

BYLAW NO. 14-03

OF THE TOWN OF STRATHMORE
IN THE PROVINCE OF ALBERTA

**BEING A BY-LAW OF THE TOWN OF STRATHMORE IN THE PROVINCE OF ALBERTA
TO RESCIND MUNICIPAL DEVELOPMENT PLAN BYLAW #98-11 IN ITS ENTIREY AND
ALL SUBSEQUENT AMENDMENTS, AND ADOPT MUNICIPAL DEVELOPMENT PLAN
BYLAW #1403**

UNDER AUTHORITY of and pursuant to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, and amendments thereto, the Municipal Council of the Town of Strathmore in the Province of Alberta, **HEREBY ENACTS AS FOLLOWS:**

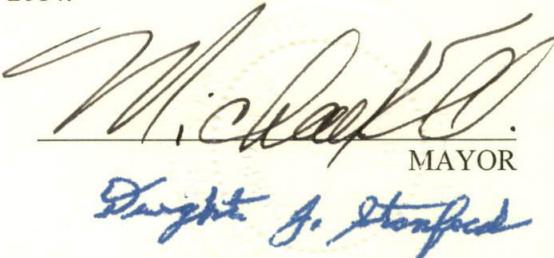
Town of Strathmore Municipal Development Plan #14-03.

READ A FIRST TIME this 19th day of February, 2014.

PUBLIC HEARING HELD this 16th day of April, 2014.

READ A SECOND TIME this 16th day of April, 2014.

READ A THIRD AND FINAL TIME this 16th day of April, 2014.



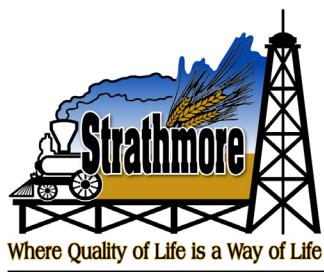
Michael J. Stanfield
MAYOR



Dwight J. Stanfield
CHIEF ADMINISTRATIVE OFFICER

2014

Municipal Development Plan



Town of Strathmore
Municipal Development Plan

Bylaw #14-03
Adopted April 16, 2014
Last Consolidated June 23, 2025

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Part 1 – Overview and Vision



1.1 Introduction and Purpose

The Strathmore Municipal Development Plan 2014 has been prepared in accordance with the *Municipal Government Act*. This document provides the Municipality's primary land use and policy direction for growth within the municipal boundaries. All other documents prepared and adopted shall conform to the Municipal Development Plan. The Municipal Development Plan (MDP) may be subject to periodic reviews by the Municipality of Strathmore in response to the changing needs of the community.

The Municipal Government Act sets out the following requirements for a Municipal Development Plan.

632(1) A council of a municipality with a population of 3500 or more must adopt a municipal development plan.

(2) A council of a municipality with a population less than 3500 may adopt a municipal development plan.

(3) A municipal development plan

(a) must address

- (i) the future land use within the municipality,*
- (ii) the manner of and the proposals for future development in the municipality,*
- (iii) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no inter-municipal development plan with respect to those matters in those municipalities,*
- (iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and*
- (v) the provision of municipal services and facilities either generally or specifically,*

(b) may address

- (i) proposals for the financing and programming of municipal infrastructure,*
- (ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,*
- (iii) environmental matters within municipality,*
- (iv) the financial resources of the municipality,*
- (v) the economic development of the municipality, and*
- (vi) any other matters relating to the physical, social, or economic development of the municipality,*

- (c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,*
- (d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,*
- (e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school authorities, and*
- (f) must contain policies respecting the protection of agricultural operations.*

Subsequent statutory documents provide more detailed direction for land use decision making including: Area Structure Plans, Area Redevelopment Plans and Intermunicipal Development Plans.

The following definitions will guide the interpretation of this Plan:

- **'Shall'** means mandatory compliance.
- **'Should'** means the action is recommended and expresses an expectation for compliance.
- **'May'** means there is a possibility or opportunity for compliance with the action.
- **"Town"** means the Town of Strathmore.

1.2 Community Context and Trends

Regional Considerations

The Town of Strathmore is located approximately 40 kilometres east of Calgary on the Trans Canada Highway. Settled in 1882, the community grew south of the original settlement with the location moving 6.4 kilometres north to the current location in 1905.

Growing around two provincially controlled highways (Highway 1 and Highway 817) has allowed Strathmore strong connectivity to the region and many amenities such as the Calgary International Airport, major regional shopping malls, major industrial sites and other municipalities throughout the province.

Population/Demographic Trends

Strathmore has seen a steady growth rate throughout history, with a population change from 7,165 in 2000 to 12,352 in 2013, an increase of 42% over the 12 year period.

The Town of Strathmore remains a young community with almost 29 percent of the population being aged 19 or younger (based on the 2011 census, the Province of Alberta has 25% of the total population aged 19 or younger). This speaks to the affordability, availability of schools, complete health facilities, comprehensive parks, open space and recreation facilities and overall excellent community environment for raising a family. While accommodating seniors in the future may see an overall increase in the average age, this will provide a balance to the community.

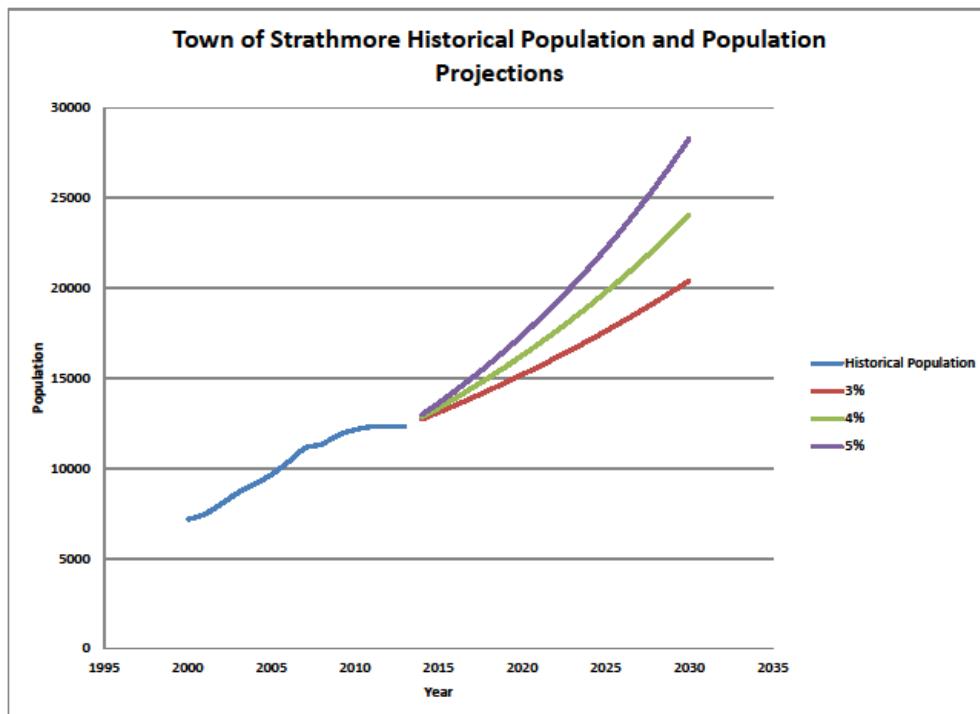
As Strathmore grows, and an increased variety of housing develops, it is expected that these figures may change, but Strathmore will continue to build and enhance the Town's place in the regional market as a strong family oriented community.

The following chart illustrates the population growth since 2000. The population projections have been based on a 3, 4 and 5 percent growth rate (all of which have been achieved over the years in Strathmore). This provides population projection range for the year 2030 between 20,415 and 28,311.

Development Trends and Influences

With the completion of the water transmission line from the City of Calgary and the approval of the sanitary sewage treatment and outfall, residential growth is primed for a boom. The 2010 Annexation of 18.5 quarter sections of lands provides sufficient land for the town to grow. Recently approved Area Structure Plans indicate demand for residential development of all forms, from large lot single family estate lots to narrow single family lots to multi-family development. In addition, the densification trends in the downtown continue with the replacement of older single family homes with four and six-plices.

Figure 1
Town of Strathmore Historical Population and Population Projections



Strong growth in the Strathmore-Wheatland County corridor has seen an increase in the frequency and intensity of new developments in the community. Through the development of the West Highway Area Structure Plan¹ and developments such as Canal Crossing, Ranch Market and Edgefield Place, the number and variety of services within Strathmore have significantly broadened in the last 5 years. Influenced by strong economic growth to the west, an increasing number of services which provide opportunities to not only the community but the regional community have flourished. Many regional, national and multi-national companies and stores have chosen Strathmore as an outlet for their goods and services based on the significant regional trading area.

Commercially, Strathmore is the heart of the regional area. A strong cross section of personal service, grocery, general retail, restaurant, hotel and banking services provide a well rounded opportunity for the residents to obtain the majority of services they require

¹The West Highway Area Structure Plan encompasses land on the south side of the TransCanada Highway extending from the Town of Strathmore to Boundary Road in Wheatland County, originally adopted by Wheatland County in March 2006.

without leaving the community. As the largest regional centre east of Calgary, Strathmore hosts a trading area of approximately 35,000 people² who utilize the regional services and provide diversity in the community, which assists in keeping people shopping in Strathmore.

A significant portion of the industrial developments in the Strathmore region are associated with oil and gas, and agriculture. Businesses ranging from small home offices to production shops and storage facilities create a diversified support system for these industries which thrive on a local, provincial and national level.

The Town also has a number of public service employment opportunities with government offices, hospital, schools and recreational facilities located in Town.

Future Opportunities

A well developed and modern infrastructure network will provide opportunities for future growth and development within the municipal boundaries. Updated water and sewer infrastructure, and ongoing improvements to storm and transportation networks leave Strathmore poised to move ahead with very few limitations to the ability to grow and develop. Strathmore is positioned with current infrastructure capacity for 30,000 residents and the ability to expand the existing facilities for 50,000 residents.

The personal investment which residents bring to the community will continue to be one of the strongest assets for Strathmore both historically and moving into the future. Residents are active and engaged, as demonstrated through activities such as the Sustainability Plan process, and the Quality of Life Master Plan survey. An active community provides invaluable resources to the community on many levels, and the re-investment which is brought to the table through these activities cannot be replaced by any amount of fiscal investment.

Future parks and open space resources integrated with the existing parks, open spaces, school sites and natural areas, allows Strathmore to provide a quality of life that encourages healthy living. The culture and history of the Town provide a sense of place. Strathmore is poised with the opportunity to move forward and define themselves as a healthy community, regional service center and growth node for the future.

²Local trading area includes the majority of Wheatland County, portions of the Bassano, the Siksika Nation, Langdon and Chestermere areas.

1.3 Vision Statement

On January 20, 2010 Council adopted a vision statement for the municipality, which represented 4 reoccurring themes brought forward through public consultation. Through community discussions based around the creation of the sustainability plan, quality of life master plan and annexation, four values were identified as being important to Strathmore as a whole.

- **History**- a recognition of where Strathmore has come from to create the position we are in today
- **Space**- an emphasis on parks, open space, wetlands and other community attributes which give Strathmore the feel of openness, complimentary to the surrounding agricultural land
- **Family**- a strong connection to, and importance for the role of family within the town
- **Recreation**-incorporation of amenities within the community which promote activity and healthy lives

From these 4 values the following vision statement was created

“Strathmore is a community of history and space. A community, in which responsible development is balanced with smart, well planned parks, wetlands and open space. As a regional service centre, Strathmore provides a strong environment for families to grow while still recognizing connections to the past. Strathmore is a community where quality of life is a way of life.”

Strathmore is a community for which the above noted values hold strong. Statutory documents and adopted plans in the future will reflect these values.

Part 2 – Growth Strategies



2.1 Growth Management

Managing the development within the Town of Strathmore is a key consideration as the community grows. As a member of the Calgary Regional Partnership and a supporter of the Calgary Metropolitan Plan, Strathmore understands the need to ensure development is carried forward in a responsible, sustainable well planned manner. The Town also wants to ensure that new development will minimize impacts to existing residents while meeting the goals of the Calgary Metropolitan Plan to increase density and make better use of existing infrastructure. The Town wants to contribute to making the region strong and a desirable place to live, work and play. Strong well supported decisions on future land development will result in an efficient use of resources for future residents, making the community more sustainable in the long run.

