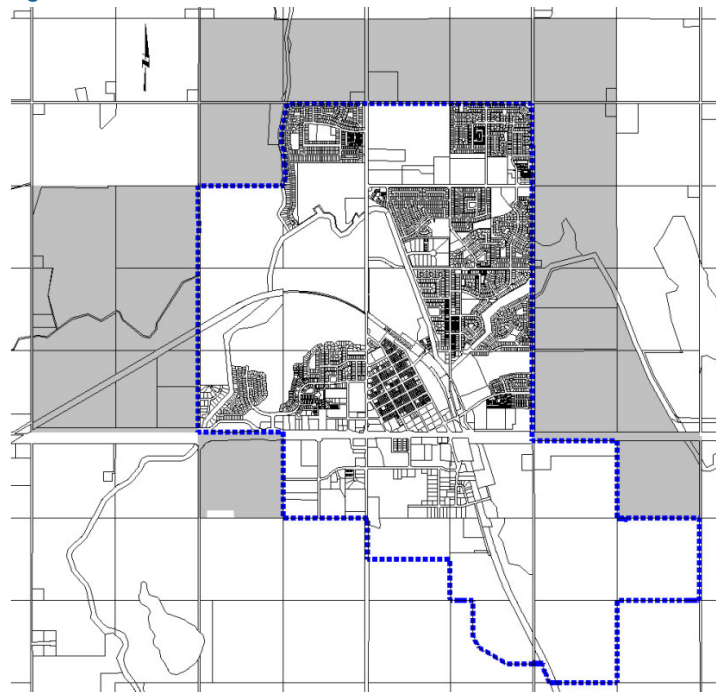
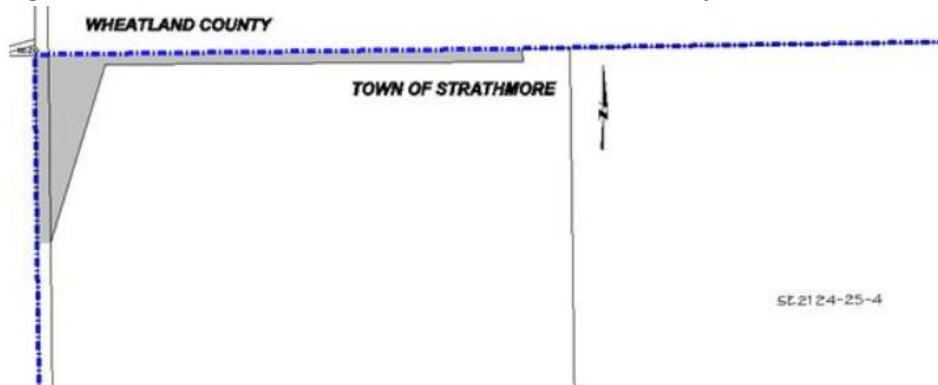


Figure 4.4: Annexed Lands Returned to Wheatland County in 2011



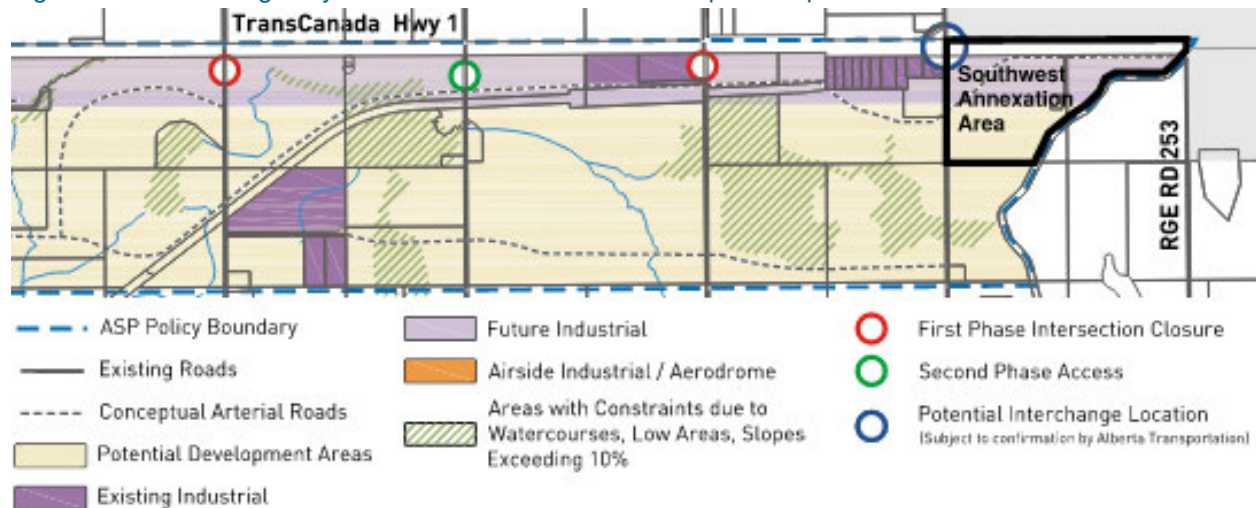
Legend

- Existing Wheatland County - Town of Strathmore Boundary
- Annexation Area

Wheatland County's West Highway 1 Area Structure Plan

The West Highway 1 ASP, originally adopted in 2006, provides a framework for the future subdivision and development of lands generally south of Highway 1 between Rocky View County (Range Road 270) to the west and the Western Irrigation District canal to the east between Range Roads 253 and 254 (just west of the Town). The southwest annexation area is within the northeast corner of the ASP. The Highway 1 frontage of the subject lands within the southwest annexation area are designated as Future Industrial while the balance to the south is designated as Potential Development Areas.

Figure 4.5: West Highway 1 ASP Future Land Use Concept Excerpt



Town of Strathmore's Planned and Developing Areas

There are nine ASPs in effect within the Town while there is a tenth area – The Ranch – that is developing without an associated ASP. **Table 4.1** presents a high-level summary of the planned population and dwelling units of the nine approved plan areas and the tenth developing area within the Town. Overall, the ten planned and developing areas in Strathmore have an approximate population capacity of 29,708 within 11,449 dwelling units.

Table 4.1: Summary of Planned and Developing Areas in Strathmore

Planned or Developing Area	Adoption Year	Planned Population	Planned Dwelling Units
WestCreek ASP	2010	3,000	1,002
Wildflower Ranch ASP	2010	5,600	1,880
The Prairies ASP	2011	7,446	2,758
Edgefield ASP	2012	4,362	1,677
Grandview Gardens ASP	2012	2,425	1,408
North Hill Heights ASP	2012	2,774	1,067
Heritage Heights ASP	2013	~1,600	697
Lakewood Meadows ASP	2021	1,916	735
The Ranch ⁵	2021	585	225
Legacy Farm ASP ⁶	2022	n/a	n/a
Sub-Total	—	~29,708	11,449

4.2 Status of Land Supply

An analysis of land supply enables an understanding of remaining land within a municipality. Once combined with future growth projections, the results of a land supply analysis for a municipality can either confirm sufficient lands are available to accommodate future growth or determine when future growth will exhaust available land supply.

A typical land supply analysis aggregates lands into two overarching land use categories – **absorbed land supply and unabsorbed land supply.**

Absorbed land supply is defined as land zoned under the LUB and subdivided for development. This includes zoned and subdivided terminal parcels that are fully developed, partially developed, or undeveloped but shovel-ready awaiting site development uptake through the development permit approval process. Absorbed land supply is typically unavailable to accommodate future growth except for through site development uptake (or infill), intensification, or redevelopment.

⁵ Although The Ranch is not subject to an ASP, planned population and dwelling unit figures were derived from a July 14, 2021, Council Report.

⁶ The Legacy Farm ASP does not specifically designate lands for residential. However, it includes an RV Resort, where Policy 5.6.4 states that “full-time residential development may be permitted within the RV resort area at the discretion of the Town.” The ASP does not provide information on population or the number of units.

Unabsorbed land supply (or available land supply) is defined as lands not yet zoned and/or subdivided for its ultimate intended development. Future land uses within unabsorbed land supplies are typically based on LUB districting, ASP land use designations, and future land uses identified in the applicable MDP, IDP, etc.

The approach to the land supply analysis for the Growth Study project largely adheres to the above definitions. In short, the preliminary allocation of land use categories drew from registered parcel designations (e.g., ER for environmental reserve, MR for municipal reserve, PUL for public utility lot, etc.), LUB districting, and ASP and MDP land use designations, where available. Where ambiguities or peculiarities were observed in the use of lands, the directions from the above were audited through reviewing imagery available through Google Earth and Google Street View where coverage is available, engagement with Town representatives, and professional judgement. This auditing process resulted in some evidence-based overrides to preliminary land use category assignments.

The Town's current land base (see **Map 4.1**) totals 2,804.0 ha. Of these, 295.3 ha (10.5%) are undevelopable or unavailable as summarized in **Table 4.2**. This includes a cemetery, environmental lands, a golf course, the Legacy Farm/RV Park, oil and gas encumbrances (pipelines, wells, and setbacks), and the rodeo grounds. The remaining 2,508.7 ha (89.5%) make up the Town's gross developable land supply, which includes both the absorbed (see **Table 4.3**) and unabsorbed land supplies (see **Table 4.4**).

Table 4.2: Undevelopable and Unavailable Lands and Resulting Gross Developable Land Supply

	Area (ha)	Percent
Gross Area	2,804.0	100.0%
Cemetery	3.0	0.1%
Environmental	87.2	3.1%
Golf Course	84.2	3.0%
Legacy Farm/RV Park	15.8	0.6%
Oil and Gas	62.4	2.2%
Rodeo Grounds	42.7	1.5%
Total Undevelopable and Unavailable Lands	295.3	10.5%
Gross Developable Land Supply	2,508.7	89.5%
Gross Developable Absorbed Land Supply (see Table 4.3)	1,218.0	43.4%
Gross Developable Unabsorbed Land Supply (see Table 4.4)	1,290.7	46.0%

As mentioned above, the gross developable land supply within the Town totals 2,508.7 ha. As presented in **Table 4.3**, 1,218.0 ha (48.6%) represent the gross absorbed land supply, including:

- 501.7 ha of net developable core land uses, meaning existing residential, mixed residential/commercial, commercial, industrial, and/or institutional development; and
- 716.3 ha of net developable overhead uses, encompassing circulation (i.e., roads and lanes), parks and open space, and public utilities that support such developments.

The remaining 1,290.7 ha (51.4%) are unabsorbed, and thus available for future development. As presented in **Table 4.2**, this represents 46% of the Town's total land base. **Table 4.4** provides a breakdown of these lands by core land use.

Table 4.3: Breakdown of Gross Developable Absorbed Land Supply

	Area (ha)	Percent
Gross Developable Absorbed Land Supply	1,218.0	100.0%
Residential	281.2	23.1%
Mixed Residential/Commercial	1.8	0.1%
Commercial	82.5	6.8%
Industrial	64.2	5.3%
Institutional	72.0	5.9%
Total Net Developable Core Land Uses	501.7	41.2%
Circulation	257.2	21.1%
Parks and Open Space	65.6	5.4%
Public Utility	393.6	32.3%
Total Net Developable Overhead Land Uses	716.3	58.8%

As summarized in **Table 4.4**, the Town's gross unabsorbed land inventory breaks down to:

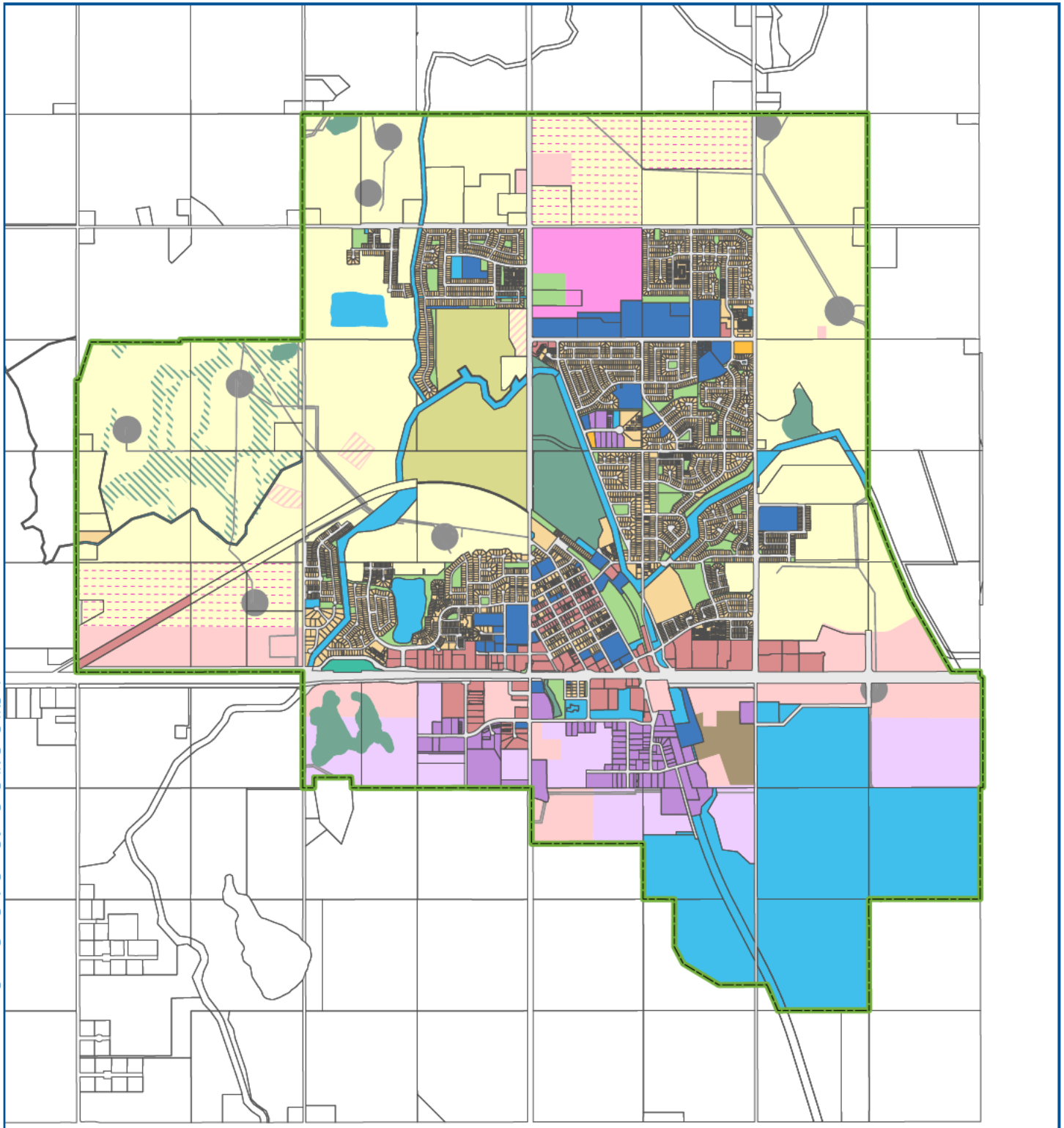
- 833.9 ha for residential;
- 155.8 ha for residential/non-residential flex;⁷
- 167.3 ha for commercial; and
- 133.7 ha for industrial.

Table 4.4: Breakdown of Gross Developable Unabsorbed Land Supply

	Area (ha)	Percent
Gross Developable Unabsorbed Land Supply	1,290.7	100.0%
Unabsorbed Residential	833.9	64.6%
Unabsorbed Residential/Non-Residential Flex ⁸	155.8	12.1%
Unabsorbed Commercial	167.3	13.0%
Unabsorbed Industrial	133.7	10.4%

⁷ In recognition of the Town's recent MDP amendment to improve Strathmore's municipal assessment split, the Town needs to consider redesignating residential lands within its boundaries for future commercial/industrial development through its concurrent MDP update process. Two notional locations, which are currently planned for residential in the Town's MDP, have been identified for the purpose of the Growth Study only. Such identification does not constitute a change in municipal policy or land development rights at this time. Investigation of these areas and possibly other candidate areas will be undertaken during the MDP update process. For now, the two notional locations were identified simply based on their proximity and access to the provincial highway network.

⁸ Ibid.



CANA83-3TM114

1:40,000

- | | |
|----------------------------|---|
| Municipal Boundary | Golf Course |
| Study Area | Legacy Farm/RV Park |
| Absorbed Urban Residential | Oil and Gas |
| Absorbed Mixed Use | Rodeo Grounds |
| Absorbed Commercial | Unabsorbed Residential |
| Absorbed Industrial | Unabsorbed Residential/Environmental |
| Absorbed Institutional | Unabsorbed Mixed Use |
| Parks and Open Space | Unabsorbed Residential/Non-Residential Flex |
| Public Utility | Unabsorbed Mixed Use/Environmental |
| Circulation | Unabsorbed Commercial |
| Cemetery | Unabsorbed Industrial |
| Environmental | Unabsorbed Institutional |



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 4.1:
LAND SUPPLY**

5.0 Population Projections

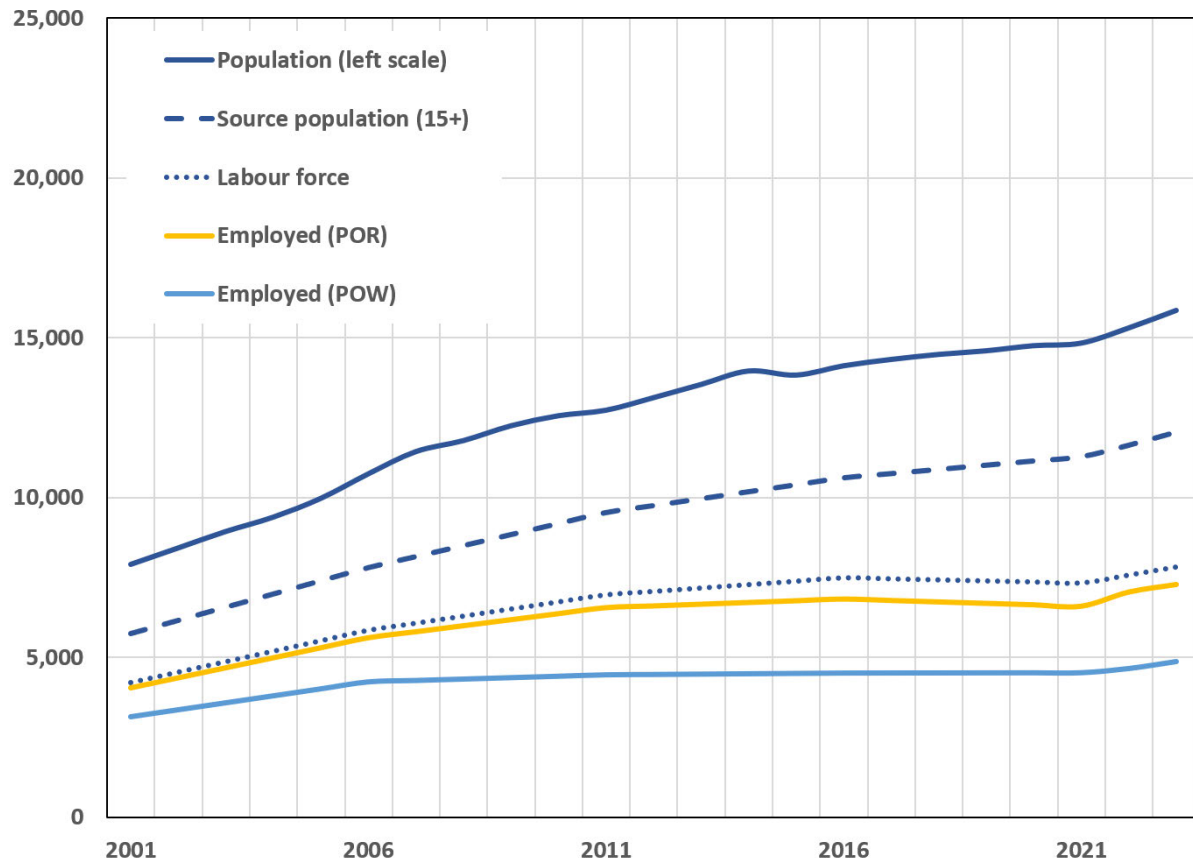
This chapter, prepared by *metroeconomics*, assesses the economic and demographic prospects of the Town against the backdrop of historical trends and of the broader economic and demographic factors most likely to influence future growth. This chapter presents two sets of projections: a Base Case and a High Case.

Population growth is most often correlated with economic expansion. Thus, this chapter begins by assessing the breadth, depth, and growth potential of the Town’s economy. Strathmore is likely to experience population growth if (a) its economy is growing, (b) commuter opportunities for residents are growing, and/or (c) the Town is attracting retirees from other areas. The likely impacts of these factors are considered in turn.

5.1 Historical Population and Employment Trends

Figure 5.1 illustrates trends in Strathmore’s total population and total employment (the latter both by place of residence and by place of work) over the period from 2001 to 2023.

Figure 5.1: Population and Employment History, 2001-2023



Source: Statistics Canada and *metroeconomics*

The total population estimates for each year are based on Statistics Canada's annual post-census data. All other variables are drawn from the censuses conducted every five years between 2001 and 2021 inclusive, with values for the intervening and following years estimated by *metroeconomics* through interpolations and extrapolations.

Figure 5.1 illustrates that, between 2001 to 2023, the population of Strathmore increased steadily, including the population aged 15 and over. This is relevant because, according to Statistics Canada, residents aged 15 and over make up the labour force pool.⁹

Employment among residents grew steadily up until around 2016. It then leveled off for a few years before resuming gains in 2022 and 2023. In contrast, jobs on a place of work basis in Strathmore grew noticeably between 2001 and 2006. For the most part they were level between 2006 and 2021.

5.2 Economic Drivers

Employment by industry can be grouped into two broad categories:

- **Economic base (EB) jobs**, which drive or underpin the local economy; and
- **Community base (CB) jobs**, which serve the needs of the local population.

To better understand Strathmore's economic structure, *metroeconomics* used a location quotient methodology (described in **Appendix A**) to break down employment by industry into these two categories.

This breakdown is useful as a starting point in developing economic and demographic projections because population growth tends to follow the growth of EB jobs, while growth in CB jobs tends to follow population growth.

Statistics Canada provides data on employment by place of work for 20 industry categories, including their geographic distribution. Using this data, the Town's jobs across all industries were divided into their EB and CB components and then grouped into four major EB industry segments described below.

- **Primary industries (agriculture and mining):** In 2021, this segment accounted for 295 EB jobs in Strathmore, including 185 in agriculture and 110 in mining.
- **Industrial sector (manufacturing, warehousing and transportation):** In 2021, this sector accounted for 127 EB jobs in Strathmore.
- **Tourism sector (tourism-related retail; arts, entertainment and recreation; and food and accommodation):** In Strathmore, only tourism-related retail includes any EB jobs, totalling 165 in 2021. This is an indication that Strathmore serves as a primary shopping destination for nearby communities.
- **Other industries:** Including education (95 EB jobs, indicating students from some nearby communities attend schools in Strathmore), and commercial services (15 EB jobs in information and culture).

⁹ In Statistics Canada's terminology, the labour force is defined as the civilian population aged 15 years and over who are either employed or unemployed during a specific reference week. It essentially represents the total number of people available to participate in the production of goods and services, excluding individuals who are not employed and not actively looking for work, such as students, retirees, or those unable to work.

In total, 695 out of 4,515 jobs in 2021 (15.4%) were considered EB jobs. This is relatively low, as EB jobs generally account for 20-30% of employment in most communities. This suggests that Strathmore's economic base is thinner compared to that of other communities.

On the other hand, in 2021 a total of 6,610 Strathmore residents held jobs, which is higher than the 4,515 jobs provided by companies and other organizations within the Town. This gap of 2,095 workers reflects the number of residents who commuted to jobs outside of Strathmore, most notably to Calgary. In fact, the number of outbound commuters is three times greater than the number of EB jobs in the Town, highlighting the extent to which Strathmore's population is supported by Calgary's economy rather than its own.

Located 50 km to the east of Calgary along the Trans-Canada Highway (about a 40-minute commute), Strathmore is not formally within the Calgary Census Metropolitan Area, but clearly functions, in part, as a suburban community contributing to the Calgary-based work force. In summary, Strathmore is a community with a strong dependence on the regional economy.

5.3 Strathmore's Future

The sub-provincial projection system developed by *metroeconomics* for Strathmore contains annual historical data from 2001 to 2021 (and beyond where available), as well as annual projections to 2076 for the following economic indicators:

- population by single-year age and gender;
- labour force source population, labour force and employment by place of residence;
- total employed for 20 industries by place of work;
- households by age of maintainer (major age groups); and
- dwellings by age of head by structural type (single detached, semi-detached, rowhouse, etc.).

This model is built on the understanding that population growth in Strathmore is driven by growth in EB jobs, expansion of commuting opportunities, or people choosing to retire in the area.

5.3.1 Economic Base Job Growth Potential

metroeconomics typically projects EB job growth by applying the Alberta-wide industry growth rates from its provincial projection model to the local economic base by industry. Using this approach, Strathmore's EB jobs would be expected to gradually decline from an estimated 735 currently to 550 or less by 2076.

However, this baseline projection does not account for three major projects anticipated to considerably boost the Town's EB employment within the next few years. To reflect the local impact of these projects, the projected number of EB jobs in manufacturing was adjusted as listed below.

- **Sec. 19, ATIA**
 - 1,500 new jobs are expected at full build-out
 - 100 new jobs were added each year from 2027 to 2041 to reflect this impact
 - 20 spin-off jobs from this new facility were added each year from 2028 to 2042 for a total of 300 additional jobs

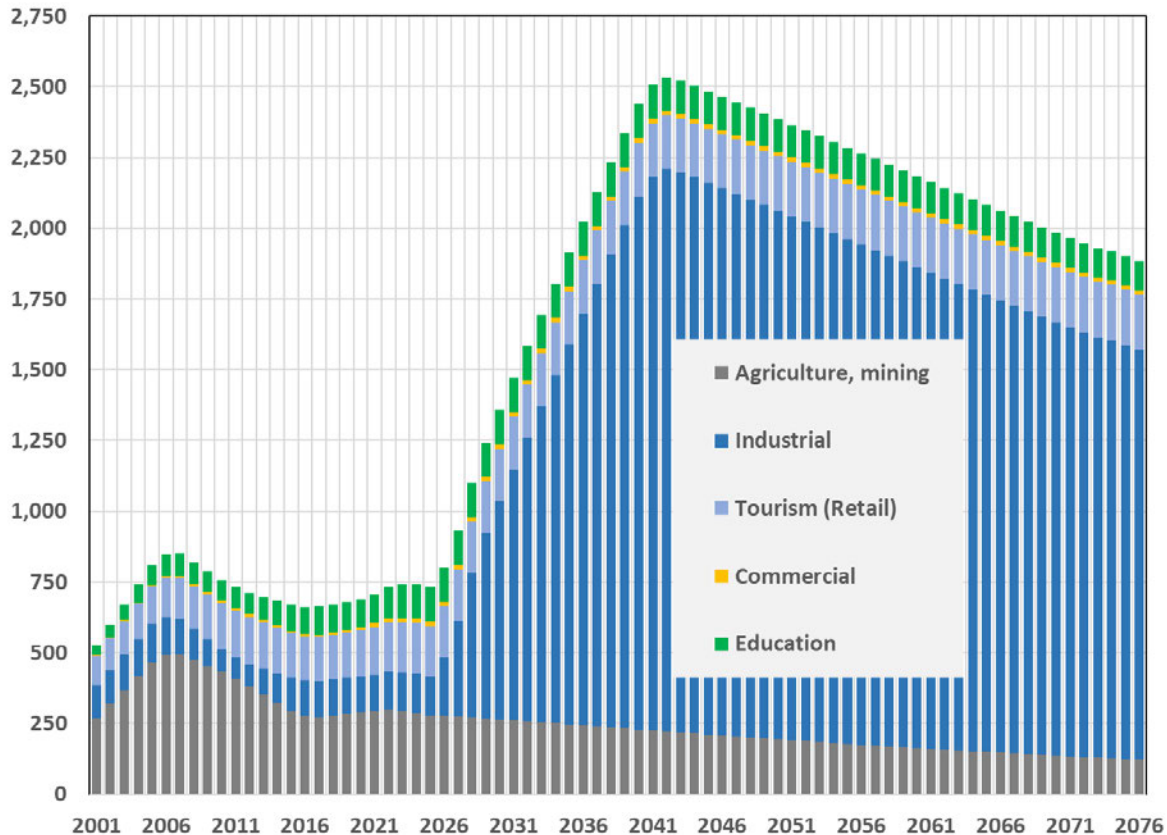
- **Sec. 19, ATIA**
 - 100 new jobs in 2027 were added to reflect this new facility
- **Sec. 19, ATIA**
 - 80 new jobs in 2028 were added to reflect this new facility

These adjustments, which amount to 1,980 new jobs, position Strathmore’s economy for stronger growth than suggested by the standard projection model, particularly in the manufacturing sector.

These three projects will have a major impact on the economic base of Strathmore over the next two decades, increasing the total EB jobs from 735 currently to 2,540 in 2042 (see **Figure 5.2**). However, beyond 2042, the outlook of EB job growth is uncertain. To extend the projections through to 2076, it is assumed that EB jobs by industry will follow the same gradual decline projected for Alberta over the same period.

Figure 5.2 illustrates both the historical trend and future projections for EB employment in Strathmore, including the impacts of the three major projects described above. This figure suggests that if Strathmore’s future population growth is tied solely to EB job growth, the Town’s population would likely peak at around 2042 and begin declining thereafter.

Figure 5.2: Economic Base Jobs by Major Industry



Source: Statistics Canada and metroeconomics

5.3.2 Commuter Job Growth Potential

In contrast to the limited local economic base, commuter job opportunities for Strathmore residents are considerable. Calgary is one of the most important centres of economic activity in Alberta and Strathmore residents are well positioned to benefit from Calgary’s continued growth.

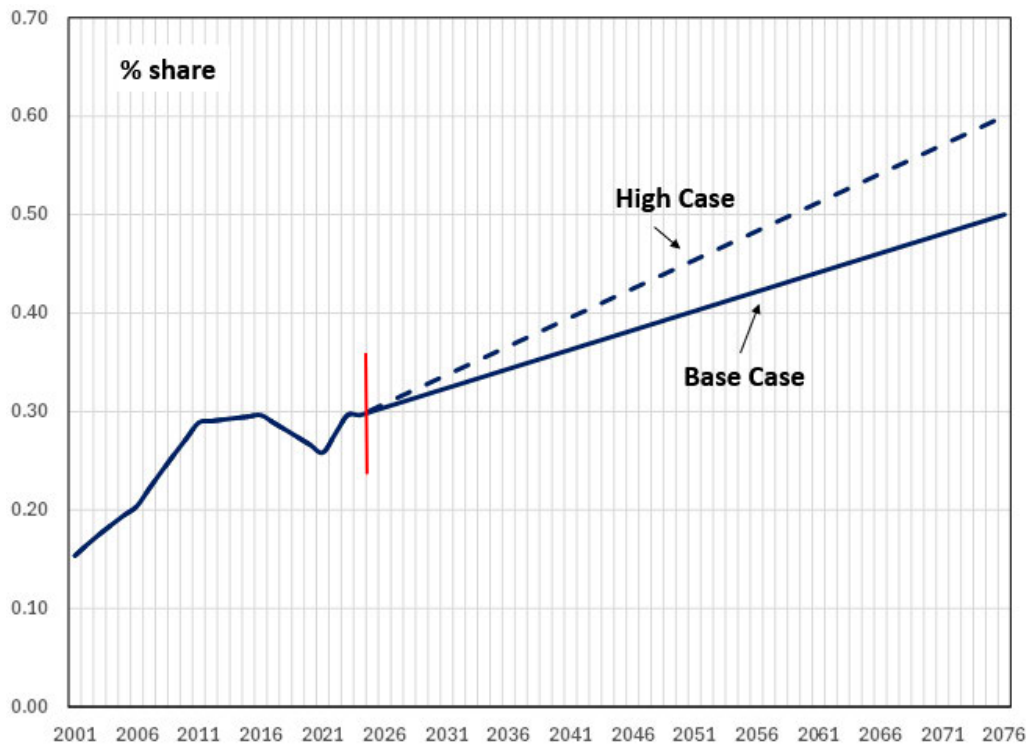
As noted earlier, Strathmore currently has 735 EB jobs, while an estimated 2,330 residents commute to jobs in Calgary (more than three times the number of local EB jobs). This highlights once again the vital role of the regional economy in supporting Strathmore’s employment and population growth.

Since 2001, the number of commuters from Strathmore to Calgary has increased steadily, from a share of 0.15% of all jobs in Calgary to 0.3% as of 2025. If the trend continues, this share could grow to 0.5-0.6% by 2076. **Figure 5.3** illustrates both the historical trend (2001 to 2025) and two potential growth paths (2026 to 2076), showing how either of these targets could be achievable given the historical pace of growth over the last 25 years:

- If Strathmore’s share grows to 0.5%, the number of daily commuters to Calgary each day would reach 6,500 by 2076, up from 2,330 today, representing an increase of 4,170; and
- If the share grows to 0.6%, the number of commuters would reach 7,800, a gain of 5,470.

In either case, the gains in the number of future commuters to Calgary would be a major driver of population growth for Strathmore between now and 2076.

Figure 5.3: Commuter Jobs as a Percent Share of Calgary Employed



Source: Statistics Canada and *metroeconomics*

5.3.3 Retiree Potential for Population Growth

As noted before in **Figure 5.3**, the share of Strathmore’s retirement-aged population exceeds the provincial average. While the attractiveness of the Town as a future residential site for retirees could result in some population growth, this impact would be minimal compared to the growth in EB jobs (at least through to 2042) and, more importantly, to the employment opportunities in Calgary for commuters.

5.3.4 Implications for the Total Population of Strathmore

Figures 5.4 and 5.5 illustrate the trends in employment growth, including EB jobs (blue bars) and commuter jobs (gold bars), as well as population growth. **Figure 5.5** is based on the assumption that Strathmore commuters will share 0.5% of the total employment base in Calgary (Base Case), and **Figure 5.6** that this share will be as high as 0.6% (High Case).

The impacts of each scenario on population growth are as follows:

- Under the Base Case scenario, the Town’s population will reach 48,800 by 2076; and
- Under the High Case scenario, the Town’s population will reach 52,900 by 2076.

Figures 5.6 and 5.7 compare the population of Strathmore by major age group in the Base Case and High Case.

5.4 Summary of Key Demographic and Economic Trends

Tables 5.1 and 5.2 summarize projected trends for several key variables in Strathmore, comparing census estimates for 2021 with projected values for 2026, 2051 and 2076. Highlights of these figures include:

- **Population Growth:** Between 2026 and 2076 Strathmore’s population will grow by 28,400 under the Base Case and by as many as 35,400 under the High Case.
- **Age Breakdown:**
 - In the Base Case the population aged 20 to 74 grows by 18,600 between 2026 and 2076. In the High case it grows by 23,500.
 - The population aged under 20 grows by 4,200 and 5,800, respectively.
 - The population aged 75 and over grows by 5,600 and 6,200, respectively.
- **Housing Needs:** Based on 2021 preferences by age of household head and on the projected changes to the population by age, the Town will require at least 12,400 new dwellings under the Base Case, and as many as 15,200 under the High Case between 2026 and 2076.
- **Employment Growth:** Jobs in Strathmore (including both EB and CB jobs) will grow by at least 9,600 under the Base Case, and by as many as 11,500 under the High Case between 2026 and 2076, with commercial and institutional employment dominating the growth in both cases.

While local economic base job growth may level off after 2042, Calgary’s strong economic outlook will continue to provide substantial commuter job opportunities for Strathmore residents. Considering both local and regional employment factors into account, Strathmore’s population (currently around 17,500) is expected to reach at least 45,800, and possibly as high as 52,900, by 2076. These projections are less than the scenario used in the Town’s 2008 Growth Study. See **Section 5.5** for an explanation of the divergence.

Figure 5.4: Total Population and Economic Base Jobs Plus Commuters, Base Case

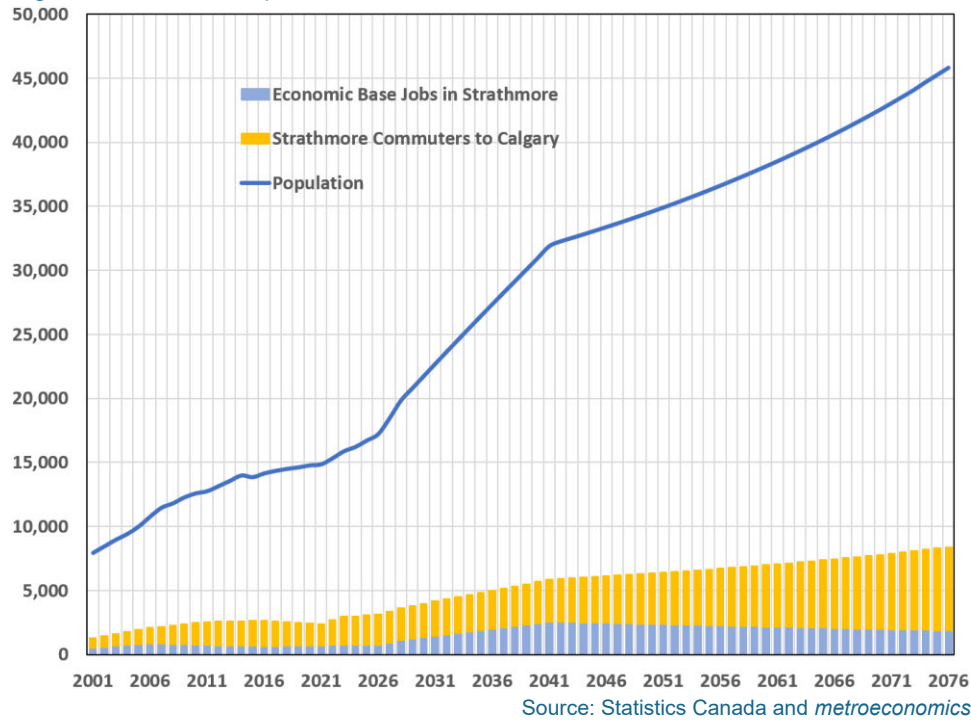


Figure 5.5: Total Population and Economic Base Jobs Plus Commuters, High Case

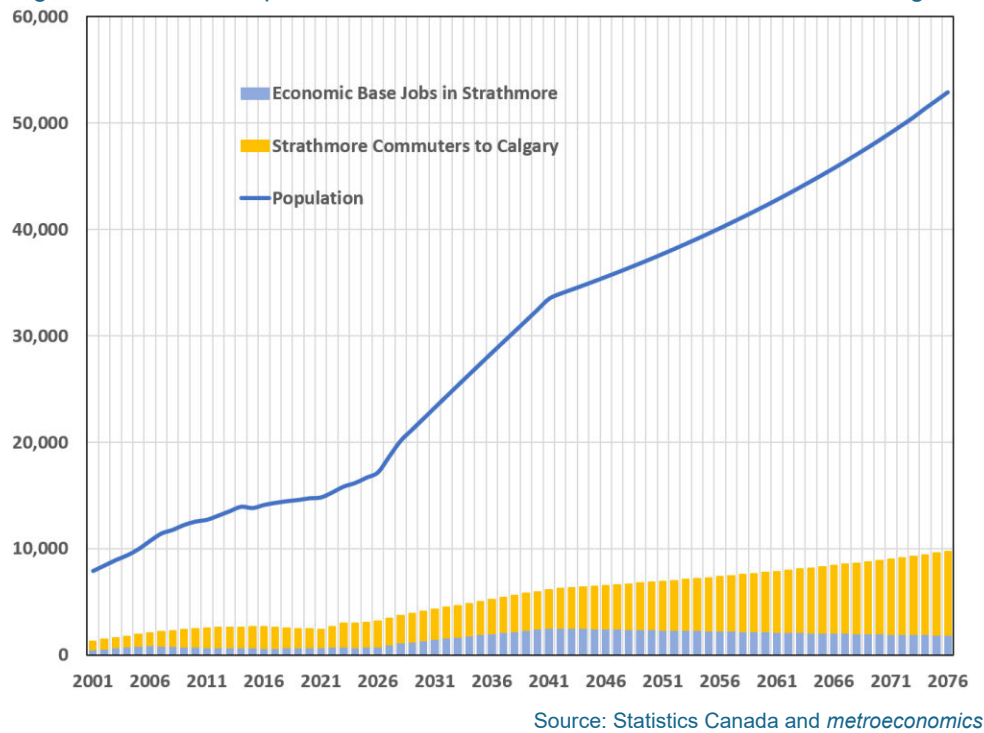
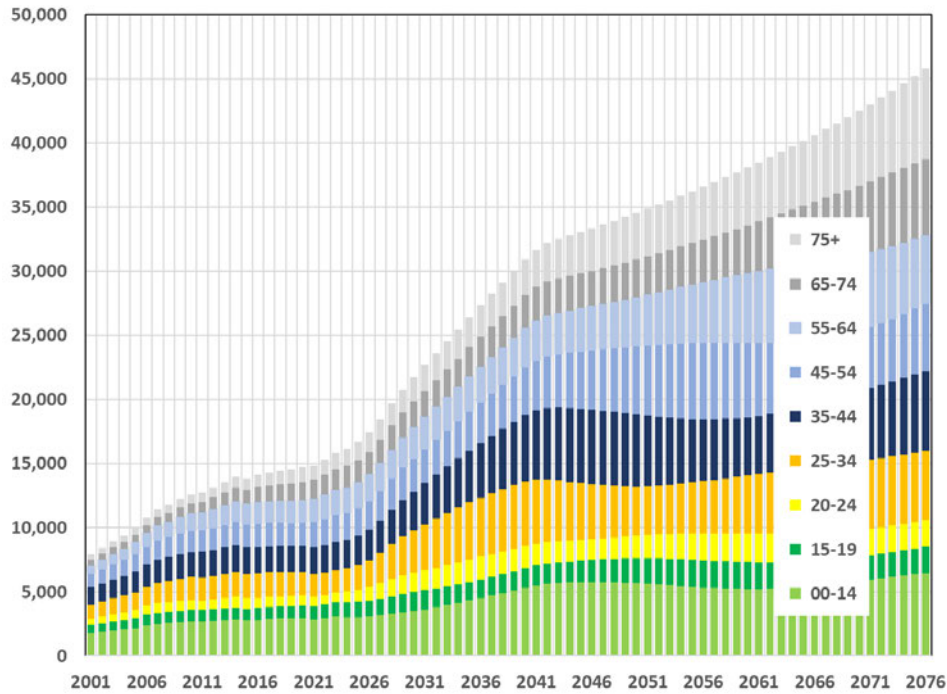
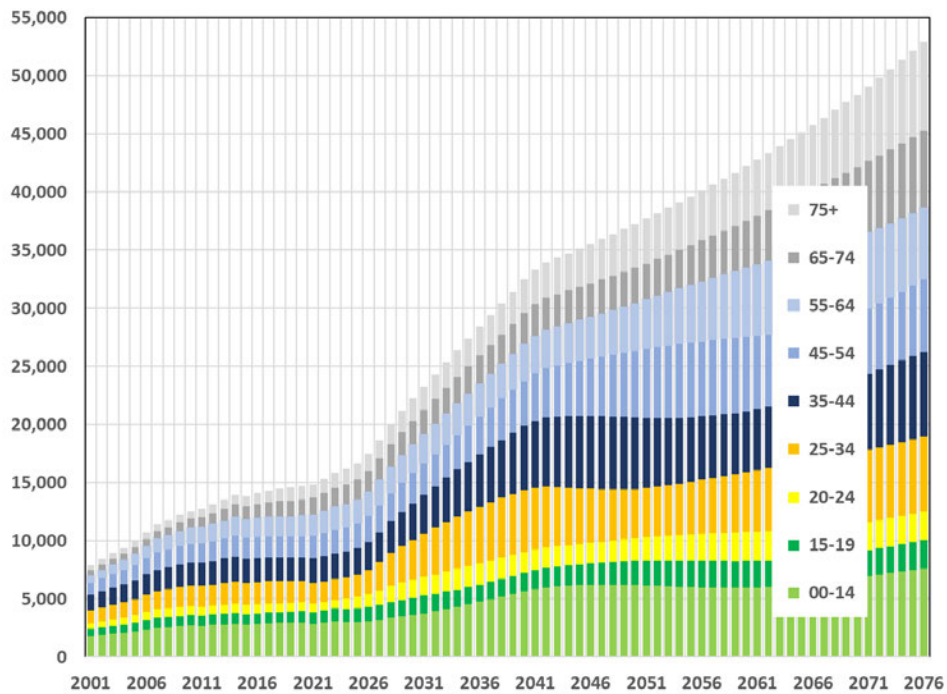


Figure 5.6: Population by Major Age Groups, Base Case



Source: Statistics Canada and *metroeconomics*

Figure 5.7: Population by Major Age Groups, High Case



Source: Statistics Canada and *metroeconomics*

Table 5.1: Key Economic and Demographic Variables, Base Case

Variable	Year				Change (2026-2076)
	2021	2026	2051	2076	
Total Population	14,800	17,400	34,900	45,800	28,400
Persons <20	3,900	4,300	7,600	8,500	4,200
Persons 20-74	9,900	11,600	23,500	30,200	18,600
Persons 75+	1,100	1,500	3,700	7,100	5,600
Total Dwellings	5,500	6,500	13,800	18,900	12,400
Single-detached	3,200	3,800	8,100	10,800	7,000
Semi-detached	700	800	1,800	2,600	1,800
Rowhouses	600	600	1,300	1,800	1,200
Other single attached	0	0	0	0	0
Duplex apartments	100	100	100	200	100
Apartments <5 storeys	700	900	1,800	2,700	1,800
Apartments 5 storeys +	0	0	0	0	0
Movable	200	300	600	1,000	700
Persons per Unit	2.69	2.68	2.53	2.42	-0.25
Employed by Place-of-Work (EPOW)	4,500	5,100	12,100	14,700	9,600
Primary	300	300	200	100	-200
Industrial	500	500	2,600	2,200	1,700
Commercial	2,200	2,600	5,200	6,500	3,900
Institutional	1,500	1,700	4,100	5,700	4,000
Activity Rate (EPOW / 1,000 Pop)	304	292	346	320	28
Employed Residents	6,600	8,000	16,100	20,500	12,500
% of Persons 20-74	66.7	69.0	68.5	67.9	-1.1

Source: Statistics Canada and *metroeconomics*

Table 5.2: Key Economic and Demographic Variables, High Case

Variable	Year				Change (2026-2076)
	2021	2026	2051	2076	
Total Population	14,800	17,500	37,700	52,900	35,400
Persons <20	3,900	4,300	8,300	10,100	5,800
Persons 20-74	9,900	11,700	25,500	35,200	23,500
Persons 75+	1,100	1,500	3,900	7,700	6,200
Total Dwellings	5,500	6,500	14,800	21,700	15,200
Single-detached	3,200	3,800	8,700	12,400	8,600
Semi-detached	700	800	2,000	2,900	2,100
Rowhouses	600	600	1,400	2,100	1,500
Other single attached	0	0	0	0	0
Duplex apartments	100	100	100	200	100
Apartments <5 storeys	700	900	2,000	3,100	2,200
Apartments 5 storeys +	0	0	0	0	0
Movable	200	300	600	1,100	800
Persons per Unit	2.69	2.69	2.55	2.44	-0.25
Employed by Place-of-Work (EPOW)	4,500	5,100	12,800	16,600	11,500
Primary	300	300	200	100	-200
Industrial	500	500	2,700	2,400	1,900
Commercial	2,200	2,600	5,600	7,500	4,900
Institutional	1,500	1,700	4,400	6,600	4,900
Activity Rate (EPOW / 1,000 Pop)	304	291	340	314	23
Employed Residents	6,600	8,100	17,400	23,600	15,500
% of Persons 20-74	66.7	69.2	68.2	67.0	-2.2

Source: Statistics Canada and *metroeconomics*

5.5 Growth Scenario Recommendation

To best prepare for growth over a 50-year horizon, it is recommended that the High Case be used for the generation of future land requirements, instead of the Base Case, so that the Town can be best positioned to respond to growth pressures. Research has shown that it is significantly less costly to proactively plan and build for growth than retrofitting infrastructure after the fact (e.g., Yousoufi and Mills, 2024;¹⁰ NASEM, 2012;¹¹ and Flyvbjerg et al., 2004).¹² Factors such as rising land and housing prices, labour supply constraints, and reduced land use flexibility can result in the costs of underestimating growth far exceeding the cost of overbuilding for growth. Should actual growth not occur as projected by 2076 – the end of the horizon – then the horizon is simply extended beyond 2076.