Goal: To ensure timely and well planned development in a manner which promotes growth that is fiscally and environmentally responsible.

Policies

- 2.1.1** No development shall occur on lands annexed in 2010 without an adopted Area Structure Plan or Concept Plan. This recognizes that Strathmore will one day be a community of 50,000 people and should coordinate future development, linkages and amenities accordingly.
- 2.1.2** Future development shall reflect residential densities and mixed use developments that will achieve the density goals of 8 to 10 units per gross acre, as outlined in the Calgary Metropolitan Plan.
- 2.1.3** Applications shall ensure that an orderly progression and staging of land development occurs based on the availability of infrastructure and to ensure fiscal sustainability.
- 2.1.4** New developments that are inconsistent with the current growth patterns of the community shall only be considered when more efficient growth options are not available.
- 2.1.5** Developers shall be required to provide the required infrastructure and community facilities for the proposed developments at the developer's expense.
- 2.1.6** The municipality shall seek to undertake reviews of potential redevelopment areas and intensification opportunities in established areas as opportunities and servicing allow.
- 2.1.7** Growth shall occur in conjunction with all approved plans and studies as adopted by Council.
- 2.1.8** All development shall comply with all municipal policies and procedures along with all applicable Provincial and Federal legislation.
- 2.1.9** The Town of Strathmore shall work to implement recommendations adopted through the Community Sustainability Plan, Quality of Life Master plan and other adopted plans to plan and provide for future community growth requirements.

2.2 Community and Neighbourhood Design

Strong and efficient design of communities is an important component to attract and keep people in the Town as a method of ensuring sustainable and responsible use of land and resources for future residents and generations. The natural environment plays an important role in the identity of Strathmore. Existing wetlands and other natural features should be considered as part of the overall plan of the site.

The principles of good neighbourhood design include: vibrancy, walkability, attractiveness, inclusivity, variety, responsible development and sustainable development.

Goal: To create neighbourhoods which are functional and vibrant spaces for residents to grow and thrive within by instilling a strong sense of place and respecting the natural environment.

Policies

- 2.2.1** All new developments greater than 20 acres within the municipality of Strathmore shall require the preparation of an Area Structure Plan prior to application for subdivision or redesignation.
- 2.2.2** Demonstration of connectivity between neighbourhoods and ASP lands shall be required.
- 2.2.3** All applications shall conform to the Town of Strathmore standards, and all other approved documents for detailed engineering design.
- 2.2.4** Community and neighbourhood design shall respect the existing features and topography of the lands, and consider these features in the design of the neighbourhood, including the retention of significant vegetation where possible.
- 2.2.5** New development shall demonstrate sensitivity to established residential areas by providing buffering, screening or coordination of similar land uses to reduce the impact on existing development.
- 2.2.6** The Town shall develop a comprehensive transit concept strategy and future Area Structure Plans or development proposals will be required to demonstrate Transit Oriented Development³ principles in proximity to the identified transit nodes.
- 2.2.7** All Area Structure Plans shall integrate a comprehensive parks and pathway system as part of the pedestrian transportation network, demonstrating linkages to adjacent neighbourhoods and shall promote healthy active lifestyle choices.
- 2.2.8** Applications shall consider the integration of commercial uses within an Area Structure Plan to meet the needs of the neighbourhood residents.

³Transit Oriented Development is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop, as this is considered to be an appropriate scale for pedestrians.

- 2.2.9** All new development shall incorporate bicycle racks and other amenities to encourage non vehicular movements.
- 2.2.10** Each neighbourhood or community shall include a focal point where services may be available and socialization is encouraged. These services may include, but are not limited to, commercial areas, school site(s), community site(s), transit destinations or hubs, and parks or plazas or any combination of these noted uses.
- 2.2.11** Setbacks from wetlands or other environmentally sensitive features, as identified by the Province, the Town and other organizations such as Ducks Unlimited, shall be met and considered in the Area Structure Plan process.
- 2.2.12** Should a wetland be in title to the Crown, this land shall be incorporated into the plan but may not be taken as either Environmental or Municipal Reserve.
- 2.2.13** Mixed use developments shall be encouraged to serve the local needs of the community, generate vitality and encourage pedestrian movements.
- 2.2.14** All Area Structure Plans shall address future locations for social infrastructure including, but not limited to, schools, regional and local pathways, churches, firehalls, police, and ambulance.

2.3 Economic Development

Strathmore's growth as a regional service centre continues to be a focus for future growth and development of the community. Attracting new and expanding existing economic opportunities will ensure the continued progress towards the goal of becoming a major economic service center in the eastern region of the Calgary Metropolitan Area. Well integrated transportation routes and the regional pathway, encouraging public transit, pedestrian and bicycle use and consideration of community shared vehicles will ensure the vibrancy and feasibility of Strathmore's economic endeavours. Partnerships will be promoted to bring new and innovative economic development options to the Town while continuing to promote existing opportunities within the community. The goal to reduce commuting and support employment that will employ Strathmore residents is a step towards sustainability and greenhouse gas emission reduction.

Goal: To support future growth and development opportunities within the community to expand the regional position as a major economic growth node.

Policies

- 2.3.1** The Town of Strathmore shall work towards ensuring there is ample commercial and industrial developable land within the municipal boundary over the 30 year growth horizon.
- 2.3.2** The Town shall encourage businesses that provide employment that would allow Strathmore residents to work and live in the Town without needing to commute.
- 2.3.3** The Town shall encourage the location of a post secondary educational institution to provide educational and employment opportunities in the Town.
- 2.3.4** The Town shall foster cooperative relationships with community business associations and the Calgary Regional Partnership, Community Futures, Wildrose, other municipalities and other available partnerships to enhance the municipal and regional profiles.
- 2.3.5** Strathmore shall foster a competitive business climate through policies and actions that help maintain reasonable approval timelines.
- 2.3.6** The Town shall continue to promote Strathmore as a strong business centre, and shall search for new and innovative industries to relocate into the Town.
- 2.3.7** The Town shall work with businesses and residents to develop a vibrant and attractive downtown that thrives economically.
- 2.3.8** The municipality shall continue to work with Alberta Transportation to develop mutually beneficial solutions for the TransCanada Highway Corridor and a bypass around the Town.
- 2.3.9** The Town shall pursue, when appropriate, a transit system to enhance the mobility of the residents and workforce within the Town boundaries and connections to other employment and population nodes within the region.
- 2.3.10** The Town should promote non-residential property assessment growth by encouraging all new development and redevelopment within any new or existing Area Structure Plan to strive for and achieve a residential to non-residential assessment ratio of 60:40. **(Bylaw No. 25-13)**

2.3.11 The Town should promote the achievement of a municipal-wide residential to non-residential property assessment ratio of 70:30. **(Bylaw No. 25-13)**

2.4 Heritage Preservation

Strathmore is a community which places a strong emphasis on the importance of history. With a strong connection to Canadian Pacific Railway and the agricultural community, Strathmore has grown keeping these ideals in mind. Historical resources within the community are of importance, and it is encouraged that these resources be tracked and preserved whenever available and possible. Through recognition initiatives such as the Names Reserve List, Strathmore will continue to bring forward initiatives to recognize locations and people within the community who have contributed to the community and who meet the criteria as defined in the Town's Naming Policy.

Goal: To incorporate policies and practices which support the preservation and enhancement of existing historical infrastructure to ensure connection to Strathmore's past.

Policies

- 2.4.1** The municipality shall cooperate with other levels of government, private agencies, and individuals in the preservation of historic sites.
- 2.4.2** The Town shall work to develop an inventory of heritage structures to be considered for preservation.⁴
- 2.4.3** The Town shall work with existing resources including people, artifacts and records in interpreting the community's history and enhancing the knowledge of Strathmore.
- 2.4.4** The Town shall consider all options for funding of historical landmarks and locations within the community.
- 2.4.5** A Historical Resources Impact Assessment shall accompany all Area Structure Plan applications.
- 2.4.6** The municipality shall keep a Names Reserve List for the naming of parks, streets and municipal facilities as method of identifying individuals who have made significant contributions to the community.

⁴The development of a heritage resource inventory will assist with future development decisions, provide alternative methods of protecting and preserving the structures and will work with the Downtown Revitalization Project to access funding to assist with preservation.

2.5 Environmental Management

Strathmore is a community with a strong connection to the natural environment. Minimizing the significant environmental impacts which an urban municipality creates on the environment must be considered through the subdivision and development application and development processes. Maintaining the landscape diversity within future and existing communities is an important aspect in creating a strong sense of place within Strathmore.

Strathmore has a number of wetlands located within the Town boundary, as noted in the Wetlands Assessment 2008 (as updated in 2013). The Town recognizes the Provincial Wetland Guidelines and will work with the developer and the Province to ensure appropriate protection/mitigation/compensation to gain a no net loss of wetlands.

Goal: To create neighbourhoods which are respectful and sensitive to the natural environment, and which incorporate these features as part of the neighbourhood where appropriate.

Policies

- 2.5.1** An Environmental Site Assessment (Phase1) and a Biophysical Impact Assessment shall accompany all Area Structure Plan Applications and the recommendations of said reports incorporated into the land use and policies in the Area Structure Plan.
- 2.5.2** Where wetlands have been identified in an ASP, the report from the QWAS shall be provided as part of the subdivision application along with the final approved resolution from the Province.
- 2.5.3** Where ever possible, it is the policy of the Town of Strathmore to retain wetlands and incorporate them into the subdivision design either in the open space plan or within the storm water management plan.
- 2.5.4** Area Structure Plan applications shall, whenever appropriate, incorporate natural amenities in the community as part of the parks and open space, and ecological infrastructure systems.
- 2.5.5** All new developments shall be required to regulate and control surface runoff during and following construction and shall follow all municipal and provincial requirements for storm water control and retention.
- 2.5.6** All new developments shall be required to regulate and control dust and debris created through development and construction.
- 2.5.7** All Area Structure Plans shall review any oil and gas implications on their lands, confer with the Provincial regulatory authority regarding provincially required setbacks and work with the Town to request setback reductions⁵ if the option is appropriate related to public hazard.
- 2.5.8** The Town may require that lands considered unsuitable for development or areas requiring larger setbacks due to environmental significance, natural hazard

⁵This includes oil and gas wells, pipelines and other oil and gas infrastructure.

or safety consideration to be dedicated as Environmental Reserve as per the Municipal Government Act.

2.5.9 Lands registered as Environmental Reserve or Environmental Conservation Easement shall be used for passive recreational uses as part of the municipal parks system, and shall remain in their natural state unless otherwise authorized through the Municipal Government Act.

2.5.10 Municipal infrastructure shall be allowed to cross Environmental Reserve sites provided appropriate reclamation measures are in place and are approved by the Province.

2.6 Agricultural Operations

The Municipal Government Act requires all Municipal Development Plans to contain policies pertaining to the protection of agricultural operations as stipulated by the Agricultural Operations Practices Act. Being an urban municipality, the Town of Strathmore mandate is not directly related to the protection of agricultural operations, but the municipality continues to respect agricultural operations as they may fit within the lands annexed in 2011 until such time as development occurs.

Goal: To recognize and preserve existing agricultural opportunities on lands annexed into the Town and continuing the traditional agricultural uses while waiting for the appropriate time for urban development.

Policies

- 2.6.1** Strathmore shall respect existing agricultural operations located within the municipal boundaries.
- 2.6.2** Further intensification of agricultural operations shall not be supported within the municipal boundary, nor will intensive livestock operations be supported in the lands located within the municipal boundary or within Wheatland County a distance of two (2) miles from the municipal boundary.
- 2.6.3** 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.