Overall, the High Case has a reasonable CAGR of 2.3% between 2021 and 2076, which is less than half the 5.1% CAGR the Town experienced between 1971 and 2021.

By further comparison, there is a Higher Case that is drawn from the Town of Strathmore 2008 Growth Study's medium scenario. That study recommended a growth scenario that featured a 3.0% CAGR between 2008 and 2058, with most of the growth front-loaded in the first 30 years. While a 3.0% CAGR is possible for Strathmore over the next 50 years, the actual growth that has occurred between 2008 and 2024 turned out to be much more modest than projected due in part to nearby Chestermere and Langdon intercepting some of the Town's potential growth. Since Chestermere and Langdon will continue to compete with Strathmore for growth, the High Case identified in this current 2025 Growth Study analysis remains recommended over the above-noted Higher Case from the previous 2008 Growth Study.

¹⁰ Yousoufi, Fatima and Mills, Mollie (2024): <https://www.pewtrusts.org/en/research-and-analysis/articles/2024/09/24/early-planning-can-curb-costs-climate-stress-on-neglected-infrastructure>

¹¹ National Academies of Sciences, Engineering, and Medicine(NASEM) (2012): <https://nap.nationalacademies.org/catalog/22031/guidelines-for-evaluating-and-selecting-modifications-to-existing-roadway-drainage-infrastructure-to-improve-water-quality-in-ultra-urban-areas>

¹² Flyvbjerg, Bent; Holm, Mette K. Skamris; and Buhl, Søren (2004): <https://www.tandfonline.com/doi/abs/10.1080/0144164032000080494a>

6.0 Study Area Analysis

6.1 Geographic Considerations

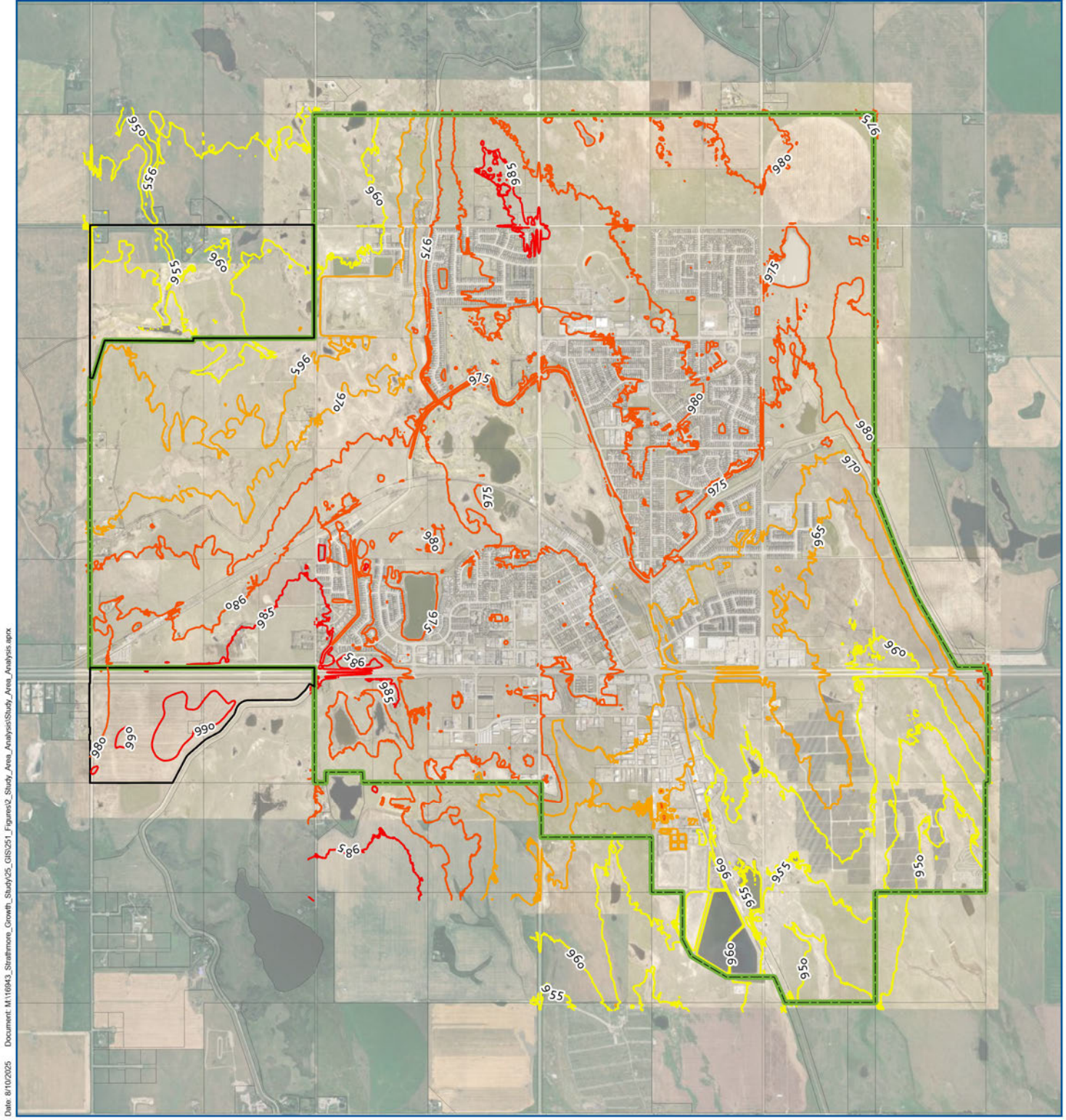
6.1.1 Topography

The topography of the northwest study area (NWSA), the southwest study area (SWSA), and the Town is shown in **Map 6.1** and all feature minor elevation changes.

In the Town, the lowest elevation ranges are 950 to 960 m in the northwest, adjacent to the NWSA, and 945 to 950 m in the southeast. The highest elevations in the Town are at approximately 985 m in two locations – along Highway 1 near the cemetery and the SWSA in the southwest and in the vicinity of Township Road 244 and Highway 817 in the north.

In the NWSA, the ground generally slopes from 965 m in the southeast and southwest to 955 m in its north-central area. See Section 6.3.2 for how the NWSA can be serviced by wastewater given it is generally lower than the northwest portion of the Town.







Three high points in excess of 990 m are present in the central through southwest portions of the SWSA. Generally, the ground slopes from these points in all directions but as a whole the SWSA predominantly slopes from 985 m in the east to less than 980 m in the west.



Date: 8/10/2025 Document: M11843_Strathmore_Growth_Study/05_GIS/251_Figures/2_Study_Area_Analysis/Study_Area_Analysis.aprx

World Imagery: Southern Alberta, Town of Strathmore, Maxar



-  Municipal Boundary
-  Study Area
- Contours**
-  950 - 960 m
-  >960 - 970 m
-  >970 - 980 m
-  >980 - 990 m



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.1:
TOPOGRAPHY**

6.1.2 Hydrography

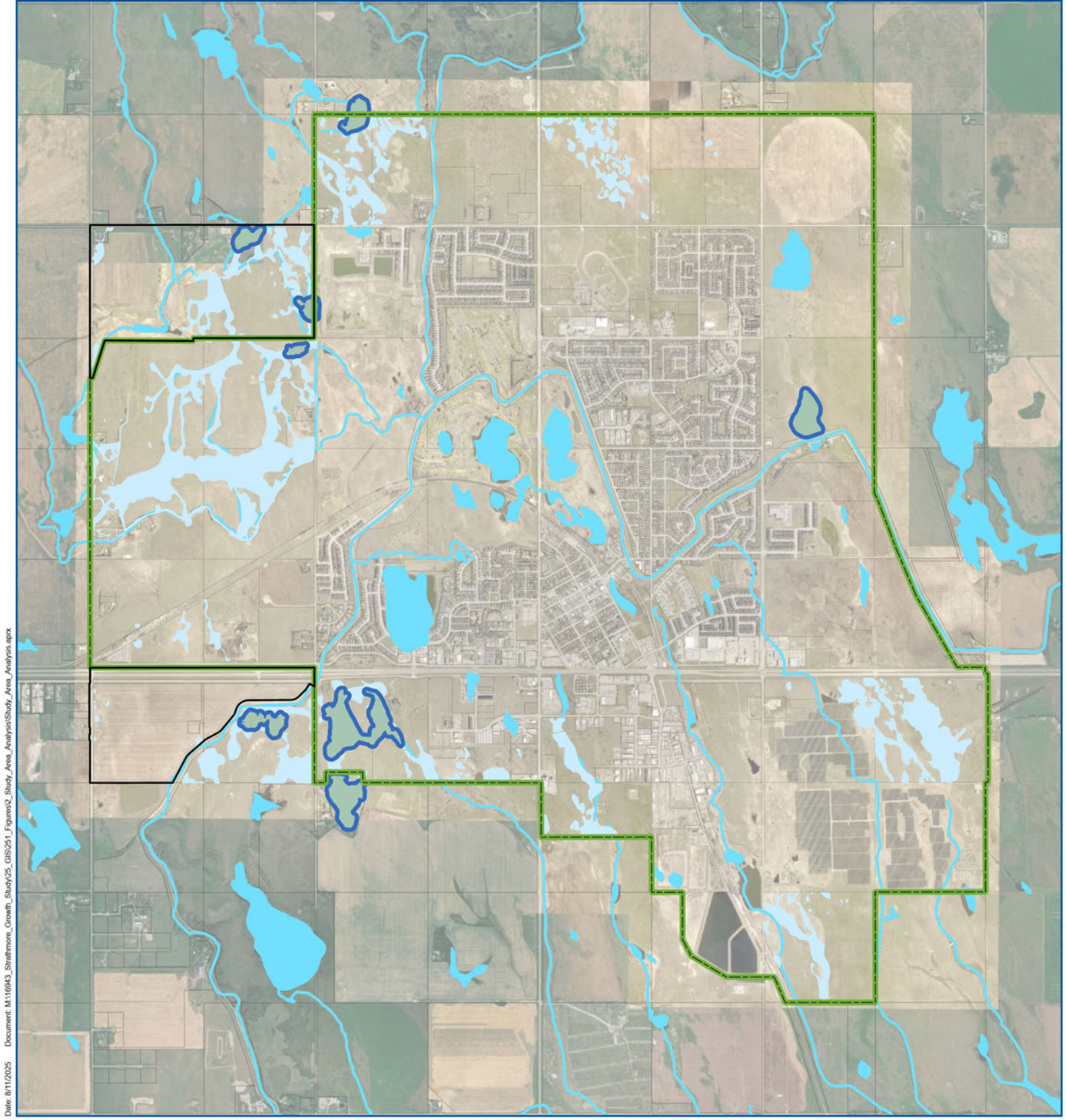
A desktop hydrological characterization of the Town and the two study areas is illustrated in **Map 6.2**. It is based on open-source data from the **Sec. 19, ATIA** published by Natural Resources Canada and desktop wetland assessment conducted by ISL (see **Section 6.1.3**).

The most significant hydrological features are the water bodies located in the geographic centre of the Town, including those on either side of Wheatland Trail (Highway 817), in the Strathmore Lake Estates neighbourhood, and in Kinsmen Park. Additionally, the Western Irrigation District (WID) owns the Strathmore Canal, an irrigation canal running through the Town from the east to the southwest then along the southeast boundary of the SWSA.

Some creeks and streams also run through the Town and the NWSA, and a series of wetlands with a prominent presence along the edges of the Town to the west, northwest, north, southeast, and south as well as within the eastern half of the NWSA. A more in-depth analysis of wetlands in the two studies areas and the unplanned portions of the Town is provided in **Section 6.2.3**.

While there are no major rivers or ravines in the study area, the presence of the Strathmore Canal is a defining hydrological element with significant implications for long-term planning. As a key asset of the WID, the canal not only supports agricultural operations in the broader region but also contributes to local water management, ecological value, and landscape character within the Town. Its alignment may influence future infrastructure planning by dictating where crossings, setbacks, and servicing connections can occur. Additionally, land use decisions adjacent to the canal must consider risks such as seepage, erosion, and water quality impacts, as well as opportunities for public access, trails, and ecological enhancement.

The broader hydrological network, including smaller creeks, streams, and wetlands, also plays a crucial role in the area's drainage and ecological connectivity. These features may constrain certain types of development but can also be leveraged to support green infrastructure, naturalized stormwater management systems, and biodiversity corridors. As climate variability increases, maintaining the integrity of these systems will be important for flood mitigation and resilience. Future growth strategies should therefore take a watershed-sensitive approach, integrating hydrological constraints and assets into the overall land use and servicing framework.



Date: 8/11/2025 Document: M11043_Strathmore_Growth_Study/05_GIS/051_Figures2_Study_Area_Analysis/Study_Area_Analysis.aprx

World Imagery: Southern Alberta, Town of Strathmore, Maxar



-  Municipal Boundary
-  Study Area
-  Watercourse
-  Water Body
-  Crown Claimable Wetland
-  Crown Claimable Wetland - 30 m Buffer
-  Other Wetland



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.2:
HYDROGRAPHY
AND WETLANDS**



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6.1.3 Wetlands

Wetland Classification in Alberta (2015)

Wetlands are areas where the soil is saturated with water to the point that the soil becomes reduced (i.e., hydric) and hydrophytic vegetation becomes dominant. In Alberta, wetlands are classified using the Alberta Wetland Classification System (AWCS) developed by Alberta Environment and Sustainable Resource Development (ESRD, 2015), which groups wetlands based on hydrologic, ecological, and soil (e.g., biogeochemical) properties.

The AWCS identifies five wetland *classes*, each divided into *forms* based on vegetation, and further subdivided into *types* based on biological, hydrologic, or biogeochemical attributes. These are comparable to the water permanence types in the Stewart and Kantrud (1971) classification system. For example, a Class III wetland in Stewart and Kantrud is the equivalent to the permanence type of a Seasonal [III] wetland in the AWCS. Notably, determining the full class, form, and type of a wetland according to the AWCS requires a field assessment at the appropriate time of year (i.e., the growing season), along with an assessment of multiple years of historical imagery. This process is outlined in the Alberta Wetland Identification and Delineation Directive (Government of Alberta, 2018).

Below are brief definitions for each wetland class. For more information, refer to the AWCS (ESRD 2015):

- **Marshes** are mineral wetlands with water levels near, at, or above the ground surface for variable periods throughout the year. They typically support graminoid vegetation in the deepest portion of the wetland most years.
- **Shallow open water wetlands** are mineral wetlands with water levels that fluctuate seasonally and remain less than two metres deep at mid-summer. They typically contain an open water zone covering more than 25% of the total area most years, often supporting submersed or floating vegetation.
- **Swamps** are mineral wetlands with variable water levels, containing more than 25% cover of either trees and/or shrubs of a variety of species.
- **Bogs** are ombrogenous peatlands (fed by precipitation) with low concentrations of dissolved minerals.
- **Fens** are minerogenous peatlands (fed by surface or subsurface water) that range from moderately acidic to basic.

Wetland Valuation

The Town and two study areas fall within Relative Wetland Value Assessment Unit (RWVAU) 13 and 16, with in-lieu fee rates of \$17,700/ha and \$18,500/ha, respectively, for wetland disturbance. These compensation rates are calculated based on the area of impact, a valuation multiplier determined by the Alberta Wetland Rapid Evaluation Tool (ABWRET), and the RWVAU rate (Government of Alberta, 2018). Multipliers range from 1 for low-value ("D") wetlands to 8 for high-value ("A") wetlands.

Wetlands of Importance

The Town and the two study areas are not located within or near any Ramsar Wetlands of International Importance (Bureau of the Convention on Wetlands, 2023), World Biosphere Reserves (UNESCO, 2015), western hemisphere shorebird reserves (WHSRN 2019), Ducks Unlimited Wetlands (Ducks 2021), or Important Bird Areas (Bird Studies Canada 2015).

Desktop Wetland Review

To support a high-level understanding of wetland presence, ISL conducted a desktop review of the Alberta Merged Wetland Inventory (AMWI), including a compilation of wetland delineations of varying vintages and accuracy (AEPA, 2018). Those geographies subject to the desktop review were the NWSA, the SWSA, and unabsorbed lands in the Town that are not yet subject to an ASP. According to the AMWI, the majority of wetlands in these wetland study areas are classified as either marshes or shallow open water wetlands.

In 2023, ISL also acquired and analyzed historical aerial photography through the **Sec. 19, ATIA** to better assess potential wetland presence. During the same year, field visits were conducted to visually confirm wetland locations, approximate size, and form where feasible. A summary of the potential wetlands identified through this process is included in **Table 6.1** below.

Table 6.1: Desktop Wetland Summary for the Wetland Study Areas*

Wetland Class	Study Area 1		Study Area 2		Study Area 3		Study Area 4		Study Area 5		Study Area 6		Study Area 7		Study Area 8		Study Area 9		Study Area 10	
	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)	Count	Estimated Area (ha)
Wetland Complex †	4	28	0	0	2	93	3	95	0	0	2	104	3	26	3	26	0	0	0	0
Shallow open water	0	0	0	0	0	0	0	0	0	0	2	88	1	26	0	0	0	0	0	0
Marsh	15	10	16	15	8	2	13	34	0	0	10	5	6	23	2	5	10	30	14	10
Swamp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wetlands that are Crown claimable or have a portion that is crown claimed ‡	0	0	0	0	2	3	1	0.7	0	0	1	3	1	10	0	0	0	0	0	0

Notes:

* Table is based on desktop assessment and a field visit where possible (in 2023). Area, count or permanence type may change following more fieldwork or further in-depth desktop assessment. Ephemeral waterbody types are not included in this table for brevity, however, should be visited during fieldwork to confirm permanence type. Field delineation may result in a different wetland area or elimination as wetlands.

** Wetland Study Area E has been interpreted to only contain artificial, man-made, or ephemeral waterbodies.

† Wetland complex can be combination marsh, shallow open water, swamp.

‡ The area is an estimate and must be confirmed by an Alberta Legal Surveyor.

Potentially Crown Claimed Wetlands

Wetlands that meet the semi-permanent or permanent water permanence criteria may be considered public land under the Public Lands Act, which would introduce additional regulatory requirements beyond those of the Water Act. Road allowances crossing Crown-owned water bodies or watercourses are governed under Schedule 14 of the Government Organization Act and fall under the jurisdiction of Alberta Transportation and Economic Corridors (AESRD, 2013).

Wetlands within the wetland study areas that meet these permanence criteria, and thus identified as potentially Crown-claimable, are shown in **Map 6.2**, with ownership confirmed through the Water Boundaries Group at AEPA.

Setbacks

In alignment with the Town's policy, minimum setbacks from wetlands are recommended as follows:

- **6 metres** for Stewart and Kantrud (1971) temporary (II) and seasonal (III) wetlands; and
- **30 metres** for semi-permanent (IV), permanent (V), and Crown-claimed wetlands.

These setbacks are considered minimum thresholds. The Town may request increased setbacks depending on the ecological significance or specific characteristics of a wetland, as determined through additional field studies.

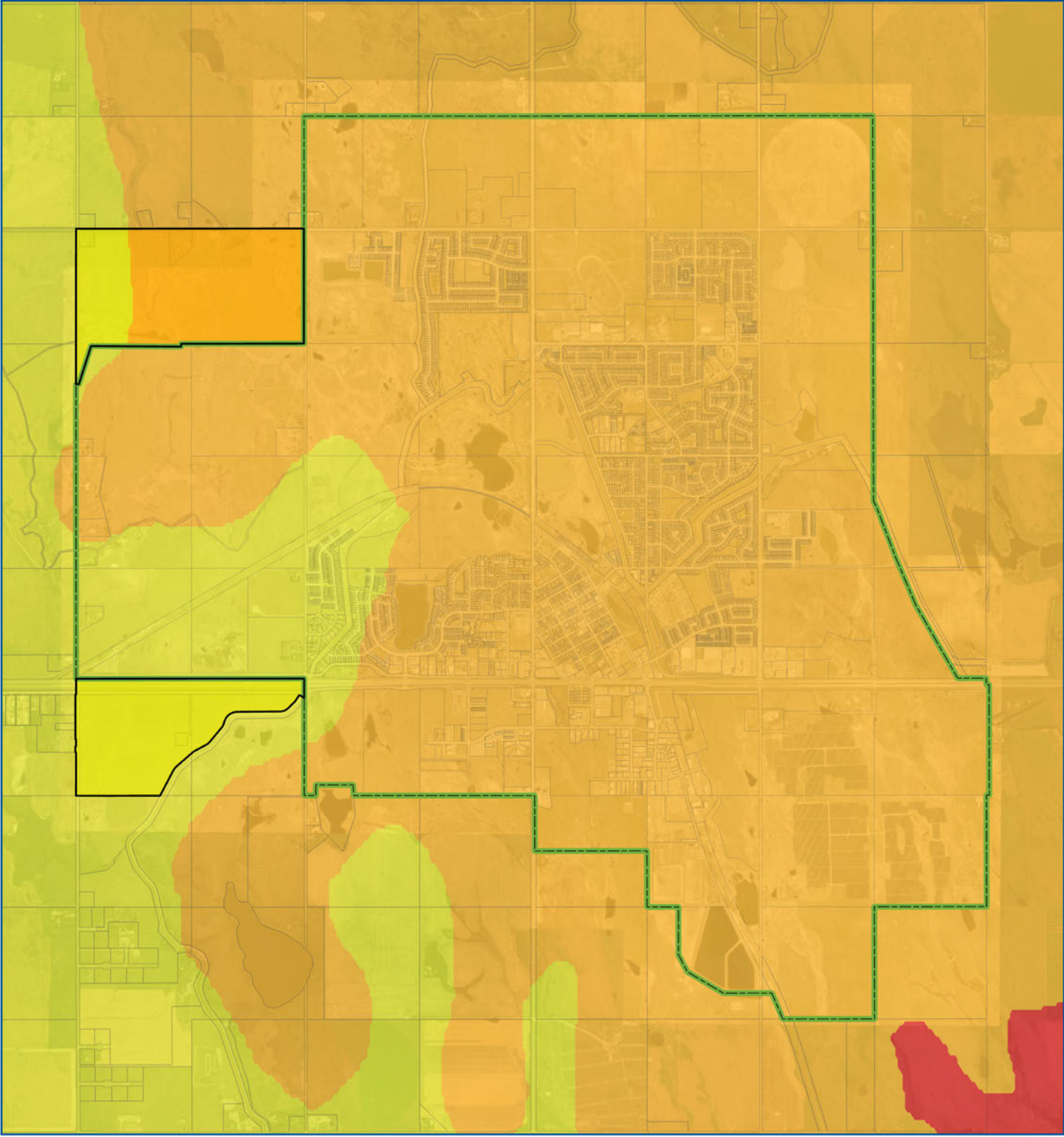
In summary, wetlands within the wetland study areas present both constraints and opportunities for future growth and development.