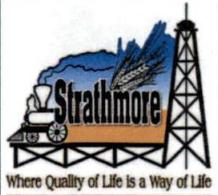
Part 3 – Land Use & Open Space



3.1 Development Concept

Strathmore has grown significantly over the last decade due to the application for new and innovative proposals. Traditionally, Strathmore has seen a strong separation of uses within the municipality which has caused residential development to flourish north of Highway #1, with commercial uses located on the highway and in the downtown core and with commercial and industrial developments being located south of the highway. As the community grows the separation of these uses will likely begin to soften, with transition uses being considered along with screening and buffering. Figure 1 is the Land Use Concept for the Town of Strathmore and all development will generally follow this map for the primary uses shown within the Town and the locations which are suitable outlined for these uses.

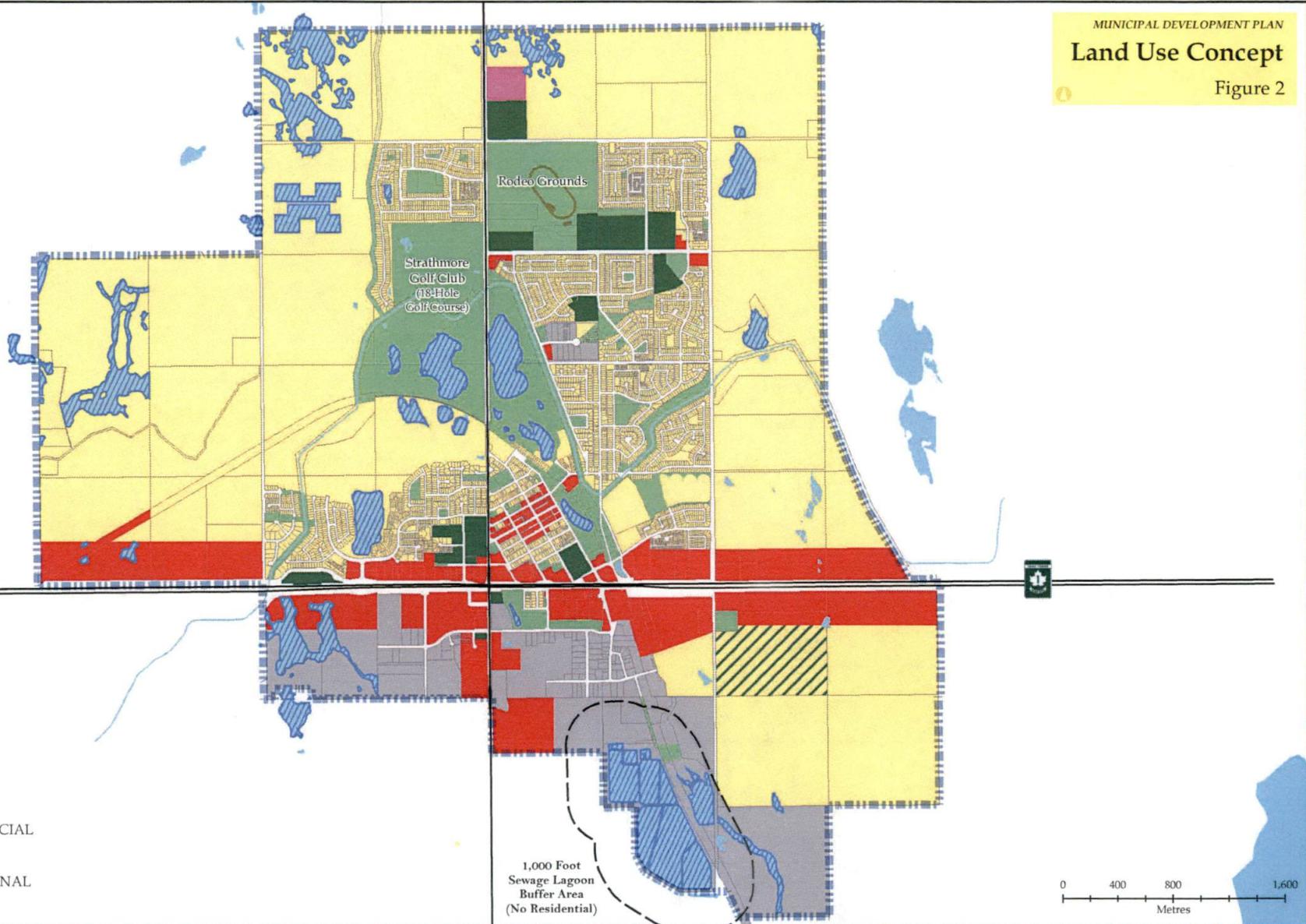
- 3.1.1** Development shall be located to generally follow the concept laid out in Figure 2 Land Use Concept.
- 3.1.2** Minor variations in the boundaries of the land uses identified in the concept may be considered acceptable without a Municipal Development Plan Amendment.



MUNICIPAL DEVELOPMENT PLAN

Land Use Concept

Figure 2



3.2 Residential Development

Residential developments make up more than half of all of the land use in the Town and play a significant role in defining the other land uses and development patterns in the Town. With the consideration of good planning principles, variety of lifestyles and compliance with the Calgary Metropolitan Plan, residential lot sizes may be narrower and densities higher. This shift in direction to more sustainable development is considered good planning, making better use of the land base, reducing sprawl and making more efficient use of the infrastructure. Future residential developments will continue to be expected to show a strong level of innovation and connection to the community as a whole.

As noted earlier, the principles of good neighbourhood development that the Town of Strathmore supports include: vibrancy, walkability, attractiveness, inclusivity, variety, responsible development and sustainable development.

Goal: To create complete communities which offer a range of housing to suit the variety of needs of the current and future community as the Town of Strathmore continues to grow.

Policies

- 3.2.1** The Town of Strathmore shall ensure that all new development shall provide a wide range of housing type to meet varying housing needs based on income and lifestyle.
- 3.2.2** Multi-unit housing areas should be located adjacent to collector roads and should be central, rather than peripheral, to the neighbourhood and should be within easy access to open space and community recreational facilities.
- 3.2.3** All development is encouraged to incorporate high quality and durable building materials for exterior finish which minimize long term maintenance.
- 3.2.4** Suitable sound attenuation devices should be required in areas where residential development is located adjacent to major arterial roadways and creative solutions to sound attenuation which complement the aesthetics of the area are encouraged.
- 3.2.5** The Town encourages multi-unit high density development to locate in proximity to shopping facilities, institutional uses, parks and open spaces and have good access to major roadways and future public transit service.
- 3.2.6** Residential infill development is encouraged:
 - a) On vacant parcels or under-utilized parcels of land in the Downtown North and Downtown South, and shall maximize the use of existing roads, utilities, parks and other community services.
 - b) When following the design guidelines outlined in the Downtown Overlay District.
 - c) When the site layout and scale of infill developments is designed to complement the character of the surrounding existing community.

- 3.2.7** The Town supports a range of seniors housing, including but not limited to independent living, assisted living and extended care facilities, in the private, non-profit and government sectors where appropriate.
- 3.2.8** Developers of new residential development shall establish architectural design controls for their development.
- 3.2.9** Both laned and laneless subdivisions are considered acceptable in Strathmore and a variety or mix of the two styles is encouraged.
- 3.2.10** Mixed use developments with a residential and commercial component, that encourages a range of lifestyle and work options and promote pedestrian commuting, shall be promoted within the Downtown and Brentwood Business Park and in neighbourhood commercial districts.
- 3.2.11** All new Area Structure Plans shall consider the land requirements for necessary school facilities as negotiated between the municipality, Developer, and the School Boards.
- 3.2.12** Transportation infrastructure related to development shall be required as needed based on the phasing of development through Area Structure Plan approvals and the required Traffic Impact Assessments (prepared by a recognized Transportation Engineering Consultant) and following the Town of Strathmore Master Servicing Strategy.
- 3.2.13** The municipality shall consider the inclusion of non-residential uses such as local commercial services, religious institutions or public services that serve the needs of the community for integration into residential areas and ensure appropriate integration, buffering and linking.
- 3.2.14** The Town supports the development of home businesses and home office establishments in residential districts as a secondary use to the dwelling unit where impacts to neighbours are minimal.
- 3.2.15** Residential developments that are adjacent to major transportation corridors or uses which may have noise, emissions or smells associated, shall require additional setbacks, buffering or other minimization considerations to mitigate the negative impacts of conflicting usages.
- 3.2.16** Secondary Suites are considered an appropriate method of providing additional, and affordable, housing in all residential districts if the additional parking requirements can be met and if the secondary suite meets all safety and building codes.
- 3.2.17** Residential development shall require tree planting of a variety of species to mitigate urban heat-island effect and increase passive solar heat benefits⁶.

⁶Deciduous trees planted on the west and south sides of structures will provide shade in the summer, thereby cooling the structure and reducing energy expenditure, and conversely will allow light and warmth in during the winter months.

3.3 Downtown District

As with many communities, Strathmore's business community grew from the downtown core. Heavily influenced by the railway, the downtown continues to be at the heart of the community. The age of the Downtown provides unique challenges and opportunities to the ongoing development and redevelopment of the area. The advent of "big box stores" has created additional and new challenges for the Downtown. In recent years several businesses have relocated out of the downtown. The Town of Strathmore initiated the Downtown Revitalization Strategy to create ways to rejuvenate the Downtown by increasing activity, with the goal of having full building occupancy and vital and incorporate arts and culture into the streetscape.

To recognize the diversity and geographical expansion of commercial uses, the Downtown has been divided into three character zones: North, Central and South. These character areas and the boundary of the Downtown total are illustrated on Figure 3.

Goal: To create a vibrant and diverse downtown with a strong mix of residential and commercial uses which provide a diverse living, shopping and working experience for residents and visitors increasing pedestrian friendly elements to reduce automobile dependency.

Policies

- 3.3.1** The Town of Strathmore supports the Downtown Revitalization Strategy and encourages businesses and building owners in the Downtown to utilize the policies and guidelines for all development and redevelopment.
- 3.3.2** The Downtown shall be divided into three areas that have unique features and are defined as illustrated in Figure 3 with the following characters:
 - a) Downtown North shall be an area predominantly residential with continued increase in density and future conversion of single family homes to professional offices and personal service businesses.
 - b) Downtown Central shall be considered the traditional Central Business District supporting a broad range of commercial and mixed use in existing buildings and/or redeveloped sites.
 - c) Downtown South shall be considered for future Central Business District expansion and mixed use developments, while protecting a small enclave of single family development.
- 3.3.3** The Town shall examine sources of funding for the implementation of the Downtown Revitalization Strategy for infrastructure and street furniture upgrades.
- 3.3.4** The Town Office is a focal point to bring residents and businesses to the area and contribute to the sustainability of the downtown. At the appropriate time, the Town shall examine the opportunity of relocating the Municipal Office to the Central Business District.

- 3.3.5** The Town supports a diverse base of uses within the Downtown which are unique from uses generally located in the Highway Commercial corridors to allow for a viable, diverse and vibrant downtown core.
- 3.3.6** The Town shall encourage a variety of residential and mixed use buildings to be incorporated in the Downtown as appropriate to the character of the area.
- 3.3.7** The Town shall encourage opportunities for infill and redevelopment in Downtown North and South to integrate and link with Downtown Central and the broader community.
- 3.3.8** The Town of Strathmore encourages residential conversion in the Downtown with the conversion of existing single family homes into offices (with the appropriate on site parking and meeting all other regulations of the Land Use Bylaw).
- 3.3.9** New large scale warehouse or big box style developments shall not be allowed in the Downtown.
- 3.3.10** The Town shall encourage local and regional enterprises within the Downtown.
- 3.3.11** Institutional uses shall be encouraged within the Downtown which enhance the cultural and social diversity of the area.
- 3.3.12** Developments in the Downtown shall respect the size and scale of adjacent developments and pay special attention to the public/private interface⁷ and integrate pedestrian and non vehicular amenities.
- 3.3.13** The Town shall implement and enhance streetscaping initiatives within the Downtown as identified in the Downtown Revitalization Strategy to orient the area for pedestrian movement and safety.
- 3.3.14** The Town shall encourage the installation and inclusion of public art in collaboration with developers, building owners and the local art collectives.
- 3.3.15** Parking initiatives shall be incorporated into the Downtown which ensures adequate supply of spaces while considering shared parking and cash in lieu options and providing sufficient short term parking and movement for patrons to the area.
- 3.3.16** The Town encourages all businesses to identify staff parking areas to ensure the most convenient parking spaces are reserved for patrons.
- 3.3.17** Building owners are encouraged to seek and reuse and renovate historic or heritage buildings rather than complete redevelopment where ever possible.
- 3.3.18** Community gardens are encouraged throughout the Downtown in both residential and commercial areas⁸.
- 3.3.19** The Downtown Overlay Bylaw provides direction for the exterior appearance, construction materials, signage and sidewalk treatments for the Downtown of the Town of Strathmore.
- 3.3.20** All new development or redevelopment in the Downtown, including any activity that changes the exterior or façade of the building (including signage) shall apply for a development permit.

⁷ Public/private interface refers to the connection between the private spaces of a building or development such as the lobby and/or retail area, and the public realm of the sidewalks, laneways and roads and the transition provided and the provision of amenities that welcome the use of the public spaces.

⁸ This may be either a permanent use or a temporary use of a vacant parcel until such time as development is considered appropriate by the owner.

3.3.21 The Town shall send development permit applications in the Downtown to the Downtown Design Review Committee to provide comments as to the suitability of new development in the Downtown and the application of the Downtown Overlay Bylaw and the Downtown Revitalization Strategy.

3.4 Commercial Development

With growing population and a trading area of approximately 35,000 people, Strathmore is established as a regional commercial centre east of Calgary. Continued commercial growth is a priority for the community as expansion occurs. Large warehouse big box commercial growth is promoted within the Highway Commercial corridors⁹ and a variety of commercial development is encouraged in neighbourhood and downtown commercial areas. All of the existing and future commercial development will help support residents, regional populations and local visitors, provide employment and create a solid tax base for the Town.

Goal: To promote diversified commercial developments which expand the existing services and support the local and regional needs.

Policies

- 3.4.1** All new commercial developments on parcels over 20 acres in size that require redesignation shall require the preparation of an Area Structure Plan.
- 3.4.2** Commercial developments less than 20 acres within the Town that require redesignation may require the preparation of an Area Structure Plan at the discretion of the municipality.
- 3.4.3** Commercial redevelopment shall be required to comply with any Area Structure Plans in place at the time.
- 3.4.4** The Town shall seek to attract commercial developments to further substantiate Strathmore's place as a regional service center and provide employment and growth to the community.
- 3.4.5** The Town shall require developers of large residential communities to provide for a parcel for Neighbourhood Commercial use.
- 3.4.6** The Town shall encourage mixed-use buildings to be incorporated into Neighbourhood Commercial Centres, Brentwood Business Park and the Central Business District. The residential uses may be on second and third storeys or have direct ground access.
- 3.4.7** Major commercial development shall provide direct linkages to major transportation routes, and should be designed with future transit routes in mind.
- 3.4.8** An Area Redevelopment Plan shall be initiated by the Town for the Brentwood Business Park. The area will be integrated into a mixed use area with a variety of residential, commercial and compatible light industrial uses which complement each other.
- 3.4.9** The municipality shall encourage the revitalization and reuse of existing underutilized or unoccupied commercial properties.
- 3.4.10** Development of neighbourhood commercial centres shall be supported in the north central, east, and west areas of the municipality as outlined the in the Land Use Map, Figure 2.

⁹ Provincial Highway Corridors include the TransCanada Highway and Highway 817.

3.5 Industrial Development

To date, industrial development within Strathmore has seen slow growth in the industrial sector. The Town would like to encourage more industrial development in the Town. In partnership with the Wheatland County West Highway 1 Area Structure Plan, Strathmore looks to attract businesses to the region. This will continue to diversify the tax and employment base and be mutually supportive in creating employment for existing and future residents while continuing to diversify opportunities. Developments such as processing, warehousing, light industry and manufacturing, office and manufacturing parks and warehouse style retail developments will be promoted. Industries with high rates of nuisance (odour, noise, smell, emissions) will be contemplated in areas where effects to the surrounding businesses and land uses can be minimized.

Other industrial uses that require small lots and urban servicing will be considered on lands south of the TransCanada Highway.

Goal: To create a diverse base of light to medium industrial uses which require small to medium areas of land and urban servicing.

Policies

- 3.5.1** All greenfield¹⁰ industrial subdivisions over 20 acres in size shall require the preparation of an Area Structure Plan.
- 3.5.2** All industrial subdivisions less than 20 acres may require the preparation of an Area Structure Plan at the discretion of the municipality.
- 3.5.3** The Town shall seek to attract light to medium industrial developments to further substantiate Strathmore's place as a regional service center and provide employment and growth to the community.
- 3.5.4** Heavy industrial proposals shall only be considered when effects to the surrounding businesses and land uses can be minimized and when the required infrastructure is available.
- 3.5.5** The municipality shall encourage the development of more innovative and environmentally friendly industrial employment centres such as comprehensively designed, eco-business parks which can create employment for the residents of Strathmore, create minimal environmental impact and demonstrate leadership.
- 3.5.6** Industrial areas shall provide direct linkages to major transportation routes, and should be designed with future transit routes in mind to allow workers to access employment centres.

¹⁰ Greenfield development refers to lands that have never been used where there is no need to demolish or rebuild any existing structures. Whereas, Brownfield development refers to lands that were previously used for development and the site requires demolition and clean up, particularly where environmental issues may be concerned.

3.6 Parks, Open Space, Pathways

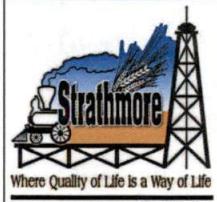
In a survey completed for the Quality of Life Master Plan in February 2010, the top three rated outdoor priorities for the Town of Strathmore residents, in order of priority, were: a comprehensive trail system, open spaces and sports fields¹¹. As such, future development shall increase the priority for providing that these outdoor space allocations are represented. Not only are these noted aspects part of creating a complete community, but also, supportive of the overall health, fitness and well being of residents of Strathmore. In addition, the growing regional population is placing significant pressure on major recreation facilities such as ice rinks and indoor soccer fields.

Goal: To create a community that supports a healthy active lifestyle, and promotes space for activity and interaction for the residents of Strathmore.

Policies

- 3.6.1** The allocation of reserve lands shall be determined at the Area Structure Plan level and shall generally follow the Open Space Concept illustrated on Figure 4.
- 3.6.2** Residential development proposals shall primarily dedicate Municipal and/or School Reserves in the form of land.
- 3.6.3** Commercial/industrial development proposals may provide municipal reserve, school reserve or municipal and school reserve lands, or cash in lieu, to the satisfaction of the Town of Strathmore.
- 3.6.4** Large scale industrial development proposals may be appropriate for the dedication of Municipal Reserve for large scale recreational facilities which may be considered as part of the recreation open space system, to be determined by the municipality.
- 3.6.5** All reserves shall be taken to the maximum allowance as outlined in the *Municipal Government Act*.
- 3.6.6** The Town shall require the dedication of Environmental Reserves (ER) in accordance with the provisions of the *Municipal Government Act*.
- 3.6.7** Large scale recreational parks and developments should be developed and designed to ensure the parking and buffers to adjacent properties can be maintained.
- 3.6.8** New development areas shall provide functional linear parkway systems, which link existing and future school sites, open and park space and adjacent communities, and future development.
- 3.6.9** The municipality shall accept additional open space for recreation and environmental protection uses over and above the Municipal Reserve and Environmental Reserve dedication permitted under the *Municipal Government Act*.
- 3.6.10** The Town shall continue to work with the WID to utilize canal right of ways for public linkages and pathways through the Town.

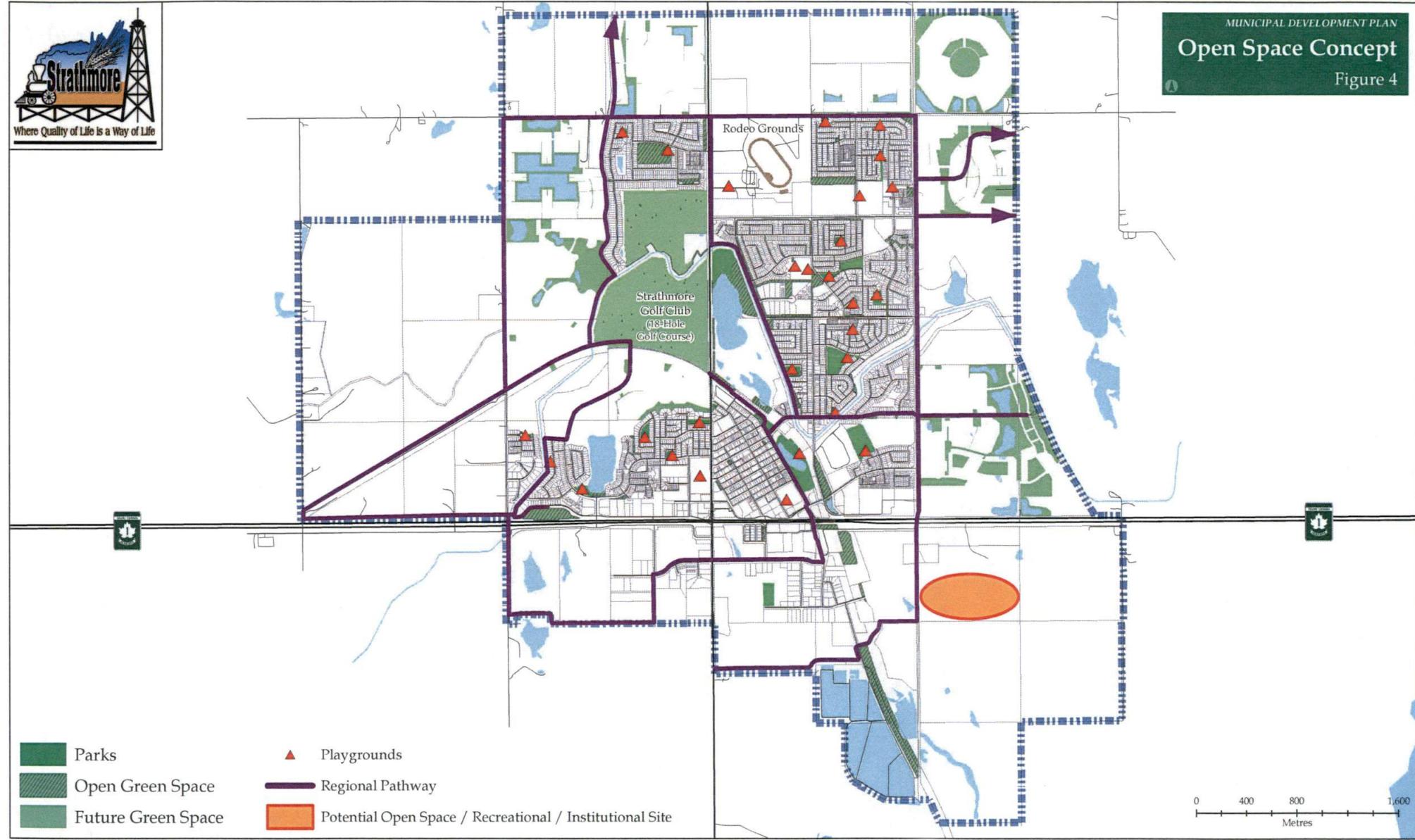
¹¹Quality of Life Master Plan, page 16



MUNICIPAL DEVELOPMENT PLAN

Open Space Concept

Figure 4



ML

- 3.6.11** An over dedication of reserve lands may entitle the developer to a density bonus, at the discretion of the municipality.
- 3.6.12** The Town shall ensure that the location, site planning, and development of parks, open space, and pathways considers the safety of users by maintaining clear and open approaches, unobstructed views, ensure that the planting and fencing does not provide hiding places and natural surveillance is capable of being conducted.¹² The development of new parks shall be encouraged in conjunction with established parks, open space systems, and include linkage or connectivity between the existing and the new.
- 3.6.13** The Town encourages all parks to provide active options for all ages.
- 3.6.14** The Town should encourage the development of interpretation and educational infrastructure within natural and ecologically significant areas, provided the negative impacts on the site are minimal.
- 3.6.15** The Town shall work cooperatively with all School Boards in determining the location and amount of land required for registration as Municipal School Reserve (MSR).
- 3.6.16** Trails and pathways shall be designed and constructed as outlined in the Town of Strathmore's standards.
- 3.6.17** The Town of Strathmore shall consider Public Private Partnerships for the development of recreational uses including corporate sponsorship.
- 3.6.18** The municipality shall encourage joint use sites between educational institutions, recreation facilities, open spaces, activity fields, play structures or any other mutually beneficial uses.
- 3.6.19** Pathway systems shall be looped to provide internal and external connectivity throughout the community and the neighbourhood.
- 3.6.20** Neighbourhood design shall emphasize the importance of walking and cycling paths for transportation as well as recreation purposes.
- 3.6.21** The Town shall encourage the development of a comprehensive parks plan for the entire community.