While the wetlands in the wetland study areas are limited to marshes and shallow open water systems that vary in size and permanence, all of them are subject to Water Act approvals and compensation protocols based on assessed ecological value. Additionally, the potential Crown-ownership of a select number of wetlands introduces additional regulatory requirements under the Public Lands Act. These considerations may affect timelines and costs associated with future development.

At the same time, the presence of wetlands can be leveraged to support ecological connectivity, stormwater management, and climate resilience. Integrating wetland protection and enhancement into the land use framework offers an opportunity to shape a more sustainable and adaptive urban environment.

6.1.4 Soils

Map 6.3 illustrates the soil capability for agriculture within the Town and two study areas, following the Canadian Land Inventory (CLI). **Table 6.2** provides definitions and descriptions of each soil class from Agriculture and Agri-Food Canada, where available.



 Municipal Boundary

 Study Area

Canadian Land Inventory (CLI) Classification

 Class 3

 Class 4

 Class 5



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Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.3:
AGRICULTURAL SOILS**

Table 6.2: Land Capability Classes for Agriculture

Class	Definition	Description
1	No significant limitations	Soils in this class have no significant limitations in use for crops.
2	Moderate limitations moderate conservation practices required	Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices.
3	Moderately severe limitations; range of crops restricted or special conservation practices required	Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.
4	Severe limitations	Soils in this class have severe limitations that restrict the range of crops or require special conservation practices.
5	Forage crops – improvement practices feasible	Soils in this class gave very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible.
6	Forage crops – improvement practices are not feasible	Soils in this class are capable only of producing perennial forage crops, and improvement practices are not feasible.
7	No capability for arable culture or permanent pasture	Soils in this class have no capacity for arable culture or permanent pasture.
8	Unclassified areas	Unclassified
O	Organic soils	Organic Soils (not placed in capability classes).
W	Water	

Source: [ISO 19131 Canadian Land Inventory \(CLI\) – Data Product Specification](#) and [Overview Of Classification Methodology for Determining Land Capability For Agriculture](#)

As illustrated in **Map 6.3**, Class 4 soil is present in most of the Town and the NWSA. The southwest portion of the Town, the west portion of the NWSA, and the entire SWSA are located on Class 3 soil.

Table 6.3 presents a summary of the soil types within the Town and the two study areas broken down by municipality. Observations arising from the table are provided below.

Table 6.3: Land Capability Classes for Agriculture Breakdown

CLI Class	Town of Strathmore		Wheatland County		Total	
	Ha	%	Ha	%	Ha	%
1	—	—	—	—	—	—
2	—	—	—	—	—	—
3	297	10.6%	123.4	54.4%	420.4	13.9%
4	2,506.5	89.4%	103.3	45.6%	2,609.9	86.1%
5	—	—	—	—	—	—
6	—	—	—	—	—	—
7	—	—	—	—	—	—
8	—	—	—	—	—	—
O	—	—	—	—	—	—
Total	2,803.5	100.0	226.7	100.0	3,030.3	100.0

The following are key observations from **Map 6.3** and **Table 6.3**:

- Of the combined study area (i.e., the Town and the two study areas), 13.9% is categorized as Class 3 soil and 86.1% as Class 4. There are no other soil classifications. This means that the combined study area is not located on prime agricultural land, which is generally considered Class 1 and Class 2 lands.
- Of the Class 3 soils in the combined study area, 123.4 ha are within the County while 297 ha are within the Town.
- Of the Class 4 soils in the combined study area, 103.3 ha are within the County while 2,506.5 ha are within the Town.
- While most soils within the Town are Class 4 (89.4%), the split between Class 3 and Class 4 soils in the County's portion of the study area is nearly half-and-half.

The soils within the combined study area are primarily classified as Class 4, with smaller areas of Class 3 soils located in the west. Since neither soil class is generally regarded as prime agricultural land, there is minimal overlap between the combined study area and Alberta's most agriculturally valuable lands. This distinction can help mitigate concerns about the loss of high-quality farmland, which is often a barrier to annexation or urban expansion in more agriculturally intensive regions. However, the presence of moderately capable Class 3 soils in both the Town and County portions of the combined study area may still warrant consideration when evaluating long-term land conversion, particularly in areas where agricultural interests are a local priority. As Strathmore grows, integrating land capability into development phasing and policy direction can help balance urban expansion with responsible stewardship of the landscape and key economic development considerations.

6.1.5 Climate

As climate change accelerates, communities across Alberta are experiencing more frequent and severe weather events, shifting precipitation patterns, and long-term temperature increases. Thus, the need for integrating climate data into growth planning to support infrastructure resilience, public health, natural systems, and sustainable development has never been more pressing.

This section summarizes projected changes in climate patterns for the Strathmore region using data from the Climate Atlas of Canada (v2) under the high carbon emissions scenario Representative Concentration Pathway (RCP) 8.5 (see **Figure 6.1**). This scenario assumes global greenhouse gas emissions will continue their current trajectory, offering a conservative planning baseline to guide risk mitigation and adaptation strategies as the Town continues to grow.

Figure 6.1: Climate Projections for the Strathmore Area Under a High Carbon Climate Future (RCP 8.5)

Variable	Period	1976-2005	2021-2050			2051-2080		
		Mean	Low	Mean	High	Low	Mean	High
Precipitation (mm)	annual	381	282	409	560	283	423	579
Precipitation (mm)	spring	90	53	107	174	58	113	176
Precipitation (mm)	summer	176	94	179	278	84	177	294
Precipitation (mm)	fall	69	30	74	127	33	78	138
Precipitation (mm)	winter	46	25	51	81	29	55	85
Mean Temperature (°C)	annual	3.8	4	5.8	7.5	5.8	7.9	9.9
Mean Temperature (°C)	spring	3.8	2.8	5.8	8.8	4.4	7.6	10.8
Mean Temperature (°C)	summer	16.1	16.5	18.2	20	18.1	20.5	22.7
Mean Temperature (°C)	fall	4.5	3.8	6.2	8.5	5.9	8.4	10.8
Mean Temperature (°C)	winter	-9.4	-11.8	-7.3	-3.2	-9.3	-5.1	-0.9
Tropical Nights	annual	0	0	0	0	0	1	5
Very Hot Days (+30°C)	annual	10	6	22	42	18	42	66
Very Cold Days (-30°C)	annual	7	0	3	9	0	1	4
Date of Last Spring Frost	annual	May 12	April 18	May 4	May 17	April 8	April 26	May 12
Date of First Fall Frost	annual	Sep. 19	Sep. 12	Sep. 28	Oct. 15	Sep. 17	Oct. 5	Oct. 22
Frost-Free Season (days)	annual	126	123	143	165	133	159	187

Source: Climate Atlas of Canada (v2)

The data from the Climate Atlas of Canada comes from a Global Climate Model (GCM) developed by the Pacific Climate Impacts Consortium (PCIC) for all of Canada using advance statistical techniques to assemble 24 different climate models, thus capturing a range of possible conditions. The Climate Atlas of Canada’s methodology to present this data includes a comparison of three distinct time periods:

- The recent past (1976–2005) provides the historical baseline;
- The immediate future (2021–2050) reflects changes that are already underway and will shape near-term planning; and
- The near future (2051–2080) period illustrates more long-term projections, helping guide future-focused land use and infrastructure decisions.

Unless otherwise stated, data comparisons in this section refer to changes between the recent past and the near future periods under the RCP 8.5 high-emissions scenario.

Temperature

The data shows that:

- The annual average temperature is projected to rise from a mean of 3.8°C to 7.9°C by 2080. This 4.1°C difference is above the anticipated global average increase in mean temperature for the same period, which is estimated at 3.6°C under the RCP 8.5 high-emissions scenario;
- Summer temperatures will increase from a mean of 16.1°C to 20.5°C, with more frequent and intense heat waves;
- Winter temperatures will rise from a mean of -9.4°C to -5.1°C, following the same warming trend;
- Very hot days (above 30°C) will increase from a mean of 10 per year to 42 per year, but this number could be as high as 66 in any given year;
- Tropical nights (above 20°C overnight), which did not occur historically, may reach up to 5 per year; and
- Very cold days (below -30°C) will decrease from a mean of 7 per year to 1 per year, but they may also cease occurring.

This means that Strathmore is poised to experience much hotter summers and milder winters, with extended periods of heat affecting both people and infrastructure, especially where increased exposure and vulnerability exist. Rising summer temperatures and more frequent very hot days will place pressure on homes, public buildings, and outdoor spaces, requiring better shade, ventilation, and cooling systems. At the same time, warmer winters may reduce snow loads and heating needs, but may also create new challenges, such as an increased number of freeze-thaw cycles that can wear down roads and buildings faster. These shifts should inform building standards, road maintenance schedules, and long-term energy planning for both existing and new development, though the former may be more challenging.

Precipitation and Water Systems

The data shows that:

- Annual precipitation will increase from a mean of 381 mm to 423 mm, a difference of 42 mm. However, there is great variability between the projected low and high points. Low points may bring around 283 mm of precipitation (a decrease of 98 mm), while high points could bring as much as 579 mm (an increase of 198 mm);
- Summer precipitation shows almost no change in the mean (176 mm to 177 mm), but has almost equally high variability, with a low point around 84 mm (a 92 mm decrease) and a high point around 294 mm (a 118 mm increase);
- Spring precipitation is projected to rise by 23 mm, from a mean of 90 mm to 113 mm. Spring precipitation variability is less pronounced but should not be overlooked, with a low point of 58 mm (a 32 mm decrease) and a high point of 176 mm (an 86 mm increase); and
- Winter and fall will also see moderate increases in precipitation and moderate variability.

This pattern suggests more intense rainfall events, with possible longer dry intervals between them. The greatest variability in precipitation is expected during the summer months, which coincides with rising average temperatures and an increasing number of very hot days. This overlap increases the likelihood of compound hot-dry events, where extreme heat and reduced precipitation reinforce one another. These events are not only expected to become more frequent, but also more severe over time, as soils may not recover sufficiently between dry periods to support healthy ecological functioning such as effective water evaporation and absorption.

On the other hand, the projected increase in intense rainfall events, particularly during late spring and summer, has important implications for stormwater systems, flood risk, and wetland dynamics in Strathmore and area. While the gently sloped topography does not present major constraints to development, low-lying areas in the southeast and northwest corners of the Town and within the NWSA, where elevations dip to 950–960 m, are more vulnerable to pooling and prolonged surface saturation. These areas already overlap with several mapped water bodies including potential Crown-claimable wetlands, making them particularly sensitive to flooding during high-precipitation years. Additionally, the Strathmore Canal, which traverses the Town from east to southwest, could pose an increased flood risk if stormwater inflows exceed channel capacity, or if backflow occurs during extreme rain events.

The dual possibility of intense rain events and extended dry spells suggests a need for flexible and adaptive infrastructure design. Proactive design measures such as enhanced stormwater management systems, overflow pathways, and wetland-compatible development guidelines are key to protecting downstream areas and maintaining drainage function as growth continues. Wetland preservation, setbacks from hydrologically sensitive areas, and careful grading are also critical tools in managing both flood and drought risks in Strathmore and area.

Seasonality and Extreme Weather

The data shows that:

- The frost-free season will extend by approximately one month, from a mean of 126 days to 159 days, with the potential to reach 187 days, which would be a two-month difference;
- The last spring frost will occur earlier in the year, ranging from April 8 to May 12, compared to the historical average of May 12;
- The first fall frost will arrive later, between September 17 and October 22, compared to the historical average of September 19; and
- These shifts reflect a longer growing season, with broader windows for agriculture, landscaping, and construction activity.

A longer frost-free season offers both opportunities and challenges for future development in Strathmore and area. On the positive side, an extended construction window potentially stretching from early April to late October could improve project efficiency and increase scheduling flexibility for infrastructure and housing developments. A longer growing season may also improve the viability of agricultural operations and natural systems, including green infrastructure strategies that rely on robust vegetation cover for optimal function. This could also increase the attractiveness of urban agriculture, community gardens, and green corridors in future neighbourhoods.

However, these benefits also come with potential trade-offs. A longer active season also extends the window for pests, invasive species, and water demand, which are factors that can increase the cost or complexity of providing services in newly developing areas. Moreover, natural systems like wetlands and urban vegetation may need climate-resilient planting strategies to withstand prolonged seasonal stress or unseasonal frosts.

In conclusion, climate projections for Strathmore and area, including the two study areas, highlight the need for a resilience-oriented approach to growth. Rising temperatures, shifting precipitation patterns, and a longer frost-free season will all shape how land is used, how infrastructure performs, and how natural systems function.

These changes reinforce the importance of preserving wetlands and hydrological corridors as buffers, adapting servicing strategies to withstand heat and storm events, and designing neighbourhoods that can remain livable and safe in a warmer, more variable climate. By integrating these considerations into future planning, Strathmore can grow in a way that not only accommodates population and economic growth but also builds lasting resilience in the face of a changing climate.

6.2 Transportation Servicing Considerations

A transportation considerations analysis provides a desktop overview of transportation servicing for the two study areas with a focus on the following:

- **Existing Conditions:** Current roadways, bridges, over-size and over-weight routes (provincial), truck routes, etc.
- **Future Conditions:** Future transportation infrastructure based on available studies, reports, and plans for roadways, bridges, over-size and over-weight routes (provincial), truck routes, etc.
- **Transportation Servicing Opportunities and Constraints:** A discussion of serviceability for the two study areas based on existing and future transportation conditions.

6.2.1 Existing Conditions

An overview of the existing transportation infrastructure within the two study areas is provided in the following sub-sections.

Roadways

An overview of roadways adjacent to the two study areas is provided below and shown in **Map 6.4**.

Highway 1 traverses east-west through the Town of Strathmore. It exists as a four-lane divided highway under the jurisdiction of Alberta Transportation and Economic Corridors (ATEC). The highway has a roadside management classification of a rural divided freeway (RFD) and a functional classification of a freeway. Highway 1 has a posted speed limit of 110 km/h that transitions to 80 km/h and then 60 km/h within Town boundaries. The intersection of Highway 1/Range Road 254 and Highway 1/Range Road 253A both have eastbound and westbound left and right turn bays, and northbound and southbound right turn acceleration lanes. There is a service road to the north (Westridge Road) and to the south (Township Road 242) of the highway.

Range Road 254 is a north-south road. The segment north of Highway 1 is a gravel road posted at 60 km/h and is within the jurisdiction of Town (Highway 1 to 2 km north) and the County (2 km north of Highway 1). The segment south of Highway 1 is a gravel road posted at 80 km/h and is within the jurisdiction of the County.

Range Road 253A is a short, paved north-south road that connects the two service roads (Westridge Road and Township Road 242) to Highway 1.

Range Road 253 is a north-south gravel road located south of Highway 1 within the jurisdiction of the Town. The road is within the jurisdiction of the County 800 m south of Highway 1. The road is connected to Township Road 242 and does not have direct connectivity to Highway 1.



Township Road 244 is an east-west paved road with a posted speed limit of 80 km/h. West of Range Road 253, the road is within the jurisdiction of the County. East of Range Road 253, the road is within the jurisdiction of Town. The intersection of Range Road 254/Township Road 244 is stop controlled (northbound and southbound stop).

Westridge Road is an east-west service road located north of Highway 1. The road is paved east of Range Road 253A and gravel west of Range Road 253A. Connectivity to Highway 1 is via Range Road 254 and Range Road 253A.

Township Road 242 is an east-west gravel service road located south of Highway 1. Connectivity to Highway 1 is via Range Road 254 and Range Road 253A.

HIGHWAY TRAFFIC VOLUMES

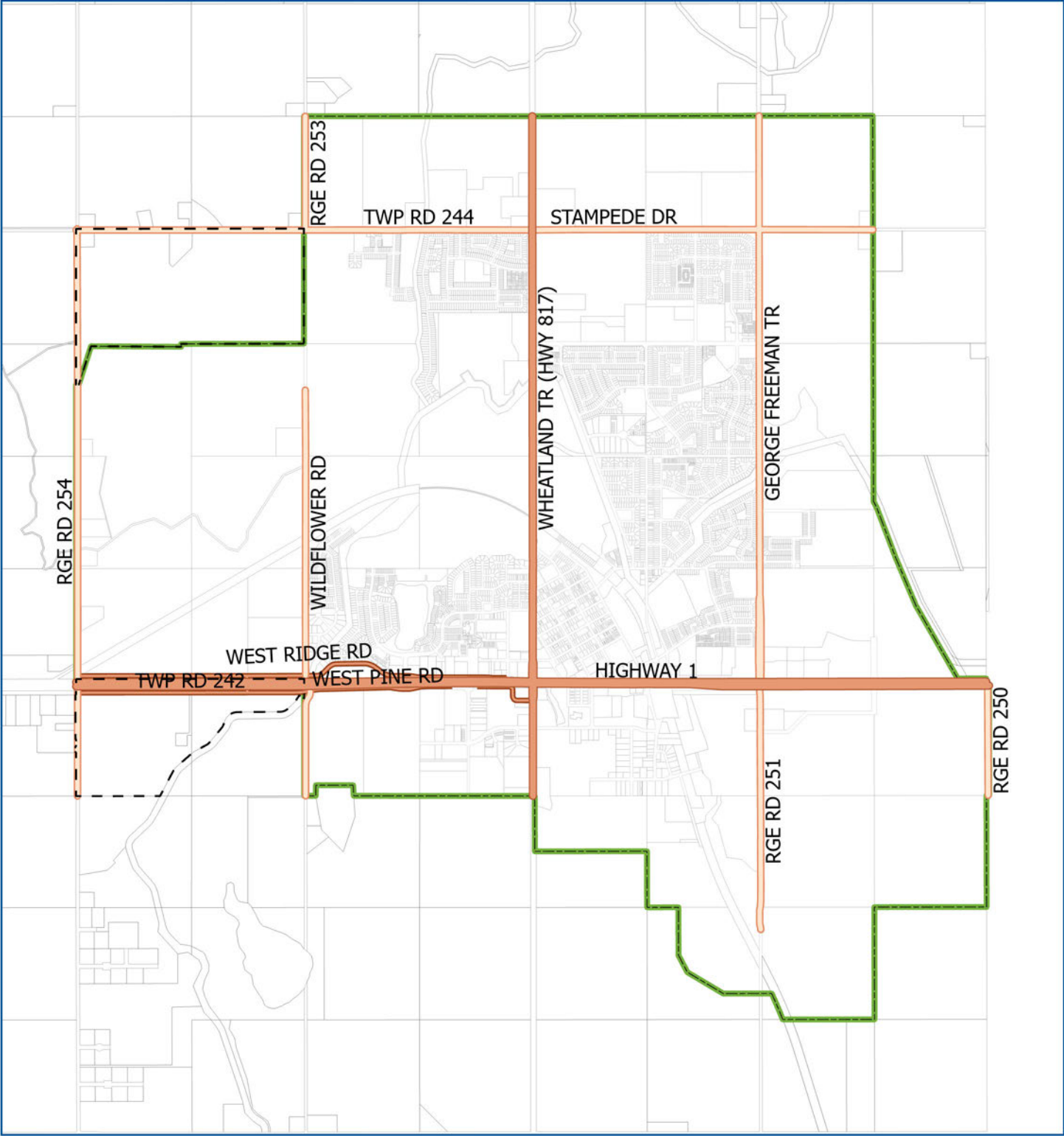
Traffic volumes are publicly available for highways under ATEC's jurisdiction. However, there are no available counts on Highway 1 at Range Road 254 or at Range Road 253A.

BRIDGES

There is a WID canal crossing on Township Road 242, just west of Range Road 253.

HIGH LOAD AND TRADE CORRIDORS

Highway 1 is identified by ATEC High Load Corridor and a Highway Economic Corridor. The Town designates Township Road 244, Westridge Road, and Township Road 242 east of Range Road 253 as truck routes.



-  Study Area
-  Municipal Boundary
-  Parcel
-  Highway
-  Major Road
-  Service Road



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.4:
EXISTING ROADWAYS**

6.2.2 Future Conditions

Roadways

PLANNED FUTURE ROADWAY NETWORK

From the ongoing Strathmore Transportation Master Plan (TMP) Update as undertaken by ISL, the recommended ultimate roadways adjacent or within the two study areas is provided below and shown in **Map 6.5**.

- Highway 1/Range Road 254: signalized intersection
- Highway 1/Range Road 253A (future Wildflower Road realignment): signalized intersection
- Range Road 254: two-lane collector (paved)
- Range Road 253A (future Wildflower Road realignment): The existing Wildflower Road alignment will be extended to the north to Township Road 244. At the south end, Wildflower Road will be realigned west and be connected to the existing Range Road 253A intersection at Highway 1.
- Township Road 244: two-lane arterial (paved)
- Westridge Road: two-lane service road (paved)
- Township Road 242: two-lane service road (paved). West of Range Road 253, the road will be realigned south. The alignment will be shifted 400 m south of Highway 1 near Range Road 254, near Range Road 253, the alignment will be shifted to just north of the WID Canal.

In addition, ATEC has planned a Highway 1 bypass of the Town of Strathmore as shown in **Map 6.5**. A portion of the right-of-way for the future bypass occupies the southwest corner of the SWSA.

Access

NORTHWEST ANNEXATION AREA

In the TMP, four accesses to the NWSA are proposed:

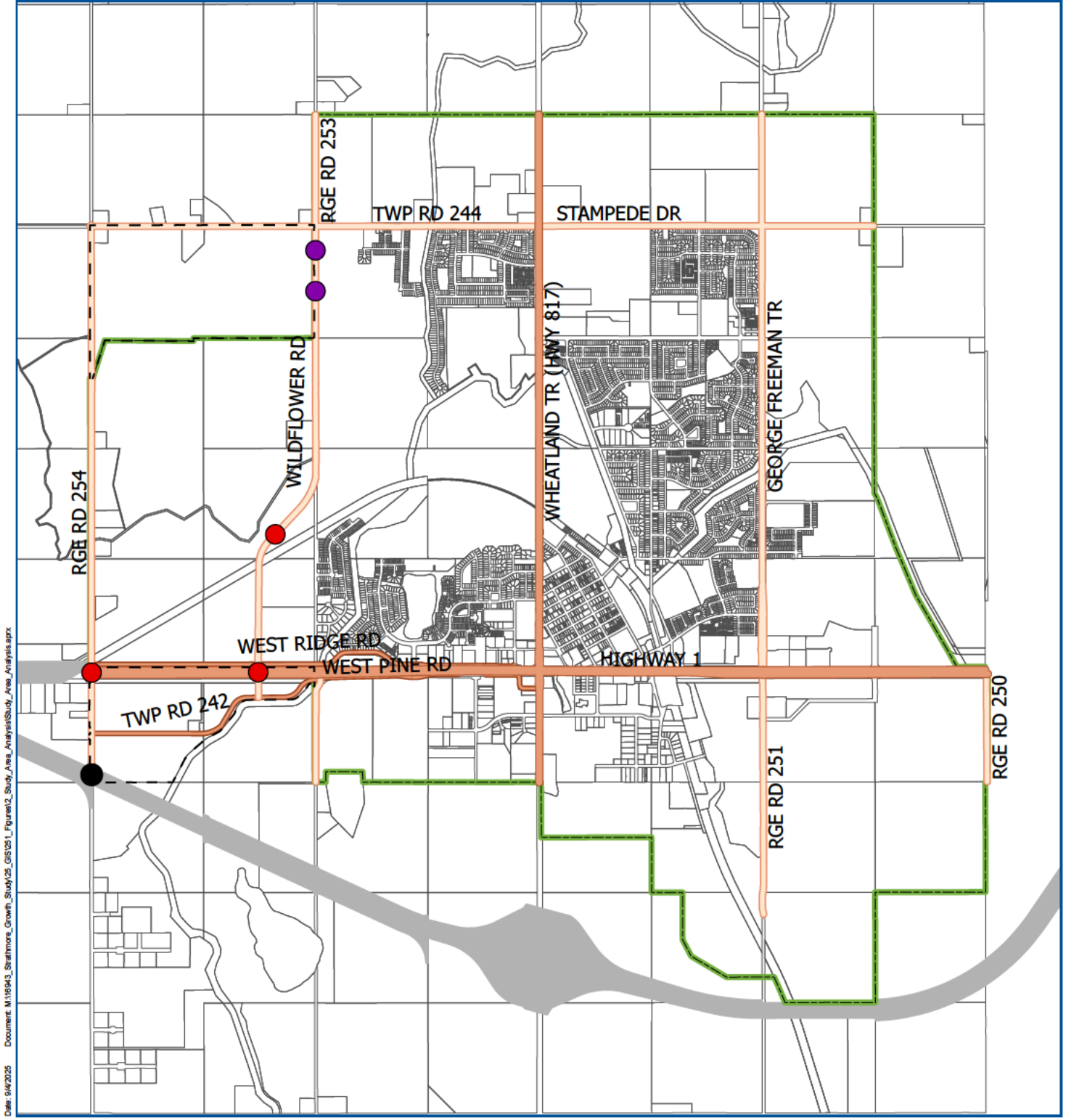
- Range Road 254 to the west;
- Township Road 244 to the north;
- The future Wildflower Road extension to the east, which already has two intersections planned under the Lakewood Meadows ASP; and
- The adjacent future development to the south.

SOUTHWEST ANNEXATION AREA

In the TMP, three accesses to the SWSA are proposed:

- Range Road 254 to the west;
- Highway 1/Range Road 253A (future Wildflower Road realignment) intersection to the north (on Range Road 253A, a minimum 100 m spacing is required between Highway 1 and Township Road 242); and
- Township Road 242/Pine Road to the east.

The SWSA will have no direct access to the future Highway 1 bypass whether via Range Road 254 or a private driveway.



Date: 04/2025 Document: M110443_Srathmore_Growth_Study/05_GIS/051_Figures/02_Study_Area_Analysis/Study_Area_Analysis.aprx



- Study Area
- Municipal Boundary
- Parcel
- Future Highway Bypass
- Highway
- Major Road
- Service Road
- Future Traffic Signal
- Previously Planned Intersection (Lakewood Meadows ASP)
- Potential Road Closure Due to Bypass



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

MAP 6.5:
ULTIMATE ROADWAYS

CANA83-3TM114 1:40,000

6.2.3 Transportation Serviceability

Numerous transportation opportunities and constraints relating to the two study areas are detailed below, having emerged in consideration of the existing and future transportation conditions. **Map 6.5** shows the transportation considerations for servicing the two annexation areas.

Opportunities

NORTHWEST STUDY AREA

In the short term, Township Road 244 and Range Road 254 could be utilized to provide access to future development. Upgrades to accommodate future development may include the paving of Range Road 254, the improvement of Township Road 244, and/or improvements to the intersection of Highway 1/Range Road 254 (signal, turn bays, illumination, etc.). Future access to the planned Wildflower Road extension to the east and connection to roadways in the future development to the south will be dependent on the development of the lands to the east and south already within the Town.

SOUTHWEST STUDY AREA

In the short term, Township Road 242 and Range Road 254 could be utilized to provide access to future development. Upgrades to accommodate future development may include the paving of Range Road 254, the realignment of Township Road 242 at a paved standard, and/or improvements to the intersection(s) of Highway 1/Range Road 254 and/or Highway 1/Range Road 253A (signal, turn bays, illumination, etc.).

Constraints

NORTHWEST STUDY AREA

As Range Road 254 is an unpaved road, the future access to Range Road 254 will be dependent on the paving of Range Road 254 between Highway 1 and Township Road 244. Future access to the planned Wildflower Road extension to the east and connection to roadways in the future development to the south will be dependent on the development of the lands to the east and south already within the Town. Also, the existing golf course may present connectivity challenges for the lands east and west of the golf course.

SOUTHWEST STUDY AREA

As Range Road 254 and Range Road 253A are both unpaved roads, the future access to Range Road 254 and Range Road 253A will be dependent on the paving of Range Road 254 between Highway 1 and Township Road 242. In addition, the realigned Township Road 242 will also be required to be constructed within the SWSA. Range Road 254 will be closed just north of the southwest corner of the SWSA when the future Highway 1 bypass is constructed. Thus, the SWSA will not have direct access to the bypass.

6.3 Infrastructure Servicing Considerations

Water, wastewater, and stormwater servicing opportunities and constraints for the two study areas are shown on **Maps 6.6 through 6.8** and are described in further detail below. The Town covers an elevation band between 943 m in the southeast near the Eagle Lake Ditch and 990 m in the southwest near the intersection of Wildflower Road and Westridge Road. There is a ridge that bisects the Town diagonally from southwest to northeast, and most of the overland runoff flows towards Eagle Lake to the southeast while a portion drains northwest. Topography was previously illustrated on **Map 6.1**.

The NWSA is at a lower elevation that ranges from approximately 953 m to 965 m. The SWSA is at higher elevations ranging from approximately 978 m through 992 m; however, it is noted that the available LiDAR does not include this area, and the elevations are estimated based on less accurate, open-source LiDAR information.

Background information regarding the water, wastewater, and stormwater management systems has been acquired from the following sources:

- Water Master Servicing Study, ISL Engineering and Land Services 2020;
- Wildflower Reservoir Engineering Study, ISL Engineering and Land Services 2022;
- Strathmore Water Modelling Technical Memorandum, ISL Engineering and Land Services 2022;
- Master Servicing Study – 2017 Update Sanitary System, Allnorth 2017; and
- Stormwater Master Servicing Study – ISL Engineering and Land Services 2024.

6.3.1 Water Servicing

The Town is serviced with water from the City of Calgary through the East Calgary Regional Water Line (ECRWL), which was installed in 2010. This water line was installed through a partnership between the Town, the City of Calgary, and the City of Chestermere and is anticipated to provide supply up to 2031 with a design capacity of 100,000 people or a supply of 561 L/s. Of this capacity, Strathmore has an allowance of 201 L/s. The ECRWL ranges from 900 mm within Calgary, downsizes to 750 mm and then 600 mm within Chestermere, and finally to 500 mm near Cheadle. The 500 mm main connects to the Wildflower Reservoir.

The Town is serviced by the Wildflower and Brentwood reservoirs whose storage and pumping capacities are summarized in **Table 6.3**. Note that the Brentwood Reservoir is proposed to be decommissioned in the short term and eventually replaced with the future East Reservoir. The distribution pumps have a firm capacity of 355 L/s, assuming the largest distribution pump out of service at each location. The water is re-chlorinated at the Wildflower Reservoir and there is a dedicated 350 – 500 mm fill line that connects the Wildflower Reservoir to the Brentwood Reservoir.

Table 6.4: Reservoir and Pumphouse Information

Property	Wildflower	Brentwood
Storage (m ³)	11,500	6,000
Slab Elevation (m)	986.52	981.00
Operating Pressure (kPa)	311	365
Operating Hydraulic Grade Line (m)	1,018.29	1,018.29
Pumping Configuration	Pump 1: 30.0 L/s @ 49.0 m Pumps 2-4: 68.0 L/s @ 50.0 m	Pumps 1-2: 127.0 L/s @ 50.3 m Pump 3: 62.0 L/s @ 50.3 m
Pumping Capacity (L/s)	234	316
Firm Capacity (L/s)	166	189

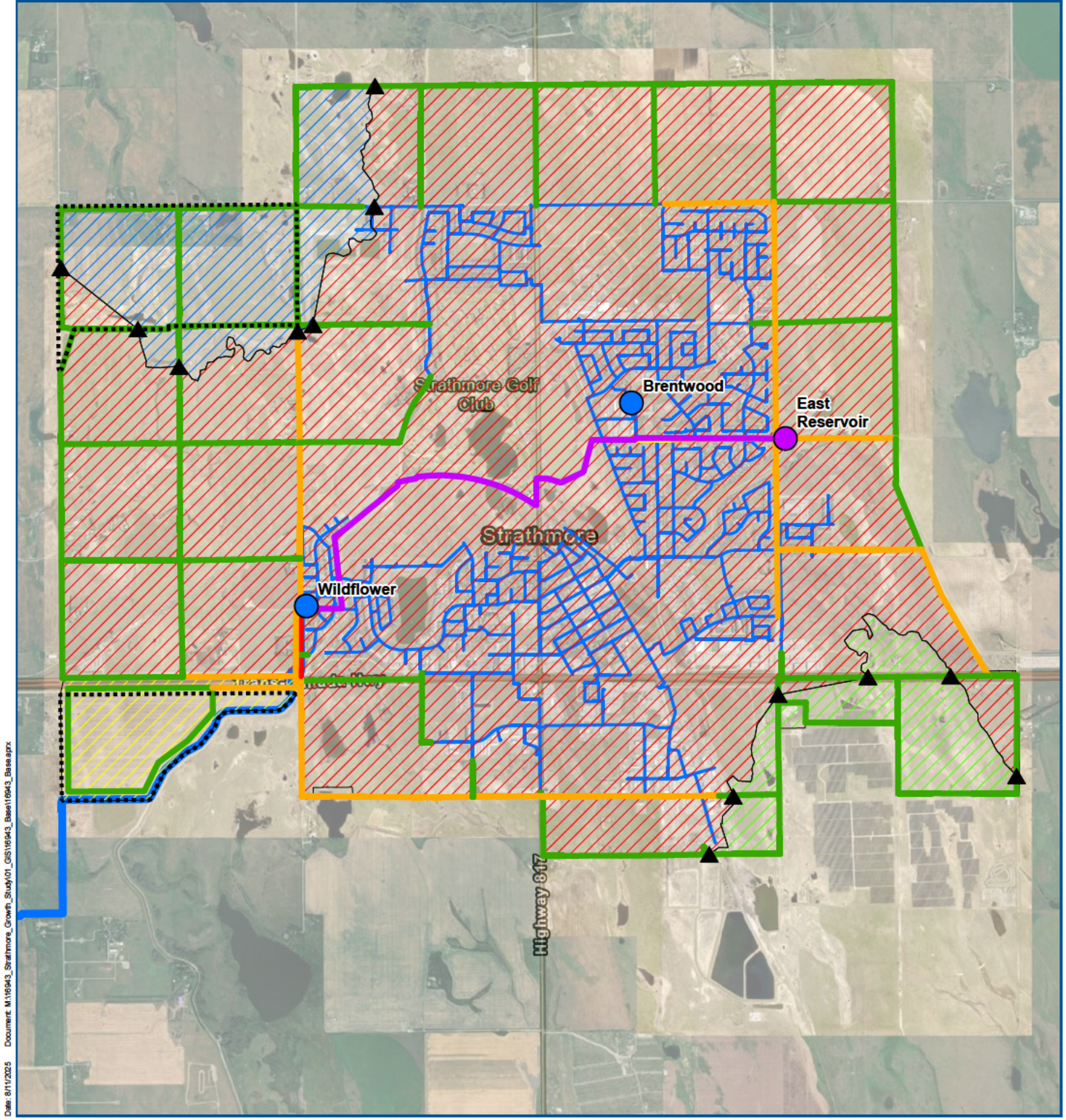
The existing water distribution network is made up of over 75 km of water mains that range from 50 mm to 500 mm in size and are primarily polyvinyl chloride (PVC). While most water mains are PVC, there are some ductile iron (DI), cast iron (CI), asbestos cement (AC), and high-density polyethylene (HDPE) mains.

The Town has recently completed water main upgrading projects including:

- Installation of 300 mm water main along Westridge Road from Westmount Road to Westchester Road;
- Installation of 300 mm water main along Wheatland Trail from Ridge Road to 3 Avenue; and
- Installation of 200 mm water main along Willow Drive from Wheatland Trail to Wheeler Street.

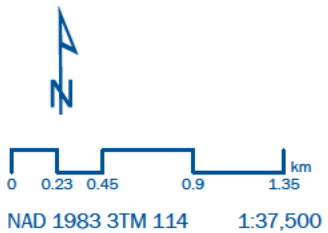
As the Town develops in the future, the following water servicing considerations should be reviewed in further detail as it pertains to adding additional developable land through potential annexation to the northwest and southwest.

- Existing system performance indicates pressures greater than 550 kPa in the NWSA and pressures below 350 kPa in the SWSA.
- Development of the NWSA will require establishment of a new pressure zone at an approximate ground elevation of 965 m as shown schematically on **Map 6.6** to combat high pressures in the northwest. A minimum of two (2) 300 mm connections back to the existing system are recommended to ensure adequate looping and fire flows.
- Development of the SWSA may require a new pressure zone due to high elevations. This has been shown schematically with a 400 mm dedicated high-pressure feed main to a 300 mm looped system. Further study should be pursued to verify the sizing requirements to ensure adequate fire flow supply. Additional emergency connections back to the existing system could also be considered to ensure supply in the event of a water main break. It should be flagged that this pressure zone needs to be confirmed through additional modelling analysis since detailed LiDAR information for the SWSA is not known at this time.
- The future water distribution system consists of:
 - A 300 mm water main distribution grid with 400 mm mains at strategic locations to ensure high fire flows and minimal head losses.
 - Prior to decommissioning of the Brentwood Reservoir, the following upgrades are required:
 - Initial upgrades to the Wildflower Reservoir and Pumphouse including a pumping capacity upgrade of 110 L/s (to bring the total firm capacity to 276 L/s);
 - The closed valve interconnection to the distribution system from the Brentwood Reservoir fill line needs to be opened on Centennial Drive between Thomas Drive and Centre Street; and
 - Upgrading sections of the fill line to 500 mm, installation of new 300 mm water main along Centennial Drive and upgrading of existing water main to 300 mm along Maplewood Drive from Centennial Drive to Brentwood Drive.
 - Interim storage capacity upgrades of 6,177 m³ will be required by approximately 2035; however, this estimate will require refinement based on integration of the two study areas into the overall staging.
 - Ultimate upgrades include increasing the Wildflower Reservoir and Pumphouse capacity by 212 L/s (firm capacity of 378 L/s) and construction of additional storage through the East Reservoir. The fill line servicing the East Reservoir is proposed to be 600 mm in size. Staging of this fill line will need to be considered in further detail in conjunction with the recommended upgrades to the existing fill line.
 - Capacity upgrades at the reservoirs and pumphouses should be refined through additional modelling scenarios by incorporating the two study areas into the overall growth staging.
- It is recommended that further modelling analyses are conducted to incorporate the two study areas into the overall growth staging to better understand the trigger points for upgrades to Wildflower Reservoir, the eventual construction of the East Reservoir and Pumphouse, and upgrades along the feed main.



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- ▣ Study Area
- East Calgary Regional Waterline
- Existing Water Main
- Existing Reservoir
- Future East Reservoir
- ▲ Future Pressure Reducing Valve
- Future Fill Line (600 mm)
- Future Mains (mm)**
- 300 mm
- 350 mm
- 400 mm
- 500 mm
- Pressure Zones**
- ▨ Main Pressure Zone
- ▨ Northwest Pressure Zone
- ▨ Southeast Pressure Zone
- ▨ Potential Southwest Pressure Zone

Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.6:
WATER SERVICING**

6.3.2 Wastewater Servicing

The Town's existing wastewater collection system consists of over 75 km of sewers ranging from 150 to 900 mm in size, as shown in **Map 6.7**. Most sewers are PVC, although there are some concrete, AC, and vitrified clay tile (VCT) sewers as well. Sewage drains southwards through the Town towards the wastewater treatment plant located along Slater Way and south of Slater Road. Treated wastewater is then conveyed southwards through a 20.4 km long, 350 – 500 mm forcemain that discharges into the Bow River. Within the Town there are seven lift stations that are summarized in **Table 6.4**.

Table 6.5: Sanitary Lift Station Summary

List Station Name	Pumping Capacity (L/s) ¹	Forcemain Size (mm)	Forcemain Capacity (L/s) ²
Aspen	11.6	150	26.5
Hillcrest Boulevard	33.9	200	47.1
Lakewood	-	200 – 250	47.1 – 73.6
Pivot Fields	115.7	350	144.3
Strathaven	66.7	250	73.6
Westmount	-	150 – 200	26.5 – 47.1
Wheeler Street	57.9	100	11.8

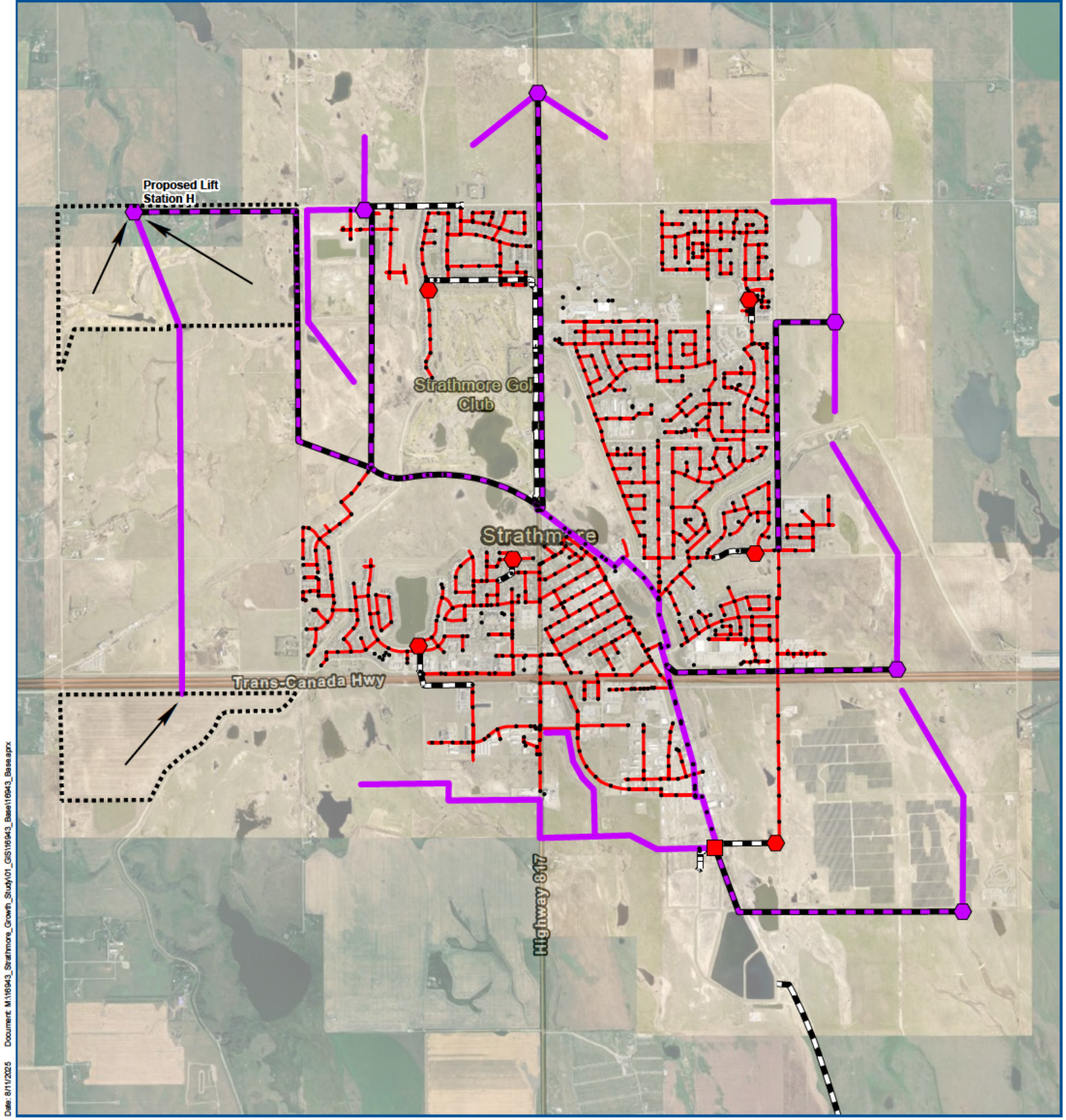
¹ Pumping capacity based on available GIS information but was unavailable for the Lakewood and Westmount lift stations.

² Forcemain capacity estimated based on a velocity of 1.5 m/s.

Analysis shows that the 450 – 525 mm sewers following Spruce Park Drive, Lakeside Boulevard, and wrapping around the west side of the Town towards Wildflower Road are nearing capacity and will require upgrading/twinning in the future. The proposed future concept includes replacement of these undercapacity sewers with a single 750 mm trunk. The West Strathmore development consisting of six (6) quarter sections west of Wildflower Road are proposed to be serviced through 450 – 525 mm sewer trunks to a local lift station that will pump flows to the newly upgraded 750 mm trunk.

As the Town develops in the future, the following wastewater servicing considerations should be reviewed in further detail as it pertains to adding additional developable land through potential annexation to the northwest and southwest.

- The NWSA is at a lower ground elevation than proposed Lift Station H from the Sanitary Master Servicing Study. Thus, Lift Station H should be relocated one quarter section to the north at the lowest elevation where it can pick up sewage generated from the NWSA.
- It is recommended that the sanitary sewer trunks be extended southwards past Highway 1 such that the SWSA can be serviced through the proposed Lift Station H.
- Sizing of the sewer trunks (both west of Wildflower Road and the proposed 750 mm), lift station pumping capacity, and forcemains should be reviewed to ensure that the sizing is adequate to account for additional sewage generation from the two study areas.



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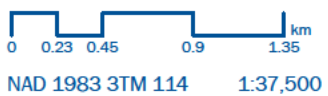
- Study Area
- Future Servicing
- Proposed Lift Station
- Proposed Forcemain
- Proposed Sanitary Sewer Trunk
- Lift Station
- Wastewater Treatment Plant
- Manhole
- Sanitary Forcemain
- Sanitary Sewer



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.7:
WASTEWATER
SERVICING**



6.3.3 Stormwater Servicing

The Town's stormwater management system consists of approximately 57 km of storm sewers ranging from 100 to 1,800 mm in size, as shown in **Map 6.8**. Most of the storm sewers are PVC or concrete. A significant portion of the Town's drainage system discharges to the WID irrigation system, which includes the Eagle Lake Ditch, WID 'A' Main Canal, and WID 'A' North Canal. Drainage that does not enter the irrigation system is conveyed further southeast into Eagle Lake, approximately 2.5 km southeast of the Town. The Town is bisected diagonally from southwest to northeast by a ridge which causes most of the stormwater to drain to the southeast and a portion to drain to the northwest.