¹²These principles are often considered to be Crime Prevention Through Environmental Design. These concepts were introduced by C. Ray Jeffery, Oscar Newman, Elizabeth Wood and Jane Jacobs in the 1960s and 1970s, a group of criminologists, sociologists, psychologists and urbanists.

3.7 Wetlands

The Town of Strathmore has placed a high priority on recognizing and protecting wetlands, in conjunction with the Provincial guidelines for wetland protection. Through an adopted wetland policy, areas of wetland significance within the Town have been identified and categorized. Maintaining an equivalent number of high quality wetlands in Strathmore is a priority in retaining the ecological significance of the area and will be considered in all future development proposals. Figure 5 shows the existing wetlands within the community and the classification of such wetlands.

Goal: To ensure that identified areas of wetland significance are protected and/or relocated as appropriate to ensure a “no net loss” of wetlands within the community.

Policies

- 3.7.1** The municipality shall work with Alberta Environment, Western Irrigation District, Ducks Unlimited, Olds College, Public Lands and other organizations to identify potential programs or projects which may enhance the identified wetlands within the municipality.
- 3.7.2** Significant wetland areas shall be identified at the Area Structure Plan stage and taken as Environmental Reserve where appropriate.
- 3.7.3** The Town of Strathmore shall work closely with Alberta Environment and Sustainable Resource Development to ensure the protection of significant areas and wetlands.
- 3.7.4** If a wetland is Crown owned, the land is considered to be under separate ownership and shall not be taken as either Environmental Reserve or Municipal Reserve, but a strip of Environmental Reserve immediately adjacent to the Crown land shall be taken as Environmental Reserve at time of subdivision.
- 3.7.5** A Qualified Wetland Aquatic Environmental Specialist (QWAES) shall assess wetlands and through the Provincial Guidelines¹³ Alberta Sustainable Resources will make the recommendation for restoration or compensation that will be attached as a condition of subdivision, where a wetland cannot be integrated into the development or retained.
- 3.7.6** It is the objective of the Alberta government that Crown owned wetlands be retained on the landscape. Crown owned wetlands can be integrated into the broader stormwater management system but are not to be used as the primary basins for retaining stormwater. The proponent shall separately provide their own land to create stormwater basins.
- 3.7.7** Setbacks from wet meadows shall be at the recommendation of the QWAES.
- 3.7.8** All Area Structure Plan applications shall adhere to the Wetland Policy and all other applicable municipality, Provincial and Federal regulations.

¹³ The Provincial Wetland Restoration/Compensation Guide, Revised February 2007, Alberta Environment sets out the guidelines for the future of wetlands based on a Qualified Wetland Aquatic Environmental Specialists (QWAES) report.

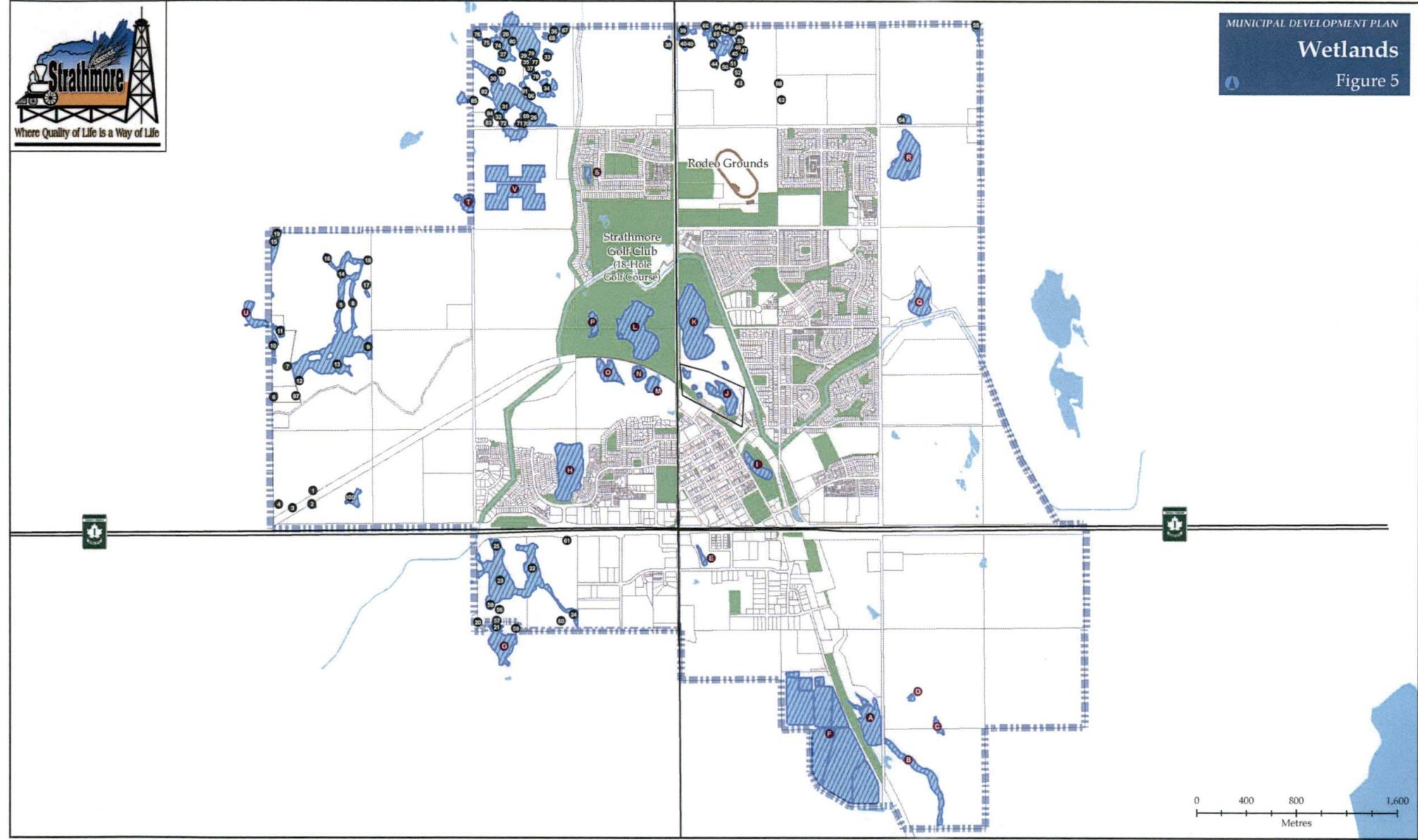
- 3.7.9** Applications for Area Structure Plan shall prove that no net loss of wetlands will occur as a result of the proposed development.
- 3.7.10** Where possible, wetlands shall be incorporated into stormwater ponds and naturalized and shall provide an amenity to the community.
- 3.7.11** Wetlands shall be reviewed at Area Structure Plan for preservation or relocation based on their ecological significance and functionality within the overall system.
- 3.7.12** Wetlands which are considered permanent and naturally occurring wetlands (Class IV-VII: Stewart and Kantrud) shall have a minimum setback distance of 10 meters from the high water mark, or greater, as required by a qualified wetland aquatic environmental specialist.



MUNICIPAL DEVELOPMENT PLAN

Wetlands

Figure 5



3.8 Annexed Lands

The Town of Strathmore went through a large annexation in 2010. The result of this annexation was the addition of 18 and a half quarter sections of land into the municipal boundary (approximately 2,960 acres or 1,197 ha). Until comprehensive planning and land use amendments are completed, these lands will remain as agricultural lands. Figure 6 shows the lands annexed into Strathmore in 2010. Since this time, planning has been performed on some of the annexation lands through preparation and adoption of Area Structure Plans.

These Area Structure Plans include:

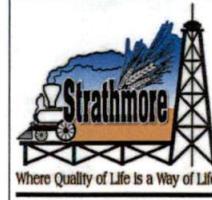
Wildflower Ranch	(2010)
The Prairies', Edgefield, Lakewood Meadows	(2011)
West Creek, Grandview Gardens, North Hill Heights	(2012)
Heritage Heights	(2013)

The balance of the annexed lands will remain in agricultural use but will be subject to the preparation of Concept Plans by the Town of Strathmore. These plans will provide the general overview of future land use, major transportation corridors, school sites and residential densities. In future, developers will be required to complete full Area Structure Plans for these lands before any redesignation or subdivision applications will be considered.

Goal: To ensure that comprehensive, sustainable and well designed urban expansion occurs within the community of Strathmore.

Policies

- 3.8.1** As per the Municipal Government Board decision on the Annexation application, these lands shall remain designated General Agriculture until such time as either Concept Plans or Area Structure Plans are prepared and adopted and redesignation applications have been made to the Town of Strathmore.
- 3.8.2** The municipality shall not support new rural style developments within the municipal boundary.
- 3.8.3** The municipality shall allow the continuation of any existing agricultural operation; however, the municipality shall not support the intensification of rural style developments within the municipal boundary.
- 3.8.4** As a member of the Calgary Regional Partnership, the municipality shall observe density recommendations in the Calgary Metropolitan Plan when considering proposals for residential development on these lands.
- 3.8.5** An adopted long term storm water management solution is required prior to extensive subdivision approval in the reserve area.