Drainage within the Town is controlled by stormwater management facilities (SWMFs), including both dry ponds and wet ponds. Drainage from most of the developed areas within Strathmore is conveyed towards Eagle Lake Ditch through a series of wet ponds listed in **Table 6.5**. Pond 6 discharges to the Eagle Lake Ditch through a hydraulic control system consisting of a 250 mm storm pipe, a 900 mm gate at an invert of 954.31 m, a 0.8 m weir with a crest elevation of 955.375 m, and a 1.40 m overflow weir with a crest elevation of 955.70 m.

Table 6.6: Primary Stormwater Management Facilities

Pond ID	Construction Type	Location	Catchment (ha)
Storm Pond 1	Natural	Gray's Park	111.8
Storm Pond 2	Natural	East of Lakeside Views and West of Thomas Drive	392.1
Storm Pond 3	Constructed	Kinsmen Park	424.5
Storm Pond 4	Constructed	East of Ranch Market Shopping Plaza	677.5
Storm Pond 5	Natural	Southeast of Highway 1/Spruce Park Drive Intersection	697.0
Storm Pond 6	Natural	East of Wastewater Lagoons	960.7

Stormwater runoff is to be collected via major overland drainage pathways (typically along roadways) and in storm sewers and conveyed to SWMFs where runoff is stored and released at pre-development release rates. Allowable SWMF release rates are:

- 0.8 L/s/ha for lands the Town has annexed as stipulated by the Co-operative Stormwater Management Initiative (CSMI); and
- 1.09 L/s/ha for areas that will discharge to Eagle Lake Ditch not subject to the 0.8 L/s/ha criteria, which was recently reduced to 0.6 L/s/ha to meet maximum discharge requirements to Eagle Lake Ditch.

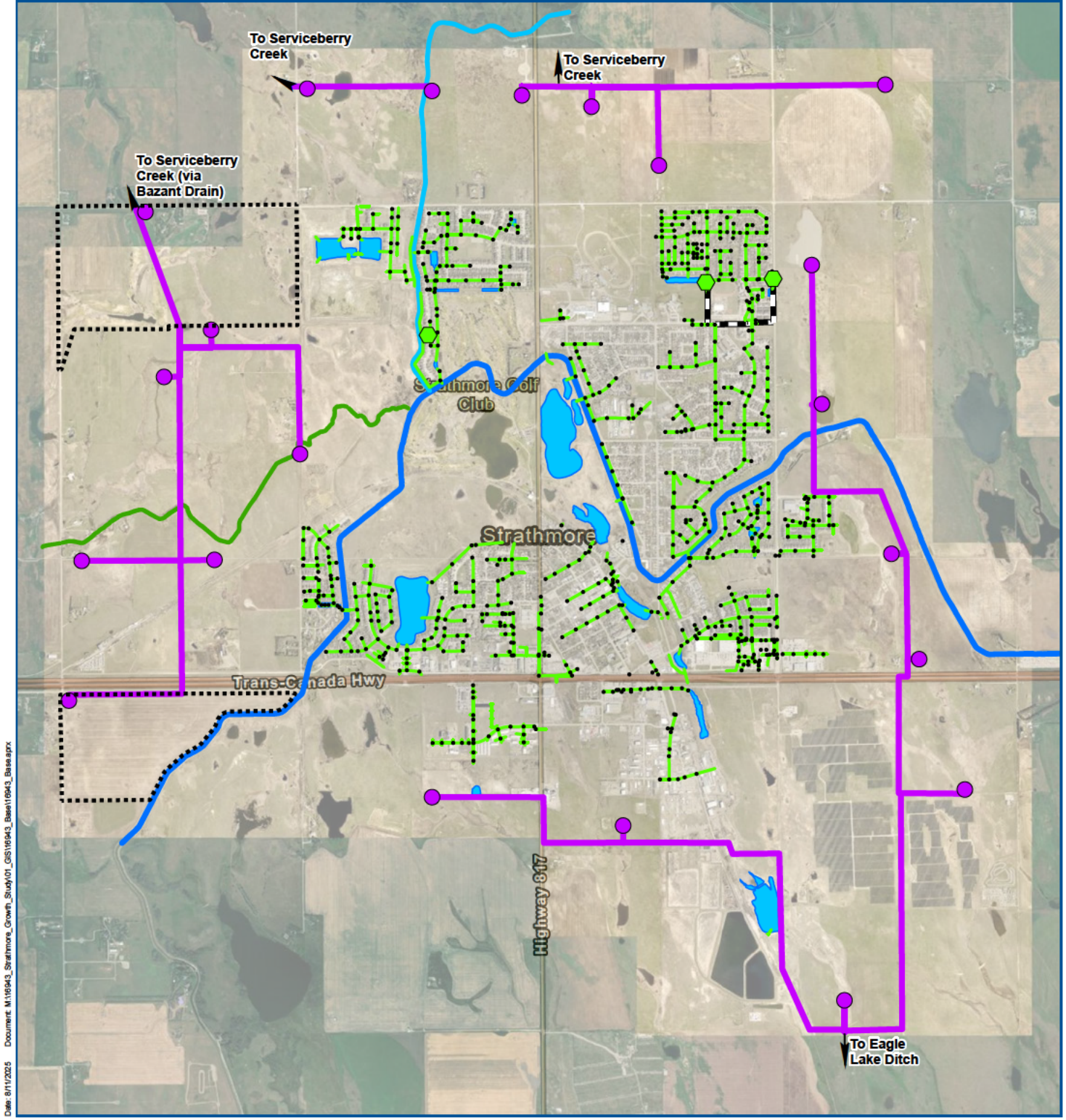
The two study areas are located to the west of the Town and are subject to the CSMI requirements of 0.8 L/s/ha. Areas west of Wildflower Road generally drain northwards into the Bazant Drain, a canal that bisects the NWSA, and continues northwards into Serviceberry Creek.

As the Town develops in the future, the following stormwater servicing considerations should be reviewed in further detail as it pertains to adding additional developable land through potential annexation to the northwest and southwest.

- The NWSA should develop with a SWMF located along the northern edge (lowest elevation), close to the discharge location to Bazant Drain.

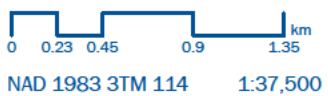


- The NWSA should maintain a right-of-way for off-site stormwater trunks and/or ditch drainage from the upstream catchment area to the south.
- The SWSA should develop with a SWMF located at the northwest corner (lowest elevation), and outfall through a storm trunk that eventually flows through the NWSA, Bazant Drain, and then into Serviceberry Creek.
- Additional study of the downstream Eagle Lake Ditch, Bazant Drain, and Serviceberry Creek should be conducted to ensure there is no worsening of erosion conditions within these channels.



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- Study Area
- Future Storm Pond
- Future Stormwater Outfall Trunk
- Future Discharge Location
- Stormwater Lift Station
- Manhole
- Storm Sewer
- Storm Forcemain
- Storm Pond
- WID 'A' Canal
- WID Canal
- WID North Canal

Strathmore

TOWN OF STRATHMORE
GROWTH STUDY

MAP 6.8:
STORMWATER
SERVICING

6.4 Energy Considerations

As is common throughout Alberta, the Town and the two study areas are characterized by the presence of different types of oil and gas infrastructure. **Map 6.9** shows the location of wells and pipelines. The source data, pulled from Alberta Energy Regulator (AER), includes wells at all stages of operation (i.e., active, suspended, decommissioned, and abandoned). However, the two study areas only have active and decommissioned wells. A summary of the energy infrastructure elements found in the Town and the two study areas is provided in **Table 6.7**.

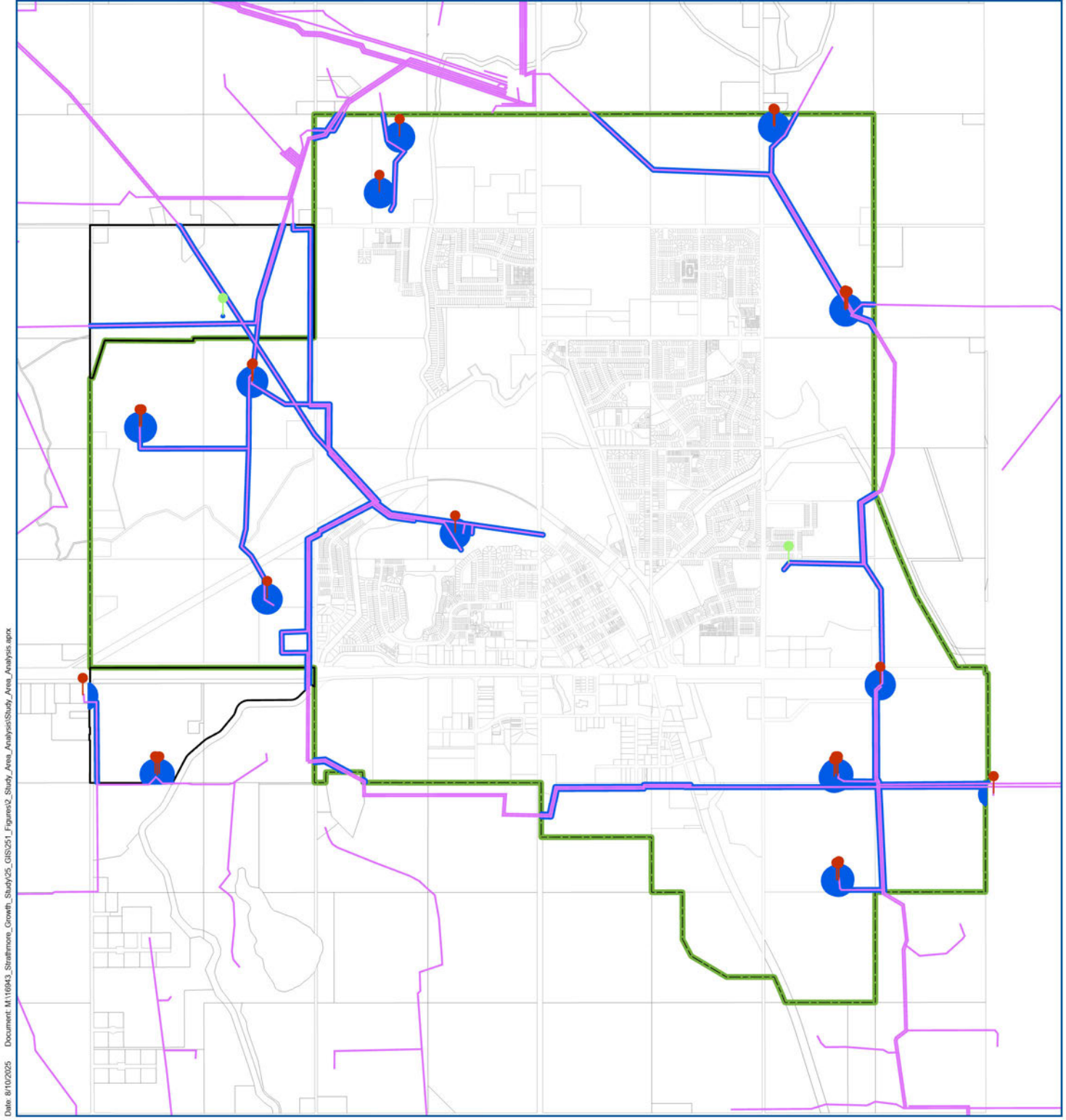
Table 6.7: Energy Infrastructure

Type	Town of Strathmore	NWSA	SWSA	Total
Abandoned/Decommissioned Wells	1	1		2
Active/Other Wells	23	4		27
Pipelines	35	1	3	39

Setback requirements from oil and gas wells are established by AER as follows:







- 5 m from abandoned wells (excluding sour gas) that either have reclamation certified status or reclamation exempt status;
- 100 m from all other wells (excluding sour gas), including abandoned wells that do not yet have reclamation certified status or reclamation exempt status;
- Equal to the distance of the pipeline right-of-way for pipelines (excluding sour gas); and
- 100 m (Level 1), 500 m (Level 2), and 1,500 m (Level 3) from sour gas wells, pipelines, and facilities.

In addition, in accordance with advice from AER, all pipeline corridors without existing registered right-of-way plans are assumed to require 15 m rights-of-way to protect these facilities.



Date: 8/10/2025 Document: M116943_Strathmore_Growth_Study/05_GIS/251_Figures/2_Study_Area_Analysis/Study_Area_Analysis.aprx



-  Municipal Boundary
-  Study Area
-  Active Well
-  Decommissioned Well
-  Pipeline
-  Well/Pipeline Setback



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.9:
ENERGY
CONSIDERATIONS**



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6.5 Ownership and Fragmentation

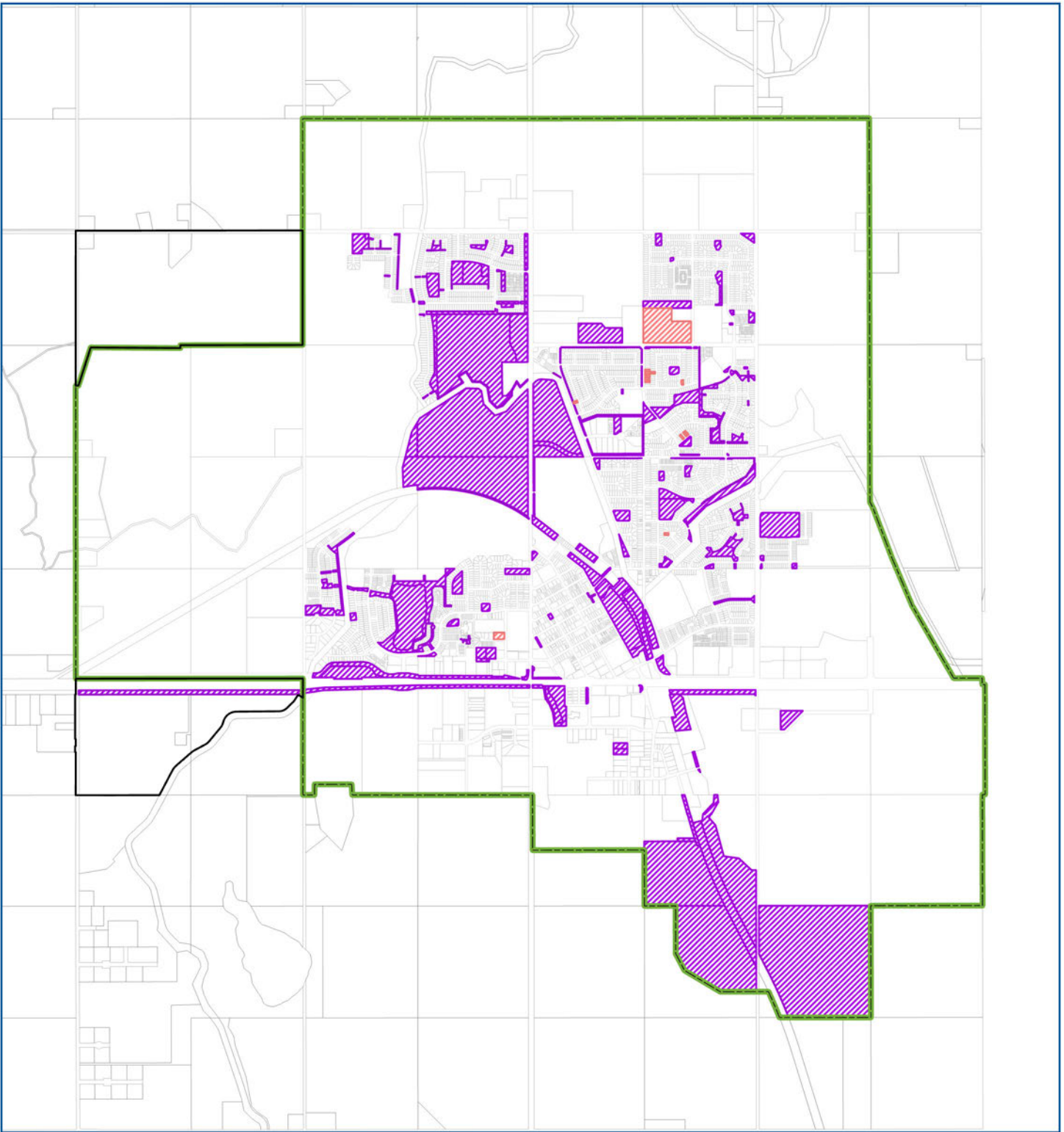
6.5.1 Ownership






Map 6.10 illustrates the ownership status of parcels that are either municipally or provincially owned.

Inside the Town, municipally owned lands correspond to public rights-of-way, including road plans, utilities, and some municipal reserve areas. The **Sec. 19 ATIA** lands are also under municipal control. In the two study areas within the County, most lands are privately held, except for what appears to be the extension of a service road allowance (Township Road 242/Pine Road) along the southern edge of Highway 1, which extends beyond the Town and into the SWSA.

Provincially owned lands are limited to the Town and consist of properties administered by Alberta Health Services and the Alberta Social Housing Corporation (a Crown corporation).

It is important to understand whether public ownership of undeveloped lands could pose a challenge to future growth, but this does not seem to be the case in the two study areas.



-  Municipal Boundary
-  Study Area
-  Parcel
-  Municipal Ownership
-  Provincial Ownership



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.10:
OWNERSHIP
CONSIDERATIONS**

6.5.2 Fragmentation

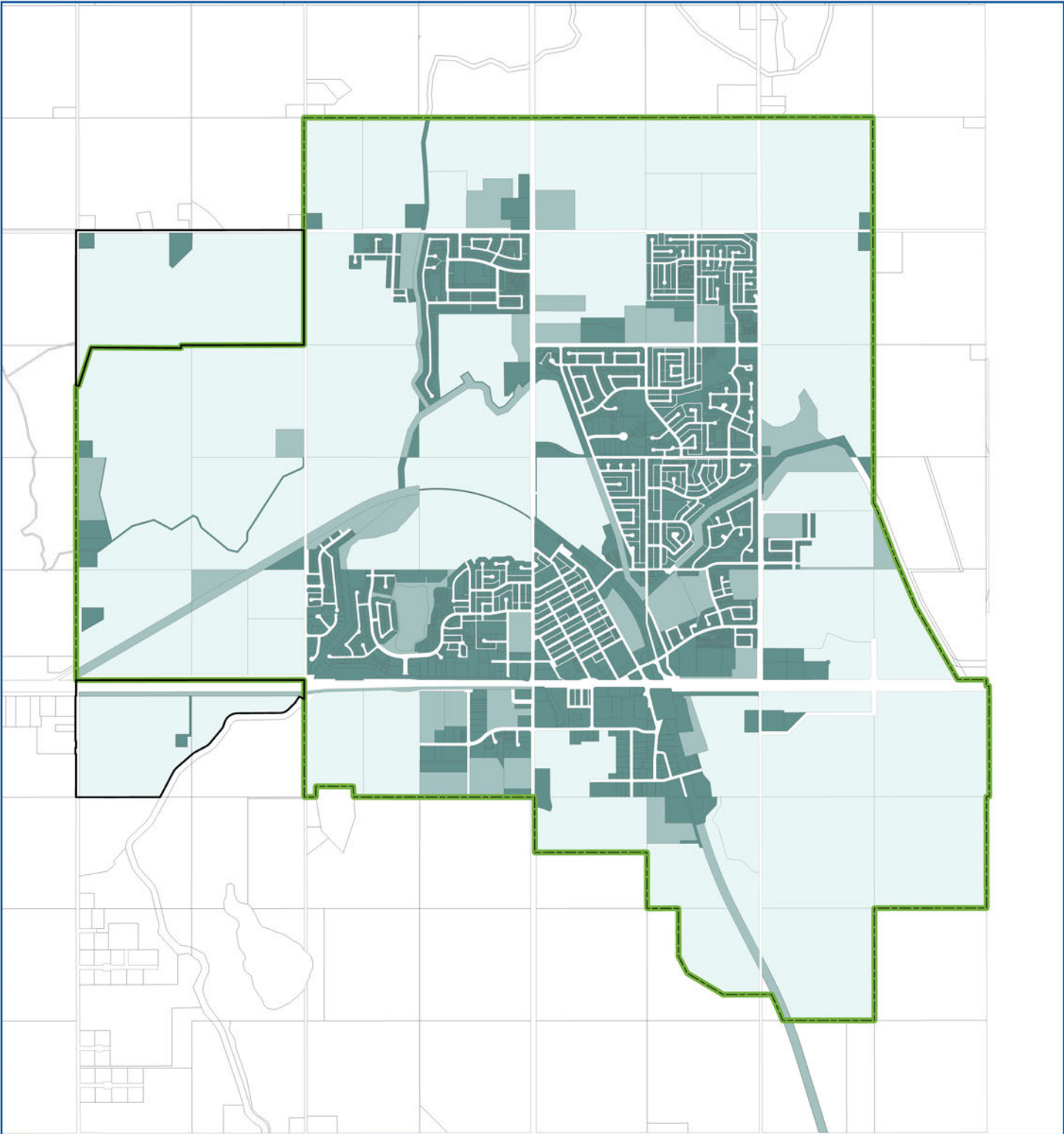
Map 6.11 illustrates the degree of parcel fragmentation across the two study areas, highlighting the influence of past subdivision activity and potential barrier to land assembly for future urban development.






Three categories of parcels are shown:

- **Parcels of 4 hectares or less:** These small parcels may be either located within the Town's existing urban footprint or in the surrounding unabsorbed lands. Within the Town, small parcels reflect typical urban development patterns, including residential lots and other small-scale activities. However, in unabsorbed portions of the Town and in the two study areas, small parcels can present a challenge to future urban development. They often indicate a higher number of individual landowners, more complex land assembly requirements (e.g., consolidation), and, in the case of existing piece-meal development, potential resistance to redevelopment at urban densities. This can complicate comprehensive planning and servicing requirements.
- **Parcels greater than 4 hectares and up to 10 hectares:** These medium-sized parcels are more common in the Town's commercial, industrial, and institutional zones, where larger building footprints and supporting infrastructure are required. In unabsorbed areas in the Town or in the two study areas, they may represent remnants from previous subdivision activity. While these parcels are generally easier to incorporate into urban expansion than smaller ones, they are still suboptimal in shape and size for efficient planning and development. They may require consolidation or creative design solutions to accommodate municipal infrastructure and road networks.
- **Parcels greater than 10 hectares:** These represent unsubdivided or minimally subdivided lands that are large enough to support coordinated, comprehensive development. From a growth management perspective, these parcels have the most desirable configuration for urban expansion. Their scale allows for efficient servicing, a more comprehensive land use plan, and fewer ownership complications, reducing barriers to implementation.

In terms of spatial distribution, there is significant fragmentation in unabsorbed portions of the Town, particularly to the north and west. On the other hand, the NWSA and the SWSA remain largely unsubdivided, making them attractive candidates for future expansion. In the SWSA, two fragmented parcels are present: one is the service road allowance, as described in **Section 6.5.1**, and the other appears to be intended for a farmstead with a narrow access strip connecting to the service road. In the NWSA, two small parcels under 4 hectares have been severed from an otherwise consolidated parcel encompassing two quarter sections. These isolated fragments may require special attention during future planning exercises to ensure compatible land use and access configurations.

Overall, parcel configuration plays an important role in shaping the feasibility and efficiency of future growth. Larger, unsubdivided tracts provide greater planning flexibility, while fragmented lands may require longer timelines and more resources for land assembly, infrastructure coordination, and policy implementation.