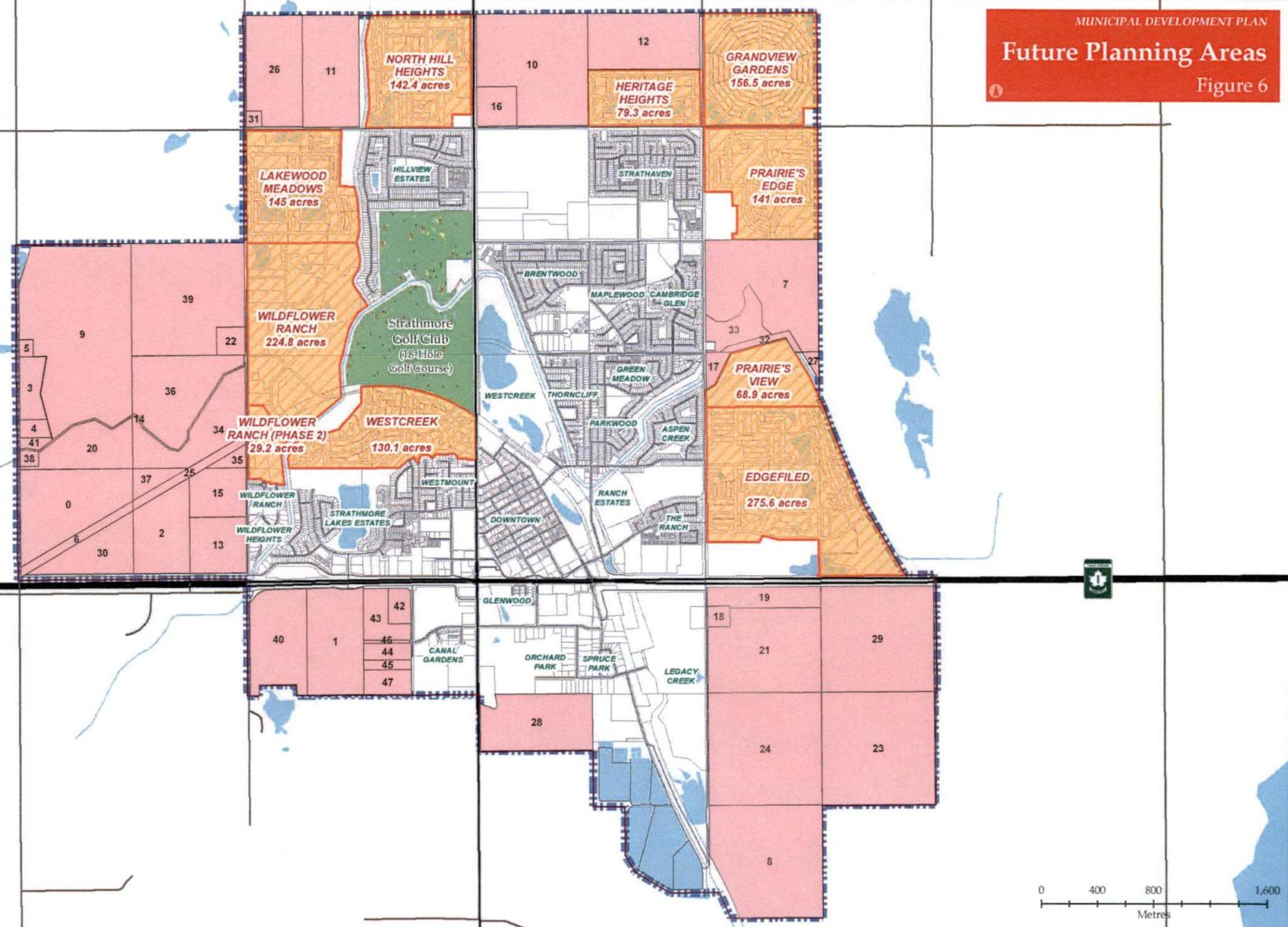
ID	AREA AC
0	93.1
1	76.1
2	56.8
3	18.9
4	6.6
5	3.0
6	14.1
7	120.7
8	147.4
9	227.0
10	137.5
11	79.9
12	79.2
13	40.0
14	7.5
15	34.2
16	20.0
17	6.9
18	5.9
19	29.3
20	47.8
21	115.2
22	10.0
23	160.0
24	160.0
25	14.1
26	76.3
27	2.9
28	77.0
29	150.1
30	43.1
31	3.1
32	7.3
33	24.7
34	63.6
35	6.1
36	80.8
37	11.3
38	3.8
39	150.6
40	69.5
41	4.0
42	10.1
43	20.9
44	10.0
45	5.8
46	1.8
47	15.0

Area Structure Plans	Area (acres)
GRANDVIEW GARDENS	156.5
NORTH HILL HEIGHTS	142.4
PRairie's VIEW	68.9
WILDFLOWER RANCH	224.8
WESTCREEK	130.1
EDGEFIELD	275.6
PRairie's EDGE	141.0
HERITAGE HEIGHTS	79.3
LAKEWOOD MEADOWS	145.0
WILDFLOWER RANCH	224.8
TOTAL AREA	1,392.8

MUNICIPAL DEVELOPMENT PLAN

Future Planning Areas

Figure 6



Part 4 – Infrastructure, Community & Protective Services



4.1 Transportation

A strong cohesive transportation network is one of the strengths in the growth plan for Strathmore's future. As outlined in the Master Servicing Study a comprehensive ring road system is planned for Strathmore. It is anticipated that this ring road may include North Boundary Road, George Freeman Trail and a road on the west side of town (to be determined). This will create a major arterial system capable of handling a population of 50,000 residents. With an assortment of east-west connection points that facilitate movement, all existing communities and future growth areas can easily be accessed by the ring road system. Figure 7 shows the future transportation concept for the community. The Town of Strathmore will update the Transportation Plan in 2014.

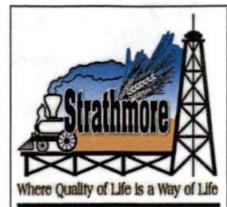
In addition, to reduce conflicts between residential areas and truck traffic, the Town will establish a Truck Route¹⁴. This will allow ease of movement for truck traffic and ensure safety and reduce noise on residential streets. The Truck Route is illustrated on Figure 8.

Goal: To create a strong coordinated transportation network which allows for safe and easy movement of people and goods and services, within the Town now and in the future for all forms of transportation.

Policies

- 4.1.1** All development within the municipality of Strathmore shall be required to access the Town of Strathmore Transportation Network.
- 4.1.2** All proposed developments or amendments to any adopted plans, shall follow the Master Servicing Study.
- 4.1.3** Traffic Impact Assessments prepared by a professional Transportation Engineer shall be required for all Area Structure Plans.
- 4.1.4** Applications for subdivision and development where no Area Structure Plan was completed, and that are deemed by the Town to have potentially significant impacts on the transportation system, may be required to prepare a Traffic Impact Assessment.
- 4.1.5** Area Structure Plans shall coordinate pedestrian and bicycle traffic linkages while ensuring connectivity, coordination and safety as key factors in the design of the system.
- 4.1.6** Area Structure Plans shall recognize areas for future transit development including potential areas for regional transportation hubs at which higher density development is supported to comply with Transit Oriented Development principles.

¹⁴ The purpose of the truck routes and dangerous goods routes network is to minimize widespread deterioration of the local road system as a result of heavy truck traffic and to minimize traffic hazards and nuisance factors in residential areas. Generally, the truck routes and dangerous goods routes concentrate this traffic to areas less vulnerable for exposure to truck traffic and/or dangerous goods. Often Truck Routes based on weight restrictions established within the Town boundary for use by trucking companies and/or private operators.



MUNICIPAL DEVELOPMENT PLAN

Future Transportation Network

Figure 7

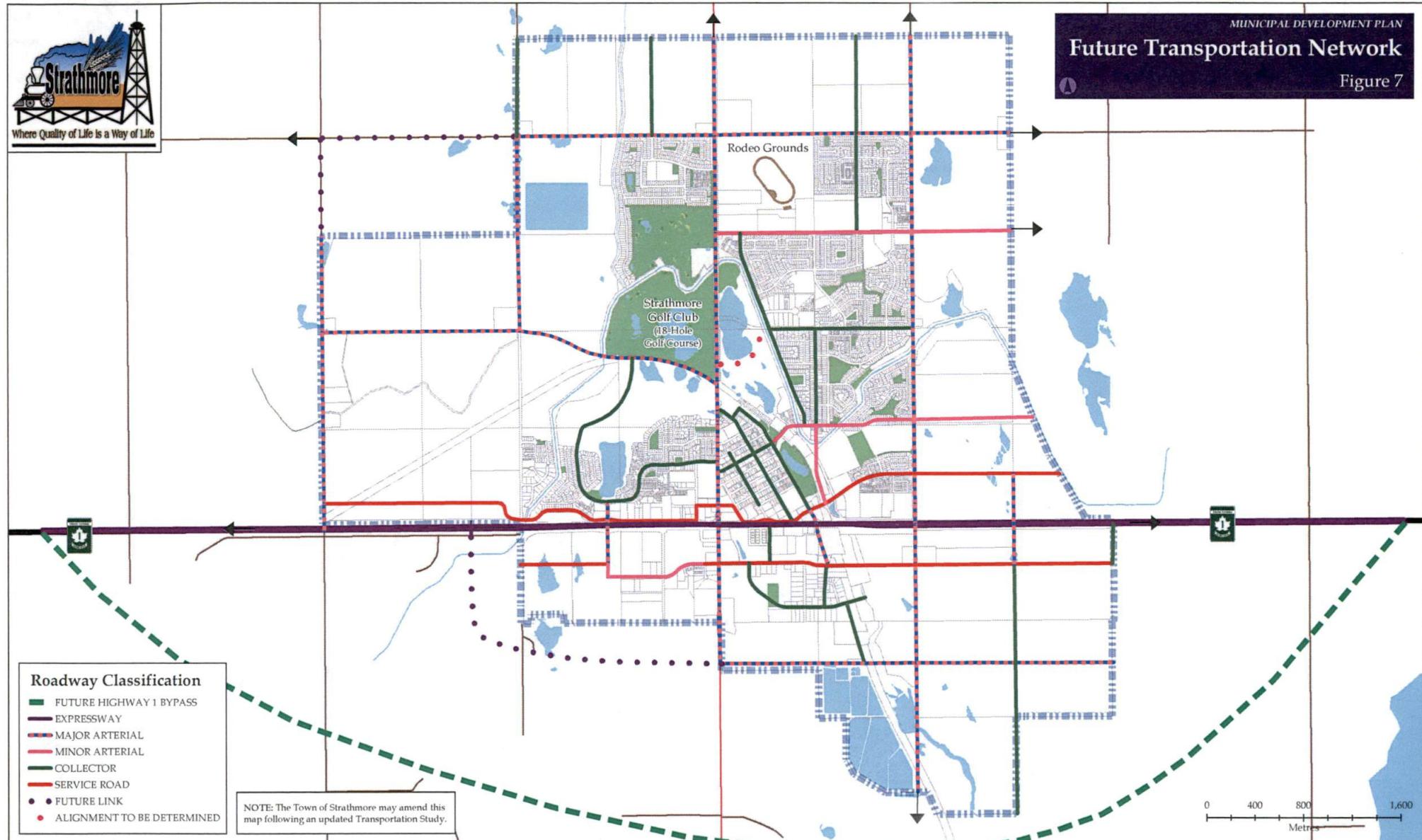
Where Quality of Life is a Way of Life

Roadway Classification	
	FUTURE HIGHWAY 1 BYPASS
	EXPRESSWAY
	MAJOR ARTERIAL
	MINOR ARTERIAL
	COLLECTOR
	SERVICE ROAD
	FUTURE LINK
	ALIGNMENT TO BE DETERMINED

NOTE: The Town of Strathmore may amend this map following an updated Transportation Study.