-  Municipal Boundary
-  Study Area
-  ≤ 4 ha Parcel
-  > 4 - 10 ha Parcel
-  > 10 ha Parcel



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1:40,000



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 6.11:
FRAGMENTATION
CONSIDERATIONS**

7.0 Growth Assumptions

7.1 Growth Scenario Assumptions and Parameters

In addition to the recommended growth projection scenario – the *metroeconomics* High Scenario – the following growth assumptions will be used to guide estimated future land needs for residential, commercial, industrial, and institutional development in the Town of Strathmore.

7.1.1 Average Household Size

An estimate of assumed average household size is necessary for the purpose of determining the number of dwelling units, and thus the amount of land required for future residential development. Using the *metroeconomics* High Scenario, the Town is projected to have an average household size of 2.44 people per unit (ppu) in 2076.

By comparison, the Town's average household size in the 2021 census was 2.6 ppu, and 2.7 ppu in 2011. The decrease from 2.6 ppu in 2021 to the 2.44 ppu in 2076 (as presented above) is due to the correlation between a growing number of smaller families, including families having fewer or no children and empty nesters, and an increased demand for smaller units – a trend that is expected to continue in the long term.

7.1.2 Residential Intensification Allowance

For this Growth Study, it is assumed that 2.5% of the Town's future population growth will be accommodated through intensification activities such as infill and redevelopment. This is generally based on the proportion of occupied private dwellings in the Town that are greater than 60 years old.¹³

It should be noted, however, that redevelopment activities will displace existing lower intensity land uses. That is, the occupants renting an older single detached dwelling will be displaced at such time as the landowner redevelops the property for a more intensive use such as a fourplex. Similarly, businesses leasing space in an underutilized commercial building will be displaced if the landowner redevelops the property to accommodate an apartment building. So, while intensification can contribute to accommodating population growth within the existing footprint of the Town, it does not necessarily create a new net capacity equivalent to the total number of units added. Some of the growth absorbed through redevelopment will simply replace existing residents or businesses rather than adding to the total population.

7.1.3 Residential Density

An order of magnitude existing residential density for the Town can be calculated by dividing the total private dwellings from the 2021 Census of Population (5,754) by the sum of the net absorbed residential and mixed residential/commercial lands from **Table 4.3** (283.0 ha). This amounts to a minimum existing residential density of 20.3 dwelling units per net residential hectare (du/nrha). This minimum existing residential density will increase as vacant lots in recently registered subdivisions get developed in the coming years.

¹³ According to Statistics Canada's 2021 Census of Population, 165 or 3.0% of Strathmore occupied private dwellings were originally constructed before 1961.

For this Growth Study, an attempt was made to calculate the weighted planned residential density of the nine ASPs introduced in **Section 4.1**. Inconsistent methodologies in the calculation of the land use statistics within the ASPs were observed. For example, some ASPs would deduct all future roads to determine net residential areas while others would include future roads in their net residential areas. Due to these inconsistencies, a weighted planned residential density could not be calculated.

However, a high-level review of the ASPs yielded an observation that there is a planned residential density of approximately 30 du/nrha. This estimated future density was used in the calculation of land requirements. Notably, 30 du/nrha is nearly 50% higher than the approximate current density calculated above at 20 du/nrha, and 20% higher than the 25 du/nrha that was used in the Town of Beaumont's 2014 Growth Study Update in support of its most recent annexation.

7.1.4 Commercial Land Needs

For estimating the lands needed for future commercial development, the current relationships between absorbed residential lands and absorbed commercial lands are assumed to remain constant. For example, if a municipality has 100 ha of net absorbed residential lands and 30 ha of net absorbed commercial lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.3 ha of net absorbed commercial lands. In the case of Strathmore, the relationship is 0.296 ha of net absorbed commercial for every 1.0 ha of net absorbed residential.

7.1.5 Industrial Land Needs

For estimating the preliminary lands needed for future industrial development, the current relationships between absorbed residential lands and absorbed industrial lands are assumed to remain constant. For example, if a municipality has 100 ha of net absorbed residential lands and 40 ha of net absorbed industrial lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.4 ha of net absorbed industrial lands. In the case of Strathmore, the relationship is 0.228 ha of net absorbed conventional industrial for every 1.0 ha of net absorbed residential.

7.1.6 Desired Residential to Non-Residential Assessment Split

Town records indicate that Strathmore currently has a residential to non-residential assessment split of 80% to 20% respectively. The Town recently amended its MDP to target a residential to non-residential assessment split of 60% to 40% respectively within its future growth areas. For this study, it is assumed that:

- Commercial and industrial development each account for half (i.e., 10% each) of the 20% non-residential assessment in the current state.
- The non-residential assessment percentage can only increase significantly through growth in the industrial sector because commercial and residential activities are more directly linked (i.e., an increase in commercial development would most likely correlate with a similar increase in residential development, which would not help balance the residential to non-residential assessment split).
- An assessment split of 60:40 will not occur overnight. Rather, it will be a gradual progression over time.

Based on these assumptions, the preliminary industrial land requirements outlined in Section 7.1.5 were revised. A new set of industrial land needs was calculated to align with a progressive shift toward the 60:40 split, using annual 0.5% increments. Beginning in 2027, the assessment ratio is projected to adjust from 80:20 to 79.5:20.5, then to 79:21 in 2028, 78.5:21.5 in 2029, and so on until the Town reaches its target of 60% residential and 40% non-residential assessment.

7.1.7 Institutional Land Needs

For estimating the land needed for future institutional development, the current relationships between absorbed residential lands and absorbed institutional lands are assumed to remain constant. For example, if a municipality has 100 ha of net absorbed residential lands and 10 ha of net absorbed institutional lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.1 ha of net absorbed institutional lands. In the case of Strathmore, the relationship is 0.255 ha of net absorbed institutional for every 1.0 ha of net absorbed residential.

7.1.8 Net Developable Overheads

Net developable overheads include land uses needed to support or service residential, commercial, industrial, and institutional development, such as parks and open space, public utilities, and circulation (e.g., collector roads, local roads, lanes, walkways).

Net Developable Overheads for Residential Areas

In urban communities, it is assumed that 35% of the gross developable land needs for future urban residential growth will accommodate necessary net developable overheads. This includes 10% for parks and open space, 5% for public utilities, and 20% for circulation. This assumption is based on typical land dedication needs for urban residential areas observed in Alberta.

Net Development Overheads for Non-Residential Areas

For non-residential growth, it is assumed that 30% of the Town's gross developable land needs will accommodate necessary net developable overheads. This includes 10% for parks and open space, 5% for public utilities, and 15% for circulation. This assumption is based on typical land dedication needs for non-residential areas observed in Alberta.

7.1.9 Market Allowance

When determining land needs to accommodate projected growth, it is appropriate to apply a market allowance that accounts for lands within future growth areas that may not develop within the forecast period. This allowance recognizes that some landowners may not develop or sell their land and encourages fair market competition among developers.

For this Growth Study, a market allowance of 15% will be applied to the gross residential, commercial, and industrial land needs for Strathmore. This percentage is slightly higher than the 10% market allowance used by other high-growth urban communities in Alberta. The increase is due to the proliferation of fragmented parcels in Strathmore's unabsorbed land supply, particularly in the west and north portions of the Town.



Although a 50-year horizon should facilitate one ownership change for each parcel of land within the future growth areas, there is no guarantee a new buyer will be motivated to develop. Further, ownership changes in the near term of lands not expected to be developed until the later years of the Growth Study may result in some lands having multiple changes in ownership prior to development.

8.0 Future Land Requirements

Table 8.1 presents the Town's projected 50-year land requirements to 2076 based on the High Scenario presented in **Chapter 5.0** and the various assumptions presented in **Chapter 7.0**. The table assumes that there is no flex of the unabsorbed residential/non-residential flex lands from residential to industrial.

Table 8.1: Land Requirements to 2076 Assuming No Flex of Residential to Industrial

Land Use	Gross Developable Hectares (gdha)		
	Total Land Required	Land Supply in Town	Land Required Beyond
Residential (inc. Institutional)	1,047.7	989.7	58.0
Commercial	243.6	167.3	76.3
Industrial	385.1	133.7	251.4
Total	1,676.4	1,290.7	385.7

Table 8.2 presents the same as presented in **Table 8.1** but assumes that there is full flex of the unabsorbed residential/non-residential flex lands from residential to industrial.

Table 8.2: Land Requirements to 2076 Assuming Flex of Residential to Industrial

Land Use	Gross Developable Hectares (gdha)		
	Total Land Required	Land Supply in Town	Land Required Beyond
Residential (inc. Institutional)	1,047.7	833.9	213.8
Commercial	243.6	167.3	76.3
Industrial	385.1	289.5	95.6
Total	1,676.4	1,290.7	385.7

Under the recommended High Scenario, the Town has a total land requirement of 1,676.4 gdha by 2076. This includes lands to be developed for residential, commercial, industrial, institutional, and supporting developable overhead land uses (parks and open space, public utilities, and circulation). The land requirements expressed in gross developable hectares therefore excludes undevelopable overhead land uses (e.g. environmental lands, oil and gas encumbrances, previously developed lands, etc.).

Upon subtracting the 1,290.7 gdha of unabsorbed land supply currently within the Town, 385.7 gdha are required beyond its current boundary to accommodate projected growth under the High Scenario. This land requirement will increase upon delineating undevelopable overhead land uses within the two study areas.

8.1 Estimated Years to Land Supply Depletion without Annexation

If there is no flex of the unabsorbed residential/non-residential flex lands from residential to industrial, and assuming no annexation, the Town currently has a supply of residential land that will be depleted in 2074. This is two years shy of the 2076 horizon of this Growth Study. If there is full flex of the unabsorbed residential/non-residential flex lands from residential to industrial, the Town currently has a supply of residential land that will be depleted in 2066. This is ten years shy of the 2076 horizon of this Growth



Study. The Town therefore has a residential land supply of 40-48 years. This is a long-term residential land supply. Accordingly, there is no imperative to add more residential lands to the Town's current supply at this time.

From the commercial perspective, the Town currently has a supply of commercial land that will be depleted in 2059. This is 17 years shy of the 2076 horizon of this Growth Study. The Town therefore has a commercial land supply of 33 years. This is a medium-term commercial land supply.

If there is no flex of the unabsorbed residential/non-residential flex lands from residential to industrial, and assuming no annexation, the Town currently has a supply of industrial land that will be depleted in 2045. This is 31 years shy of the 2076 horizon of this Growth Study. If there is full flex of the unabsorbed residential/non-residential flex lands from residential to industrial, the Town currently has a supply of industrial land that will be depleted in 2068. This is eight years shy of the 2076 horizon of this Growth Study. The Town therefore has an industrial land supply ranging from 19-42 years.

The Town is unlikely, however, to redesignate all the flex lands from residential to industrial in its next MDP update. Further, there is the potential that some or all affected landowners within the identified flex lands may not support redesignation of their lands to industrial via an MDP update. Until the MDP is updated, it is more appropriate to assume that the Town has an industrial land supply of 19 years. This is a short-term land supply. Typically, a growth-based annexation is warranted when an urban municipality has less than a 25-year supply of one of its core land uses.

9.0 Recommended Annexation Area

Map 9.1 illustrates the recommended annexation area, which includes all the SWSA. The recommended annexation area excludes all the NWSA at this time as it would mostly accommodate future residential development and the Town already has a residential land supply ranging from 40-48 years. This does not preclude revisiting annexation of these lands in the future.

Overall, the recommended annexation area comprises 88.9 gross ha of land (1.4 gross quarter sections) and includes the following:

- Block 1, Plan 921 0910 (1.2 ha or 3.0 ac) in NW-9-24-25-W4M;
- The portion of NW-9-24-25-W4M north of Area H, Plan 021 2872 (52.9 ha or 130.1 ac); and
- The portion of NE-9-24-25-W4M north of Area J, Plan 021 2872 (14.1 ha or 34.7 ac).
- The portion of Highway 1 north of N $\frac{1}{2}$ -9-24-25-W4M; and
- The portion of Range Road 254 west of NW-9-24-25-W4M.

9.1 Preliminary Land Use Concept

Preliminary land uses for the recommended annexation area are illustrated in **Map 9.2**. The allocation of preliminary land uses was based on sound land use planning principles and informed by input from the Town's planning staff but is not intended to be binding. Ultimately, land uses will be more formally assigned to the recommended annexation area through an update to the Town's MDP that will follow annexation. The future land uses assigned through the MDP update will be informed by a more detailed technical review of development potential, sound land use planning principles, and input from the public, affected landowners, and other interested parties.

Table 9.1 lists the total area (88.9 gross ha or 1.4 gross quarter sections), the gross undevelopable deductions, and the preliminary developable land use breakdowns within the recommended annexation area. The total gross developable land within the recommended annexation area is estimated to be 140.5 ha (2.2 gross developable quarter sections).

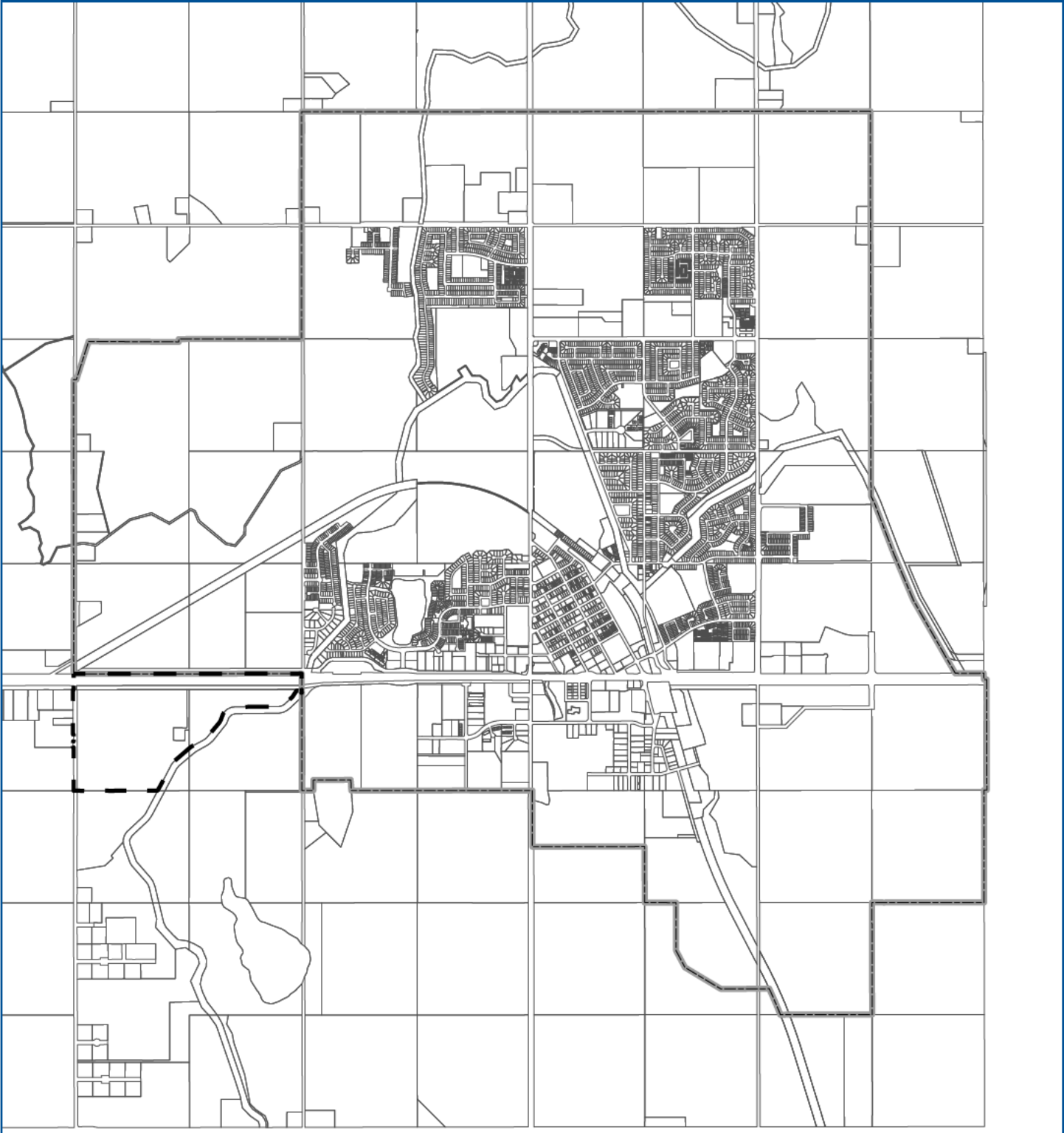
Table 9.1: Preliminary Land Use Breakdown of Recommended Annexation Area




Land Use	Area (ha)
Gross Area	88.9
Oil and Gas	4.3
Existing Road Allowances	20.8
Total Gross Developable Lands	63.8
Commercial	34.0
Industrial	29.8

It is estimated that the recommended annexation area will provide:

- 34.0 ha of gross developable land for commercial purposes; and
- 29.8 ha of gross developable land for industrial purposes.

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-  Municipal Boundary
-  Recommended Annexation Area
-  Parcel



Strathmore

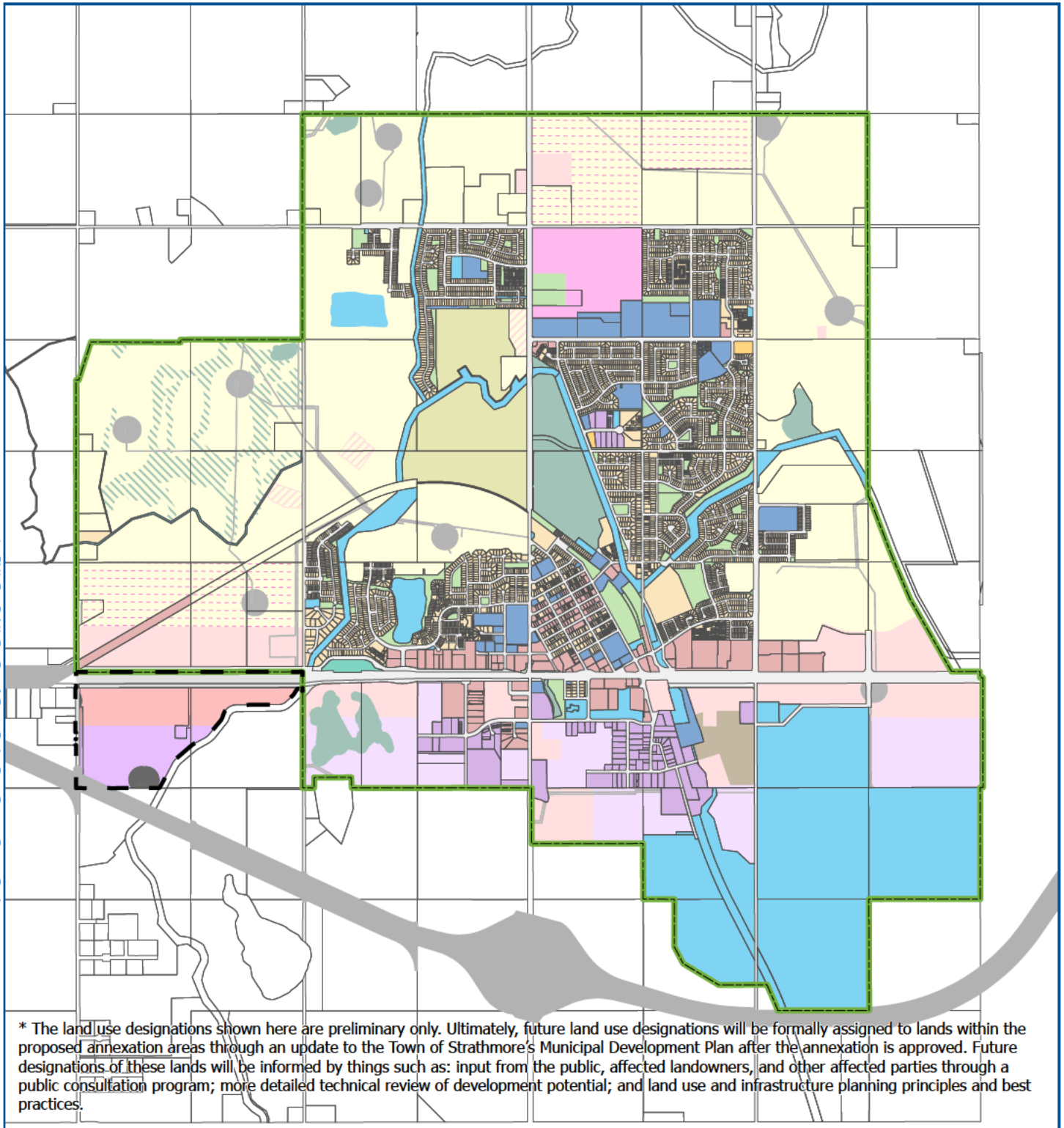
**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 9.1:
RECOMMENDED
ANNEXATION AREA**










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* The land use designations shown here are preliminary only. Ultimately, future land use designations will be formally assigned to lands within the proposed annexation areas through an update to the Town of Strathmore's Municipal Development Plan after the annexation is approved. Future designations of these lands will be informed by things such as: input from the public, affected landowners, and other affected parties through a public consultation program; more detailed technical review of development potential; and land use and infrastructure planning principles and best practices.



-  Municipal Boundary
-  Recommended Annexation Area
-  Future Bypass
-  Circulation
-  Oil and Gas
-  Unabsorbed Commercial
-  Unabsorbed Industrial



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 9.2:
PRELIMINARY
LAND USE CONCEPT**



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9.2 Estimated Years to Land Supply Depletion with Annexation

As the recommended annexation area does not include any lands for future residential development, the Town continues to have a residential land supply of 40-48 years (see **Section 8.2**).

From the commercial perspective, the Town's land supply will be depleted in 42 years, by 2068. This is eight years shy of the 2076 horizon of this Growth Study and a nine-year increase over its current commercial land supply of 33 years (see **Section 8.2**).

From the industrial perspective, the Town's land supply will be depleted in 25 years, by 2051. This is 25 years shy of the 2076 horizon of this Growth Study and a six-year increase over its current commercial land supply of 19 years (see **Section 8.2**).

9.3 Preliminary Development Staging

An Annexation Financial Impact Assessment (FIA) with a review period of 2025 to 2056 is associated with this Growth Study. **Tables 9.2 through 9.4** below, which are inputs to the Annexation FIA, present the amounts of residential, commercial, and industrial lands consumed by year under the recommended High Scenario. Institutional land requirements are embedded within **Table 9.2** with 100% distributed to the residential land requirements. The amount of land consumed is based on the scenario's growth rates and the growth assumptions presented in **Chapter 7.0**.

9.3.1 Initial Development Staging Assumptions

The consumption of lands in **Tables 9.2 through 9.4** include the assumptions that:

- 100% of the Town's future residential growth will be accommodated within its current limits; and
- 100% of the Town's future commercial and industrial growth will be accommodated within its current limits for the first 17 years (2025-2041).

In reality, development in the recommended annexation area may occur within a shorter timeframe. This is dependent on the motivation levels of the benefitting landowners to secure their prerequisite planning approvals and participate in development.

9.3.2 Subsequent Commercial Development Staging Assumptions

From 2042 to 2046 and again from 2052 to 2056, the assumption is that 50% of Strathmore's commercial growth will be absorbed by the commercial land supply within the Town's current boundary with the balance absorbed in the recommended annexation area. Between 2047 and 2051, the assumption is that, on average, 62% of Strathmore's commercial growth will occur within its boundary with the remainder occurring within the recommended annexation area.