0 400 800 1,600
Metres

ML



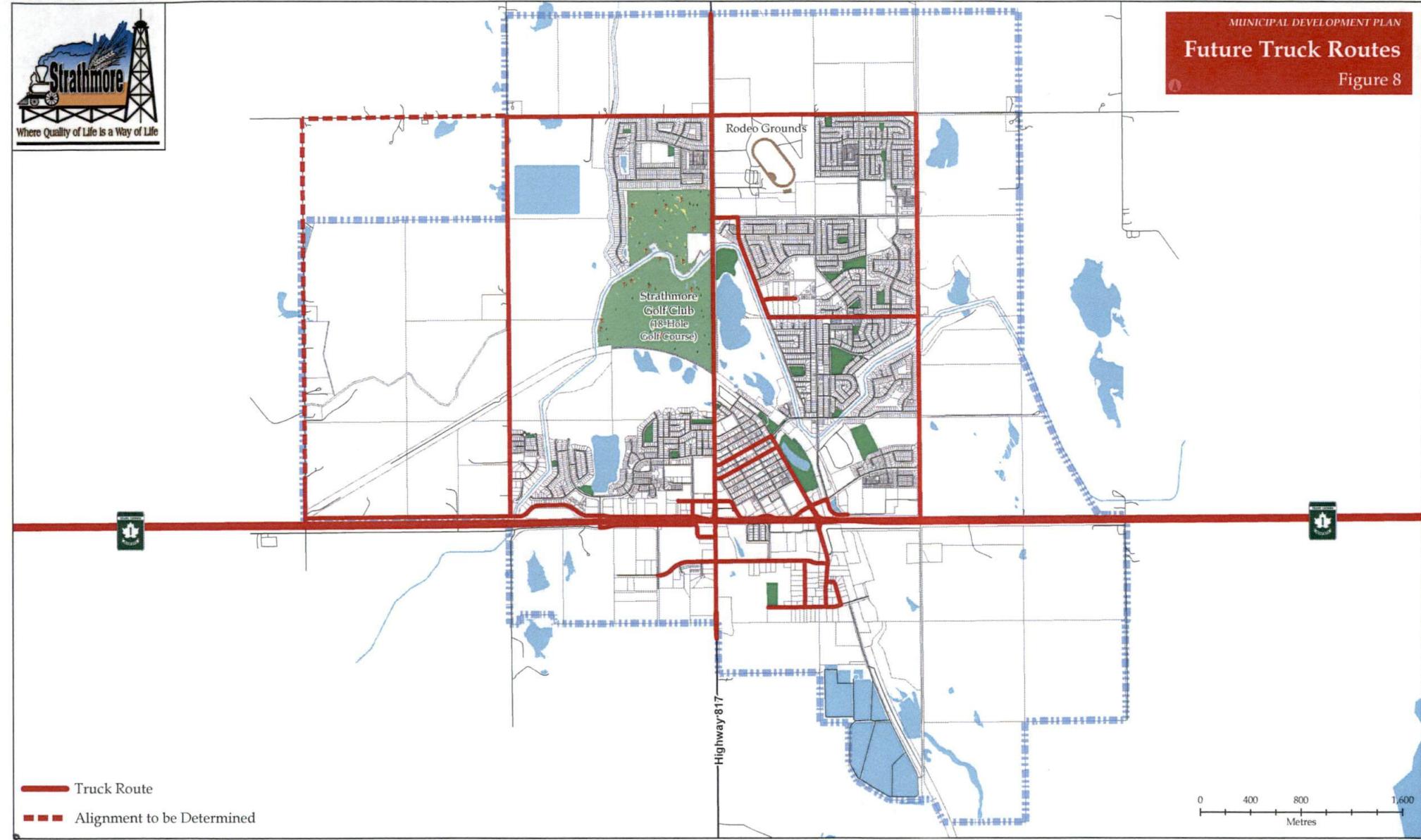
- 4.1.7** The Town of Strathmore shall develop a long range Public Transit Strategy for internal public transit.
- 4.1.8** The municipality of Strathmore shall work in conjunction with Alberta Transportation, Wheatland County and the Calgary Regional Partnership in regards to any regional transportation considerations.
- 4.1.9** As supported by population the municipality shall investigate the implementation of a public transportation system for Town residents. The municipality shall identify key locations for a regional transportation service for residents to allow for increased personal mobility options within the region. The municipality shall assist on a regional level in provisions for transit for people with limited mobility.
- 4.1.10** The municipality shall coordinate with Alberta Transportation with regards to the future re-alignment of Highway #1 to ensure that access to key areas of the community is maintained.
- 4.1.11** The planning, design and construction of all roads shall be undertaken in a manner to minimize the effects of noise, fumes and traffic hazards on the existing and future residential development.
- 4.1.12** The planning, design and construction of all roads shall follow the Town of Strathmore standards.
- 4.1.13** The Town shall identify a truck route (which will identify roads capable of taking heavy loads and are in areas where conflict with non compatible land uses is minimized) and direct truck, oversized and dangerous goods vehicles to this route.
- 4.1.14** Vehicles over 8,000 kg GVW, or longer than 12.5 metres or carrying dangerous or hazardous goods shall utilize the Truck Route.
- 4.1.15** Where appropriate, the municipality should consider the usage of traffic calming devices as outlined in Town of Strathmore standards to reduce the speed of traffic and create increased safety in residential communities.
- 4.1.16** No new development shall be permitted until such time as transportation facilities in support of the development are installed.
- 4.1.17** The municipality shall require alternative transportation infrastructure such as cycling and walking paths to be developed within major road right of ways and in key locations to promote connectivity throughout the community.
- 4.1.18** In conjunction with the completion of the Highway 1 bypass, the municipality shall work with existing and potential business owners to ensure the continued viability of the commercial corridor through the community.
- 4.1.19** In conjunction with the completion of the Highway 1 bypass, the Town shall work with Alberta Transportation to developing access to major arterials and other Provincial Highways.



MUNICIPAL DEVELOPMENT PLAN

Future Truck Routes

Figure 8



4.2 Underground Utilities and Solid Waste

Some of the most significant upgrades to Strathmore's infrastructure system in the last 10 years have been with regards to the underground utilities. A waterline from Calgary provides clean potable water for a population of 30,000 with possible expansion to 50,000. Future plans outline a comprehensive transmission system to move water from the East Calgary Regional Waterline into a transmission system to be distributed for usage in the community.

The Bow Tertiary Outfall (BTO) provides the capacity for sanitary sewage disposal for a growing Town. With the potential to serve a population of 30,000 the BTO will provide significant sewer capacity as the community continues to grow.

Goal: To provide a comprehensive utility distribution system which can provide efficient high quality water and sewer services to current and future Town residents.

Policies

- 4.2.1** All new developments within the municipality of Strathmore shall be required to connect to the Municipal Infrastructure System for sanitary sewer and potable water and construct the connections to the Town of Strathmore satisfaction.
- 4.2.2** Developers shall be solely responsible for the cost and installation of services to proposed development. Over sizing of infrastructure shall require cost recovery policies for future development.
- 4.2.3** The sizing and location of major utility servicing shall be determined as outlined in the Master Servicing Study as required by the proposed development.
- 4.2.4** Developers outside of the Town of Strathmore boundaries may apply to send untreated, or partially treated, sanitary waste to the Town for treatment. The Town will review existing and anticipated capacities and assign costs for tie in, if the acceptance of the waste material is deemed appropriate. The cost of pipe and lift stations that may be required to send the waste material to the Town will be at the sole expense of the developer. Off-site levies and endeavour to recover charges may apply.
- 4.2.5** Utility Right of Ways and Public Utility Lots shall be identified in Area Structure Plans and shall be provided to the Town at the time of subdivision.
- 4.2.6** Utility Right of Way companies are encouraged to maximize utilization of rights of way and service trenches with consideration of shared trenches. Facilities should be designed to provide linear park space connections whenever possible in a visually appealing manner.
- 4.2.7** No new development shall be permitted until such time as all utility services are installed and are operational.
- 4.2.8** Areas outside of the Town of Strathmore boundary requesting tie-in to the Town's sanitary services, shall be referred to the Siksika Nation for comment and will require approval from the Alberta Government.
- 4.2.9** The Town of Strathmore shall strive to reduce waste contribution to landfill sites by encouraging increase recycling.

4.3 Storm Water Management

Storm water runoff creates one of the largest challenges for development of lands within the existing town and future growth areas of Strathmore. An esthetically pleasing, well designed storm water system enhances the visual environment while acting as a functional part of a complete community. The Town will continue to strive to improve the stormwater quality, while meeting the requirements of the Town's agreement with the WID for stormwater quality.

Goal: To create an effective storm water collection system which functions to collect post development storm water flows in a sustainable and environmentally friendly manner while creating a visually appealing amenity to the community.

Policies

- 4.3.1** The municipality shall work with Western Irrigation District (WID), Wheatland County, Alberta Environment and other regional stakeholders in creating and implementing any regional watershed management plans for future development.
- 4.3.2** Direct uncontrolled runoff into the WID Canal from new developments shall not be permitted, unless specifically permitted by the WID.
- 4.3.3** All new developments shall be required to install measures to restrict flow and increase water quality in new developments as per Provincial guidelines and regulations and Town of Strathmore standards.
- 4.3.4** All lands which are part of the storm water management system shall be registered as a Public Utility Lot
- 4.3.5** All storm water facilities shall be designed to enhance the community's open space system, with safety in mind.
- 4.3.6** Wherever possible, storm water collection facilities should be integrated to coordinate with any areas which may be deemed significant wetlands according to the Wetland Conservation Plan, at Area Structure Plan level.
- 4.3.7** Storm water runoff shall be regulated and controlled to Town of Strathmore and Alberta Environment standards at all times.
- 4.3.8** Area Structure Plans shall provide a comprehensive storm water management plan.
- 4.3.9** All stormwater facilities shall be designed and constructed to the Town of Strathmore standards.
- 4.3.10** Stormwater release rates from development shall be defined based on the receiving water bodies and infrastructure to the satisfaction of the Province, the Town of Strathmore and the WID as applicable.
- 4.3.11** Storm water facilities shall have appropriately located and sized fore-bays to deal with water quality and control considerations.

- 4.3.12** New and re-development projects are encouraged to utilize and incorporate Low Impact Development¹⁵ techniques to reduce the surface runoff and storm water storage requirements, such as roof top rain harvest for on-site landscape irrigation.
- 4.3.13** The Town will work towards implementing increased storm water management infrastructure within the downtown area.

¹⁵ Low Impact Development (LID) is an innovative stormwater management approach with the basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's pre development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detail runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead of conveying and managing / treating stormwater in large costly end-of-pipe facilities located at the bottom of the drainage areas, LID addresses stormwater through small, cost-effective landscape features located at the lot level. These landscape features, known as Integrated Management Practices (IMP), are the building blocks of LID. Almost all components of the urban environment have the potential to serve as IMP. This includes not only open space, but also roof tops, streetscapes, parking lots, sidewalks and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits and re-development revitalization projects.

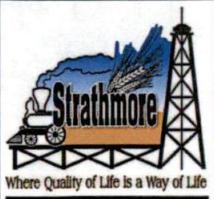
4.4 Community Services and School Sites

Strathmore is a community which places a very high priority on the availability and diversity of recreation and education facilities within the municipality. An aquatic center, family centre with two sheets of ice, splash park, library, skate park, amphitheatre, off leash dog park, and walking paths create the open space and recreation network. The Town also has all levels of education from elementary to post secondary education. Included with the educational facilities are numerous play and sports areas. All of these components build the recreational and educational opportunities of the community. The Town of Strathmore also has a fully functional hospital which services the region.

Goal: To support the expansion of facilities which assist and enhance the lives of residents by ensuring opportunities for facility integration are well thought out and managed.

Policies

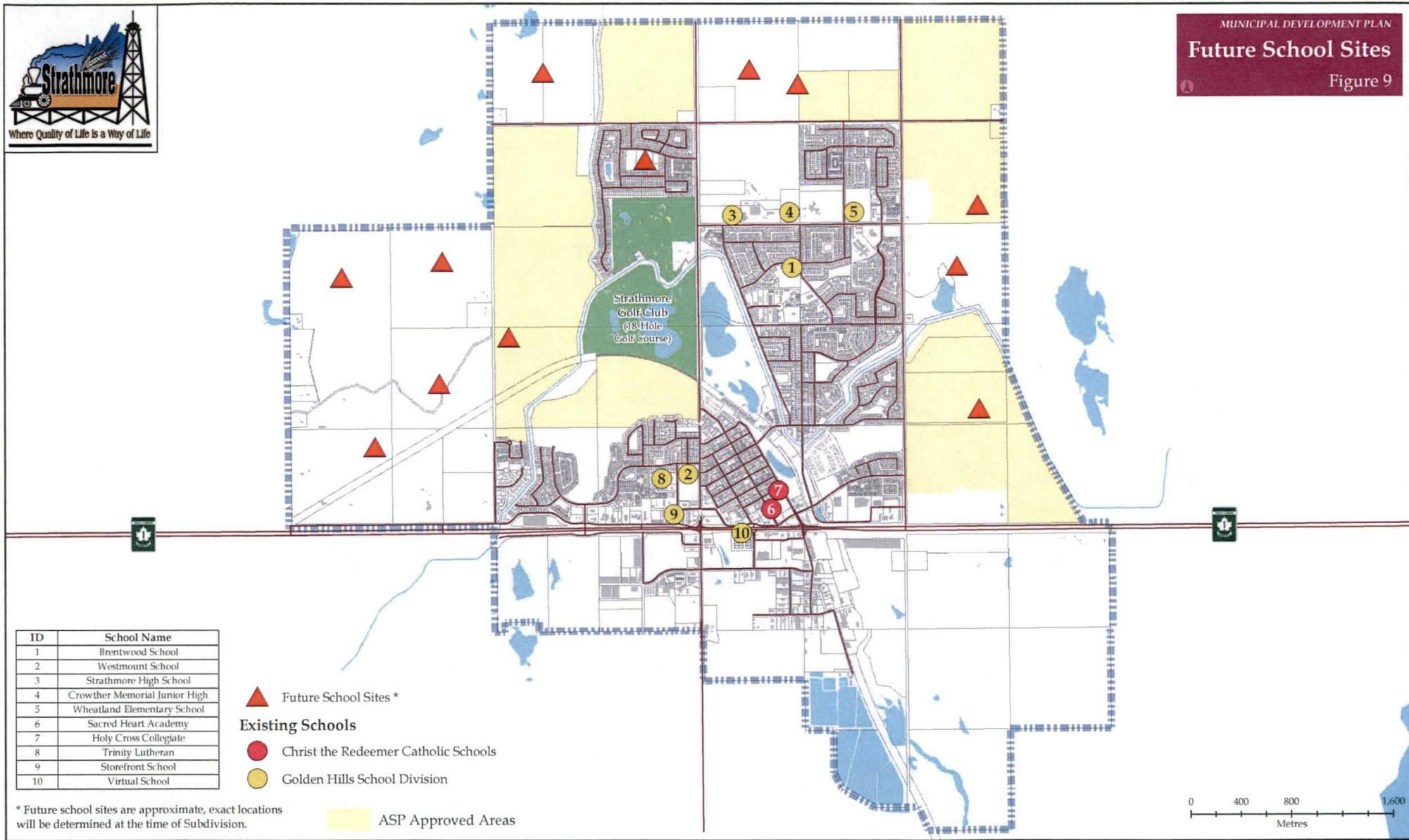
- 4.4.1** The Town of Strathmore shall provide municipally owned land for new community facilities and school sites wherever possible through the dedication of municipal reserve lands as identified in Area Structure Plans and taken at time of subdivision.
- 4.4.2** Community facilities such as baseball diamonds and soccer pitches should be provided as land is available and where the need and support is demonstrated.
- 4.4.3** The Town supports the provision of a centrally located public library.
- 4.4.4** The Town will examine the benefits of pursuing corporate sponsorship and support, in the development of new or expansion to existing community or recreational facilities.
- 4.4.5** The Town shall continue to support social initiatives, programs and partnerships which address social needs within the community.
- 4.4.6** Leisure facilities shall be focused upon meeting local demands, with consideration of the regional population.
- 4.4.7** The Town shall continue to offer a high level of waste and recycling services, and will examine ways to become more sustainable for the future.
- 4.4.8** The Town shall manage community services in a manner that recoups the majority of operating costs, although still recognizing the benefits to capital investment in facilities and programs.
- 4.4.9** School sites have been identified based on input from the School districts to determine general locations for future school sites as shown in Figure 8.
- 4.4.10** The municipality shall encourage the sharing of school sites by more than one facility, and in particular outdoor playing fields, where appropriate and feasible.
- 4.4.11** The municipality shall encourage school sites in locations that straddle more than one landowner at the development phase.



MUNICIPAL DEVELOPMENT PLAN

Future School Sites

Figure 9



4.5 Protective and Emergency Services

Protective services are key elements to a complete community. Without protective services the Town and residents would be susceptible to uncontrollable risks. The Town is granted the power through the Municipal Government Act to provide reasonable, effective and affordable protective services to the residents of the community.

Goal: To build a safe, all inclusive community through a variety of protective and emergency services to serve all facets of the public.

Policies

- 4.5.1** The Town of Strathmore shall ensure that the provision of emergency and protective services will be adequate to cover the growing population.
- 4.5.2** The Town shall work to identify locations which would be appropriate for future emergency response locations based on the growth of the Town of Strathmore.
- 4.5.3** The Town shall ensure that the Emergency Response Plan is reviewed annually to include new growth and development in the Town of Strathmore.
- 4.5.4** Based on the recommendations of the Fire Chief, future fire hall sites will be identified in Concept Plans or Area Structure Plans.

Part 5 – Co-operation, Engagement & Implementation



5.1 Intermunicipal and Agency Planning and Regional Cooperation

Strathmore recognizes that gains to the region whether in Wheatland County or Strathmore benefit the community as a whole. As such, Strathmore will continue to work with Wheatland County in a strong open relationship, based on good faith and sharing. As a member of the Calgary Regional Partnership, the Town will work with all regional partners to promote all benefits and market the region as a strong location for growth.

Goal: To create a strong regional community with open communication and sharing of resources to benefit and enhance the community as a whole for the future.

Policies

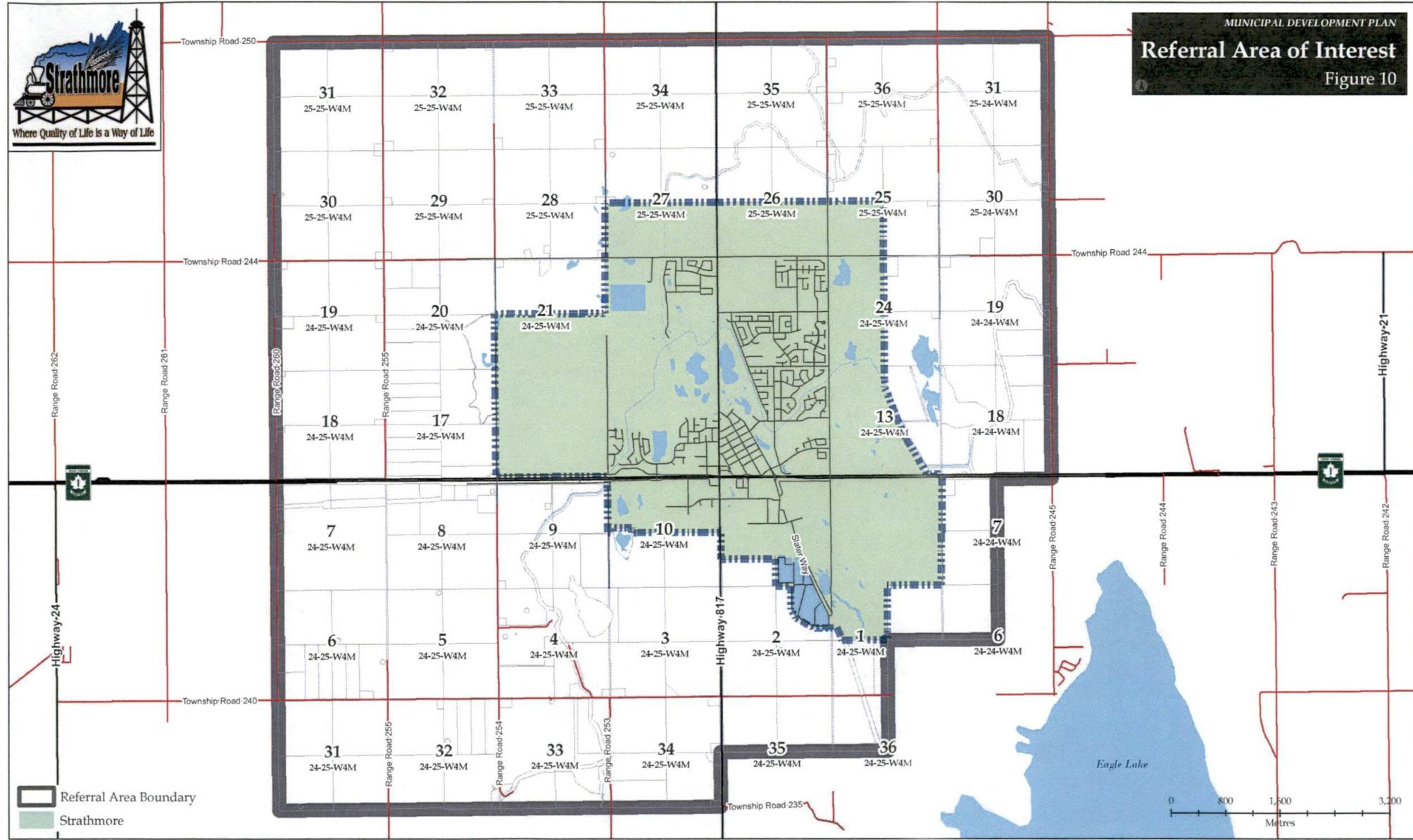
- 5.1.1** The Town of Strathmore shall work with Wheatland County to adopt an Intermunicipal Development Plan in accordance with the *Municipal Government Act* with updates to this Plan occurring as deemed necessary by either party.
- 5.1.2** In lieu of an adopted Intermunicipal Development Plan, the Town of Strathmore shall refer all Area Structure Plans, redesignation applications within one half mile of the County boundary, and all major infrastructure projects for review and comment by Wheatland County.
- 5.1.3** In lieu of an adopted Intermunicipal Development Plan, the Town requests that Wheatland County refer to the Town any Area Structure Plans, redesignation applications and major infrastructure projects located within the Referral Area of Interest, illustrated on Figure 9.
- 5.1.4** Future annexation proposals shall follow the considerations outlined within any approved Area Structure Plans and/or Intermunicipal Development Plans.
- 5.1.5** The Town of Strathmore does not support any new or expansion of existing intensive livestock operations within 3.2 km (2 miles) of the Town boundary.
- 5.1.6** The municipality shall work with Wheatland County on cost sharing initiatives for mutually beneficial projects, facilities, and programs.
- 5.1.7** The Town shall continue to work with Wheatland County for Fire Protection and other services through an agreement as approved by Council.
- 5.1.8** The Town of Strathmore is a member of the Calgary Regional Partnership and shall work towards conforming to the Calgary Metropolitan Plan.
- 5.1.9** Upon adoption of the South Saskatchewan Regional Plan, the Town of Strathmore shall review the Municipal Development Plan to determine if any amendments are required to bring the Town's statutory documents in conformance with the adopted Regional Plan.
- 5.1.10** The Town shall continue to work with the Western Irrigation District to development an agreement for the use of WID canal right of way for public pathway access.



MUNICIPAL DEVELOPMENT PLAN

Referral Area of Interest

Figure 10



5.2 Public Engagement

Strathmore prides itself as being an open, inclusive and transparent community to work, live and play. Decisions by Council are decisions that affect every resident in one form or another. As such, it is critical to the future growth of the Town to engage the maximum amount of interested citizens to ensure the people's voices are heard in making long term decisions.

A Public Open House was held on January 14, 2014. The open house was advertised in the local newspapers, on the Town web site, on the electronic sign on the highway, by posters in municipal buildings and through public service notices on the local radio station. A total of 33 people attended. Feedback was provided at the open house by completion of a questionnaire. In addition, the questionnaire and display boards were posted on the web site to afford people who could not attend the open house the opportunity to comment. Further, the display boards and questionnaire were mailed or emailed to all builders and developers in the Town of Strathmore for comment.

It is the intent of the Town of Strathmore to propose the First Reading of the MDP Bylaw on February 19th, 2014, hold an information session for Town Staff on February 20th, 2014 and schedule the Public Hearing for April 16, 2014.

Goal: To ensure that all citizens feel that they have been heard and respected in an open and transparent public engagement process.

Policies

- 5.2.1** The Town shall require developers hold a minimum of one open house for draft Area Structure Plans to be advertised in the Strathmore Standard.
- 5.2.2** In addition to legislative requirements for advertising, the Town shall post additional notices of public hearings using online resources to target a wider audience.
- 5.2.3** The Town shall assist development applicants with mailing out information to residents following privacy guidelines.
- 5.2.4** Any amendments to the Municipal Development Plan shall be advertised according to the requirements of the *Municipal Government Act* and significant amendments will be required to hold a public hearing for residents and impacted parties to speak for or against the amendment.

5.3 Implementation

The Municipal Development Plan will provide direction for Council and Administration regarding future growth and development. The MDP is meant to be a policy document and as such it should be amended when circumstances warrant. The Municipal Development Plan is a long range document, and as such, will evolve organically as the community grows and new pressures arise.

Goal: To promote effective use and implementation of the Municipal Development Plan.

Policies

- 5.3.1** All statutory plans, subdivision applications, amendments to the Land Use Bylaw and Development Permit applications adopted prior to the adoption of this Municipal Development Plan shall be considered legal and conforming.
- 5.3.2** The Town shall conduct a review of all current Area Structure Plans and identify any areas where they do not conform with the Municipal Development Plan and initiate amendments to bring the ASP's into conformance.
- 5.3.2** All documents adopted after the adoption of this Municipal Development Plan shall conform to the policies in this document.
- 5.3.3** The Town shall review and update the MDP as required to ensure that the policies and provisions within this plan continue to apply to the current growth and development status of the community.
- 5.3.4** The Municipal Development Plan shall be reviewed every 5 years as required, or when large events such as an annexation or adoption of a Regional Plan occur.