9.3.3 Subsequent Industrial Development Staging Assumptions

Also starting in 2042, the assumption is that 50% of Strathmore's industrial growth will be absorbed by the industrial land supply within the Town's current boundary with the balance absorbed in the southwest recommended annexation area. In 2048, the allocation is assumed to be 35% in-boundary and 65% beyond boundary to fully consume the Town's in-boundary industrial land supply, followed by two years starting in 2049 in which all industrial growth is accommodated within the southwest recommended

annexation area. In 2051, the industrial land in the southwest recommended annexation area is fully consumed and 4% consumption commences within the Town's residential/non-residential flex lands. Finally, 100% of the industrial growth is accommodated in the Town's residential/non-residential flex lands starting in 2052.

9.3.4 Preliminary Development Staging Plan

To establish a foundation for the associated Annexation FIA prepared by Sec. 19, ATIA, a preliminary development staging plan was prepared to conceptually illustrate how the remaining available lands within the Town and the lands within the recommended annexation area may be consumed over time. As illustrated in **Map 9.3**, the preliminary development staging plan shows land consumed in five-year intervals to 2056 based on the estimated amount of land consumed by year by land use as presented in **Tables 9.2 through 9.4**. The first interval is seven years, however, to be inclusive of two stub years (2025 and 2026) to factor in the time necessary to first prepare this Growth Study and the Town's Annexation Application and second for the Government of Alberta to render its decision on the application.

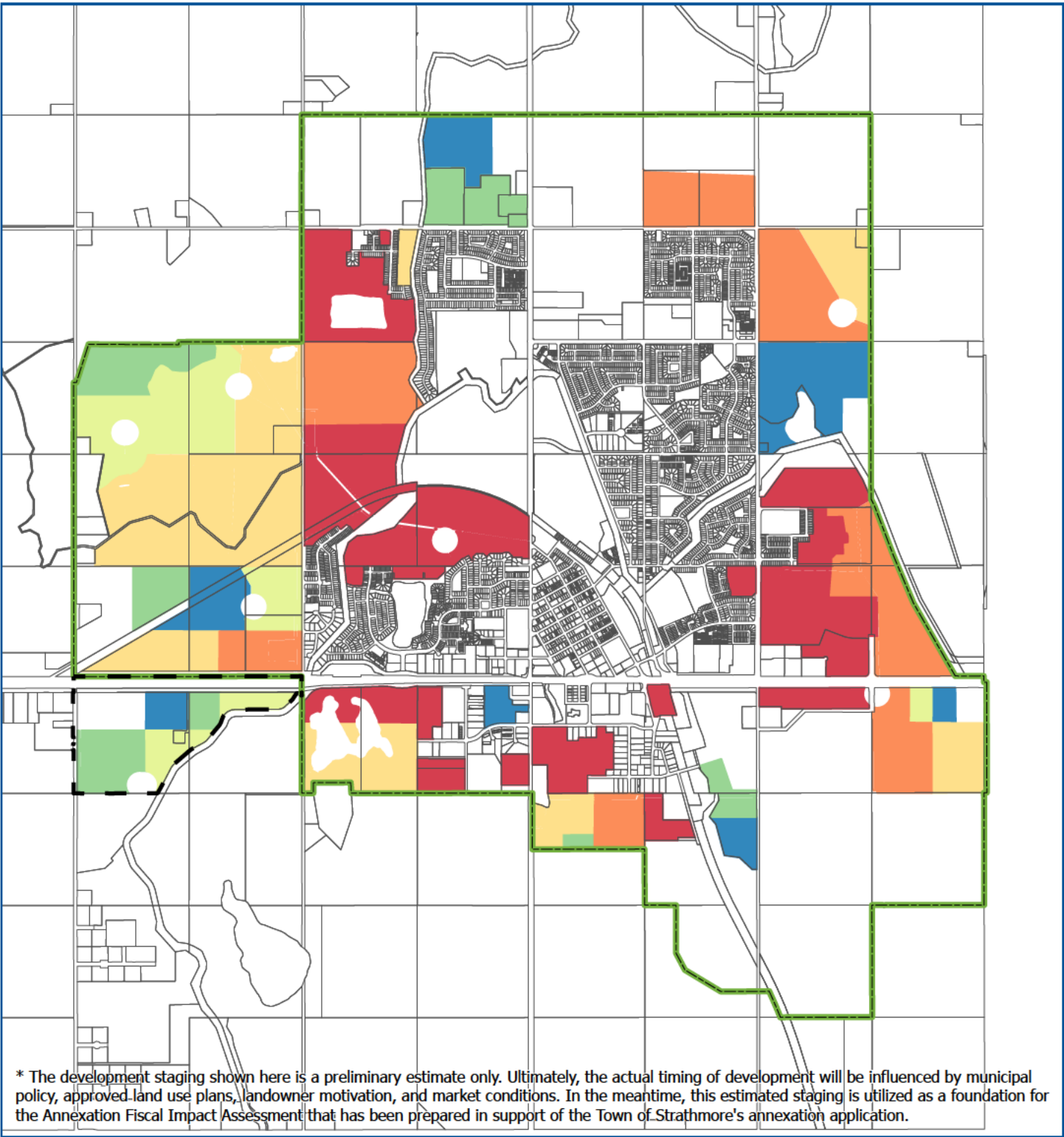
The key land use planning principle used to develop the preliminary development staging plan was that development within each interval generally would be contiguous with previously developed lands. This would enable the optimization of investment in supporting capital infrastructure and future operating and service delivery costs. It would also expand the municipal footprint in a responsible manner.

Other influences on the preliminary development staging plan were:

- The motivation of a residential developer in the west portion of the Town to obtain an ASP approval in the near-term; and
- The necessity of an ASP amendment to unlock lands in the central portion of The Prairies ASP.

It is important to note that the preliminary development staging plan illustrated in **Map 9.3** is a conceptual estimate generally based on the contiguity principle and influences mentioned above. Ultimately, municipal policy, approved land use plans, and market forces will dictate the actual staging of development once the Annexation Application is approved. In the meantime, the preliminary development staging plan illustrated is realistic and sufficient for establishing the foundation for the Annexation FIA.

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* The development staging shown here is a preliminary estimate only. Ultimately, the actual timing of development will be influenced by municipal policy, approved land use plans, landowner motivation, and market conditions. In the meantime, this estimated staging is utilized as a foundation for the Annexation Fiscal Impact Assessment that has been prepared in support of the Town of Strathmore's annexation application.



- Municipal Boundary
- Recommended Annexation Area
- Staging Interval**
- 2025-2031
- 2032-2036
- 2037-2041
- 2042-2046
- 2047-2051
- 2052-2056



Strathmore

**TOWN OF STRATHMORE
GROWTH STUDY**

**MAP 9.3:
PRELIMINARY
DEVELOPMENT STAGING**

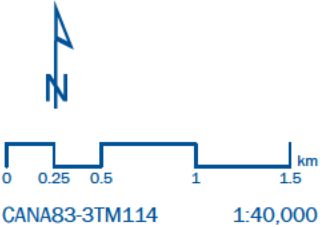


Table 9.2: Estimated Annual Residential and Institutional Land Consumption

Year	Total Land Required (ha)	Total Land to Town (%)	Total Land to Annex. Area (%)	Opening Town Lands Avail. (ha)	Town Lands Consumed (ha)	Closing Town Lands Avail. (ha)	Opening Annex. Lands Avail. (ha)	Annex. Lands Consumed (ha)	Closing Annex. Lands Avail. (ha)
2025	14.3	100	0	834.2	14.3	819.9	0.0	0.0	0.0
2026	14.3	100	0	819.9	14.3	805.6	0.0	0.0	0.0
2027	42.7	100	0	805.6	42.7	762.9	0.0	0.0	0.0
2028	42.1	100	0	762.9	42.1	720.8	0.0	0.0	0.0
2029	29.7	100	0	720.8	29.7	691.1	0.0	0.0	0.0
2030	29.8	100	0	691.1	29.8	661.4	0.0	0.0	0.0
2031	29.7	100	0	661.4	29.7	631.7	0.0	0.0	0.0
2032	29.6	100	0	631.7	29.6	602.1	0.0	0.0	0.0
2033	29.4	100	0	602.1	29.4	572.7	0.0	0.0	0.0
2034	29.3	100	0	572.7	29.3	543.4	0.0	0.0	0.0
2035	29.3	100	0	543.4	29.3	514.1	0.0	0.0	0.0
2036	29.0	100	0	514.1	29.0	485.1	0.0	0.0	0.0
2037	28.9	100	0	485.1	28.9	456.2	0.0	0.0	0.0
2038	28.6	100	0	456.2	28.6	427.6	0.0	0.0	0.0
2039	28.8	100	0	427.6	28.8	398.8	0.0	0.0	0.0
2040	28.9	100	0	398.8	28.9	369.9	0.0	0.0	0.0
2041	29.3	100	0	369.9	29.3	340.5	0.0	0.0	0.0
2042	13.8	100	0	340.5	13.8	326.7	0.0	0.0	0.0
2043	11.0	100	0	326.7	11.0	315.7	0.0	0.0	0.0
2044	11.2	100	0	315.7	11.2	304.5	0.0	0.0	0.0
2045	11.4	100	0	304.5	11.4	293.1	0.0	0.0	0.0
2046	11.6	100	0	293.1	11.6	281.5	0.0	0.0	0.0
2047	11.8	100	0	281.5	11.8	269.7	0.0	0.0	0.0
2048	12.1	100	0	269.7	12.1	257.6	0.0	0.0	0.0
2049	12.3	100	0	257.6	12.3	245.3	0.0	0.0	0.0
2050	12.6	100	0	245.3	12.6	232.8	0.0	0.0	0.0
2051	12.9	100	0	232.8	12.9	219.9	0.0	0.0	0.0
2052	13.2	100	0	219.9	13.2	206.7	0.0	0.0	0.0
2053	13.5	100	0	206.7	13.5	193.2	0.0	0.0	0.0
2054	13.7	100	0	193.2	13.7	179.5	0.0	0.0	0.0
2055	14.0	100	0	179.5	14.0	165.5	0.0	0.0	0.0
2056	14.4	100	0	165.5	14.4	151.1	0.0	0.0	0.0

Table 9.3: Estimated Annual Commercial Land Consumption

Year	Total Land Required (ha)	Total Land to Town (%)	Total Land to Annex. Area (%)	Opening Town Lands Avail. (ha)	Town Lands Consumed (ha)	Closing Town Lands Avail. (ha)	Opening Annex. Lands Avail. (ha)	Annex. Lands Consumed (ha)	Closing Annex. Lands Avail. (ha)
2025	3.3	100	0	167.3	3.3	163.9	34.0	0.0	34.0
2026	3.3	100	0	163.9	3.3	160.6	34.0	0.0	34.0
2027	9.9	100	0	160.6	9.9	150.7	34.0	0.0	34.0
2028	9.8	100	0	150.7	9.8	140.9	34.0	0.0	34.0
2029	6.9	100	0	140.9	6.9	134.0	34.0	0.0	34.0
2030	6.9	100	0	134.0	6.9	127.1	34.0	0.0	34.0
2031	6.9	100	0	127.1	6.9	120.2	34.0	0.0	34.0
2032	6.9	100	0	120.2	6.9	113.3	34.0	0.0	34.0
2033	6.8	100	0	113.3	6.8	106.5	34.0	0.0	34.0
2034	6.8	100	0	106.5	6.8	99.6	34.0	0.0	34.0
2035	6.8	100	0	99.6	6.8	92.8	34.0	0.0	34.0
2036	6.8	100	0	92.8	6.8	86.1	34.0	0.0	34.0
2037	6.7	100	0	86.1	6.7	79.4	34.0	0.0	34.0
2038	6.7	100	0	79.4	6.7	72.7	34.0	0.0	34.0
2039	6.7	100	0	72.7	6.7	66.0	34.0	0.0	34.0
2040	6.7	100	0	66.0	6.7	59.3	34.0	0.0	34.0
2041	6.8	100	0	59.3	6.8	52.5	34.0	0.0	34.0
2042	3.2	50	50	52.5	1.6	50.9	34.0	1.6	32.4
2043	2.6	50	50	50.9	1.3	49.6	32.4	1.3	31.1
2044	2.6	50	50	49.6	1.3	48.3	31.1	1.3	29.8
2045	2.7	50	50	48.3	1.3	47.0	29.8	1.3	28.5
2046	2.7	50	50	47.0	1.3	45.6	28.5	1.3	27.1
2047	2.8	63	37	45.6	1.7	43.9	27.1	1.0	26.1
2048	2.8	62	38	43.9	1.8	42.1	26.1	1.1	25.0
2049	2.9	62	38	42.1	1.8	40.4	25.0	1.1	23.9
2050	2.9	62	38	40.4	1.8	38.6	23.9	1.1	22.8
2051	3.0	62	38	38.6	1.8	36.7	22.8	1.1	21.7
2052	3.1	50	50	36.7	1.5	35.2	21.7	1.5	20.2
2053	3.1	50	50	35.2	1.6	33.6	20.2	1.6	18.6
2054	3.2	50	50	33.6	1.6	32.0	18.6	1.6	17.0
2055	3.3	50	50	32.0	1.6	30.4	17.0	1.6	15.4
2056	3.3	50	50	30.4	1.7	28.7	15.4	1.7	13.7

Table 9.4: Estimated Annual Industrial Land Consumption

Year	Total Land Required (ha)	Total Land to Town (%)	Total Land to Annex. Area (%)	Opening Town Lands Avail. (ha)	Town Lands Consumed (ha)	Closing Town Lands Avail. (ha)	Opening Annex. Lands Avail. (ha)	Annex. Lands Consumed (ha)	Closing Annex. Lands Avail. (ha)
2025	2.6	100	0	289.3	2.6	286.7	29.8	0.0	29.8
2026	2.6	100	0	286.7	2.6	284.2	29.8	0.0	29.8
2027	8.0	100	0	284.2	8.0	276.2	29.8	0.0	29.8
2028	8.3	100	0	276.2	8.3	267.9	29.8	0.0	29.8
2029	6.1	100	0	267.9	6.1	261.8	29.8	0.0	29.8
2030	6.4	100	0	261.8	6.4	255.4	29.8	0.0	29.8
2031	6.6	100	0	255.4	6.6	248.7	29.8	0.0	29.8
2032	6.9	100	0	248.7	6.9	241.9	29.8	0.0	29.8
2033	7.1	100	0	241.9	7.1	234.8	29.8	0.0	29.8
2034	7.3	100	0	234.8	7.3	227.4	29.8	0.0	29.8
2035	7.6	100	0	227.4	7.6	219.8	29.8	0.0	29.8
2036	7.8	100	0	219.8	7.8	212.0	29.8	0.0	29.8
2037	8.0	100	0	212.0	8.0	204.0	29.8	0.0	29.8
2038	8.2	100	0	204.0	8.2	195.8	29.8	0.0	29.8
2039	8.5	100	0	195.8	8.5	187.3	29.8	0.0	29.8
2040	8.8	100	0	187.3	8.8	178.5	29.8	0.0	29.8
2041	9.2	100	0	178.5	9.2	169.4	29.8	0.0	29.8
2042	4.5	50	50	169.4	2.2	167.1	29.8	2.2	27.6
2043	3.6	50	50	167.1	1.8	165.3	27.6	1.8	25.8
2044	3.8	50	50	165.3	1.9	163.4	25.8	1.9	23.9
2045	4.0	50	50	163.4	2.0	161.4	23.9	2.0	21.9
2046	4.1	50	50	161.4	2.1	159.3	21.9	2.1	19.8
2047	4.3	50	50	159.3	2.2	157.2	19.8	2.2	17.6
2048	4.5	35	65	157.2	1.6	155.6	17.6	2.9	14.7
2049	4.7	0	100	155.6	0.0	155.6	14.7	4.7	10.0
2050	4.9	0	100	155.6	0.0	155.6	10.0	4.9	5.0
2051	5.2	4	96	155.6	0.2	155.4	5.0	5.0	0.0
2052	5.4	100	0	155.4	5.4	150.0	0.0	0.0	0.0
2053	5.7	100	0	150.0	5.7	144.3	0.0	0.0	0.0
2054	5.9	100	0	144.3	5.9	138.4	0.0	0.0	0.0
2055	6.2	100	0	138.4	6.2	132.2	0.0	0.0	0.0
2056	6.4	100	0	132.2	6.4	125.8	0.0	0.0	0.0

10.0 Summary and Conclusions

1. In the 50 years between 1971 and 2021, the Town of Strathmore's population has increased at a compound annual growth rate (CAGR) of 5.1%, from 1,148 in 1971 to 14,339 in 2021.
2. At its 2021 population of 14,339, the Town:
 - a. doubled its population over the previous 21 years since recording a population of 7,165 in its 2000 municipal census; and
 - b. tripled its population over the previous 28 years since recording a population of 4,603 in its 1993 municipal census.
3. Since the 2021 federal census, Statistics Canada has published post-census population estimates by census subdivisions (i.e., municipalities and municipal equivalents) on an annual basis that account for census undercoverage and subsequent growth. According to the latest data published by Statistics Canada in January 2025, the estimated population of Strathmore in 2024 was 16,189.
4. To estimate the Town's future land needs, two growth scenarios – Base and High Cases – were prepared over a 50-year period to 2076. The Base Case assumed growth in the number of commuters to jobs in Calgary increases from 0.3% to 0.5%, while High Case assumed growth to 0.6%. A Higher Case is drawn from the Town's 2008 Growth Study (medium scenario), used to rationalize Strathmore's last annexation. That study recommended a growth scenario that featured a 3.0% CAGR between 2008 and 2058, with most of the growth front-loaded in the first 30 years.
5. Population growth in the Base Case and the High Case scenarios also factors potential growth in retirees settling in Strathmore, as well as growth in economic base jobs from three projects – the **Sec. 19, ATIA** the **Sec. 19, ATIA** and the **Sec. 19, ATIA** **Sec. 19, ATIA** – which combined will add 1,980 jobs to the local economy by 2042.
6. The Base Case assumed a CAGR of 2.1% from 2021 resulting in a Town population of approximately 45,800 in 2076. The High Case projected a 2076 population of approximately 52,900 (CAGR of 2.3%). Both cases have CAGRs well below the 5.1% the Town experienced in the 50 years between 1971 and 2021.
7. To best prepare for growth over a 50-year horizon, it is recommended that the High Case be used for the generation of future land requirements, instead of the Base Case, so that the Town can be best positioned to respond to growth pressures. Research has shown that it is significantly less costly to proactively plan and build for growth than retrofitting infrastructure after the fact. Factors such as rising land and housing prices, labour supply constraints, and reduced land use flexibility can result in the costs of underestimating growth far exceeding the cost of overbuilding for growth.
8. The High Case is recommended over the Higher Case from the 2008 Growth Study (medium scenario) as the actual growth that has occurred between 2008 and 2024 turned out to be much more modest than projected due in part to nearby Chestermere and Langdon intercepting some of the Town's potential growth. Since Chestermere and Langdon will continue to compete with Strathmore for growth, the High Case remains recommended over this Higher Case from the 2008 Growth Study (medium scenario).
9. Overall, the High Case has a reasonable CAGR of 2.3% between 2021 and 2076, which is less than half the 5.1% CAGR the Town experienced between 1971 and 2021.
10. As of mid-2025, the Town of Strathmore had 833.9 gross developable hectares (gdha) of unabsorbed residential land supply, 155.8 gdha of unabsorbed residential/non-residential flex land supply, 167.3 gdha of unabsorbed commercial land supply, and 133.7 gdha of unabsorbed industrial land supply available to accommodate future growth.

11. The Town has a long-term supply of unabsorbed residential land (40-48 years), medium-term supply of unabsorbed commercial land (33 years), and a short-term supply of unabsorbed industrial land (19 years). This is based on the High Case growth scenario and a variety of reasonable growth assumptions including movement towards a 60:40 residential to non-residential assessment split within the Town's growth areas.
12. The two study areas subject to the growth study are both serviceable from the transportation, water, wastewater, and stormwater perspectives subject to some investments in infrastructure.
13. The entirety of the southwest study area is recommended for annexation as it provides the Town with a replenished medium-term supply of industrial and commercial lands. Preliminary land use assumptions within the recommended annexation area orient commercial along the Highway 1 frontage with industrial further to the south.
14. The northwest study area, which includes a nine-hole golf course and is most appropriate for residential development, is not recommended for annexation at the time because the Town still has a long-term residential land supply of 40-48 years within its current limits. This does not preclude revisiting annexation of these lands in the next 10-20 years.
15. The boundary road recommended to be included in the annexation area includes Range Road 254 west of NW-9-24-25-W4M.
16. The recommended annexation area comprises 88.9 gdha of land or 1.4 gross quarter sections.
17. With the recommended annexation area, the Town will have an unabsorbed residential land supply for 40-48 years of growth, commercial land supply for 42 years, and industrial land supply of 25 years. This again is based on the High Case growth scenario and a variety of reasonable growth assumptions including movement towards a 60:40 residential to non-residential assessment split within the Town's growth areas.



APPENDIX
Economic and Community Base Jobs

A.1

Appendix A.1 – Economic and Community Base Jobs

Employment by industry in any given area can be decomposed into economic base jobs (those that drive the overall economy) and community base jobs (those that serve the local population). The population growth of an area typically depends on its potential for growth in economic base employment while an area's growth in community base employment depends on its population growth. In recognition of this interdependence between population and employment growth, *metroeconomics* developed a community-based projection system that takes account of the economic and demographic factors influencing an area's growth potential. The system takes these factors into account as follows:

- the economic base of the community is identified through the decomposition of local jobs on a place of work basis by industry into those that are economic base jobs and those that are community base jobs; this is achieved using a location quotient process.
- economic base industries produce goods and services consumed primarily by businesses or people outside of the local community; these industries – also called export-based industries – produce agriculture, mining, or manufactured products for consumption elsewhere or provide tourism or higher-order education/health care services to visitors/temporary residents.
- the potential for growth of a local community's economic base jobs is identified through assessing how many such jobs exist today and how many might exist in the future drawing on *metroeconomics'* extensive forecasts of economic base industrial job trends nation-wide and provincially.
- an assessment is also made of the potential for residents to commute to jobs in nearby employment locations drawing on existing patterns and on *metroeconomics'* base case forecasts of such jobs by sub-provincial area across the country.
- the potential for job growth within the local area and for job growth in nearby locations determines the potential for job growth among residents.
- the *metroeconomics* system ties this resident job growth potential to the demographic side of the community; if potential job growth among residents exceeds the current supply of workers (based on an age and gender assessment of the current population, age specific rates of labour force participation, the level of unemployment, and the need to replace retiring workers), in-migration occurs; thus job growth potential determines population growth potential recognizing each new job-holding resident typically brings along one or two dependents.
- the system further considers the fact that each new resident jobholder increases the need for workers who service the local population – the community base jobs – and that these additional community base jobs, in turn, create the need for more workers, more residents, etc.
- growth in employed residents, in other words, drives the community's net in-migration requirements which, along with standard assumptions regarding fertility and mortality rates, provide the parameters needed to develop local area population projections by age and gender.
- projected economic base jobs by industry are added to projected community base jobs by industry to determine the total number of jobs by place of work that will exist in the community in the decades ahead.



The Location Quotient procedure is carried out as follows:

- All jobs in agriculture and forestry, in mining and oil and gas extraction, and in manufacturing are economic base jobs as most of their production is consumed by businesses and people outside of the area.
- For all other industries, the number of jobs per 1,000 residents in the area is compared to that ratio across the relevant province. Where the ratio in an industry in the area exceeds that of the province it is assumed the excess jobs in the area are providing services to people or businesses outside of the area. These excess jobs are defined as export-based service jobs and their output as exportable services.