



# Area Structure Plan

Summer 2025



**STRATHMORE**  
WEST



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WEST

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## Summer 2025

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# 1.0

## Introduction

**The Strathmore West Area Structure Plan (ASP) comprises ± 218 hectares (± 538 acres) located at the western edge of the Town of Strathmore, north of Highway 1 and west of Wildflower Road.**

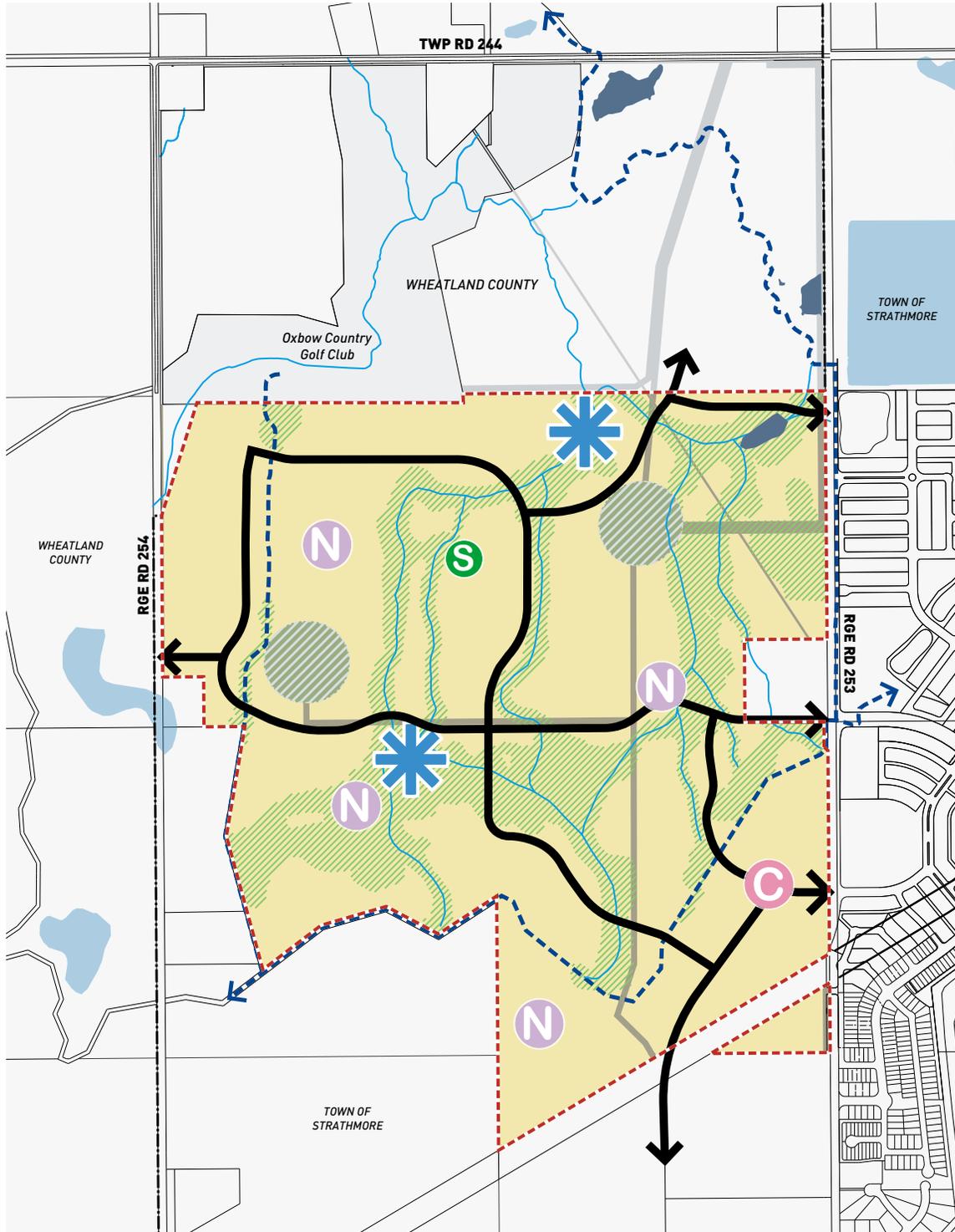
The purpose of this ASP is to facilitate phased growth of the Plan Area into sustainable and connected neighbourhoods by providing a community vision and a policy framework for future residential and commercial development, open space provision, transportation access and servicing requirements. The ASP shall be used as a guide for future planning applications inclusive of land use redesignations and subdivisions. The ASP follows the Town of Strathmore and Wheatland County Intermunicipal Development Plan (2024) and the Town of Strathmore's Municipal Development Plan (2014).

### 1.1 Vision

The vision for Strathmore West is a community that has livable neighbourhoods, convenient access to services and interactive spaces where friendships are realized. This is a community where families of multiple generations reside and appreciate their proximity to unique prairie landscapes. This is a place where there are diverse recreational opportunities available for keeping active and a variety of ways to reach neighbours and maintain long running relationships.



Figure 1 - Concept Plan



- |                        |                           |                        |                            |                     |                      |
|------------------------|---------------------------|------------------------|----------------------------|---------------------|----------------------|
| ■ Subject Lands        | — Drainage Course         | — Utility Right of Way | ■ Residential              | * Stormwater Pond   | ○ Community Node     |
| — Strathmore Boundary  | ■ Crown Claimed Waterbody | ■ 100m Well Setback    | ■ Environmental Study Area | — Collector Streets | ○ Neighbourhood Node |
| — Existing Golf Course | — WID Canal (Digitized)   |                        |                            |                     | ○ School Site        |

## 1.2 Principles

The following principles provide a guide for the development of Strathmore West into a refreshing new community:

- + **LIVEABILITY:** Livable neighbourhoods have been organized around a concentration of amenities within walking distance of residents.
- + **CONVENIENCE:** Comprehensively designed community nodes are conveniently established at key intersections to offer services and employment opportunities to the community and beyond.
- + **FRIENDSHIPS:** Each neighbourhood includes a neighbourhood node within walking distance of residents to gather and establish friendships.
- + **FAMILIES:** A wide spectrum of housing forms is offered to meet the changing needs, desires and circumstances of multiple generations and families.
- + **LANDSCAPES:** Ecological features are integrated into the development to allow residents to appreciate prairie landscapes and to commune with nature.
- + **RECREATION:** Parks, playfields and pathways are situated in highly visible locations in each neighbourhood to accommodate an array of elements that promote an active lifestyle for all residents.
- + **RELATIONSHIPS:** The community is connected through an efficient multi-model transportation network that supports walking, cycling, transit and driving to easily reach neighbours and maintain relationships.

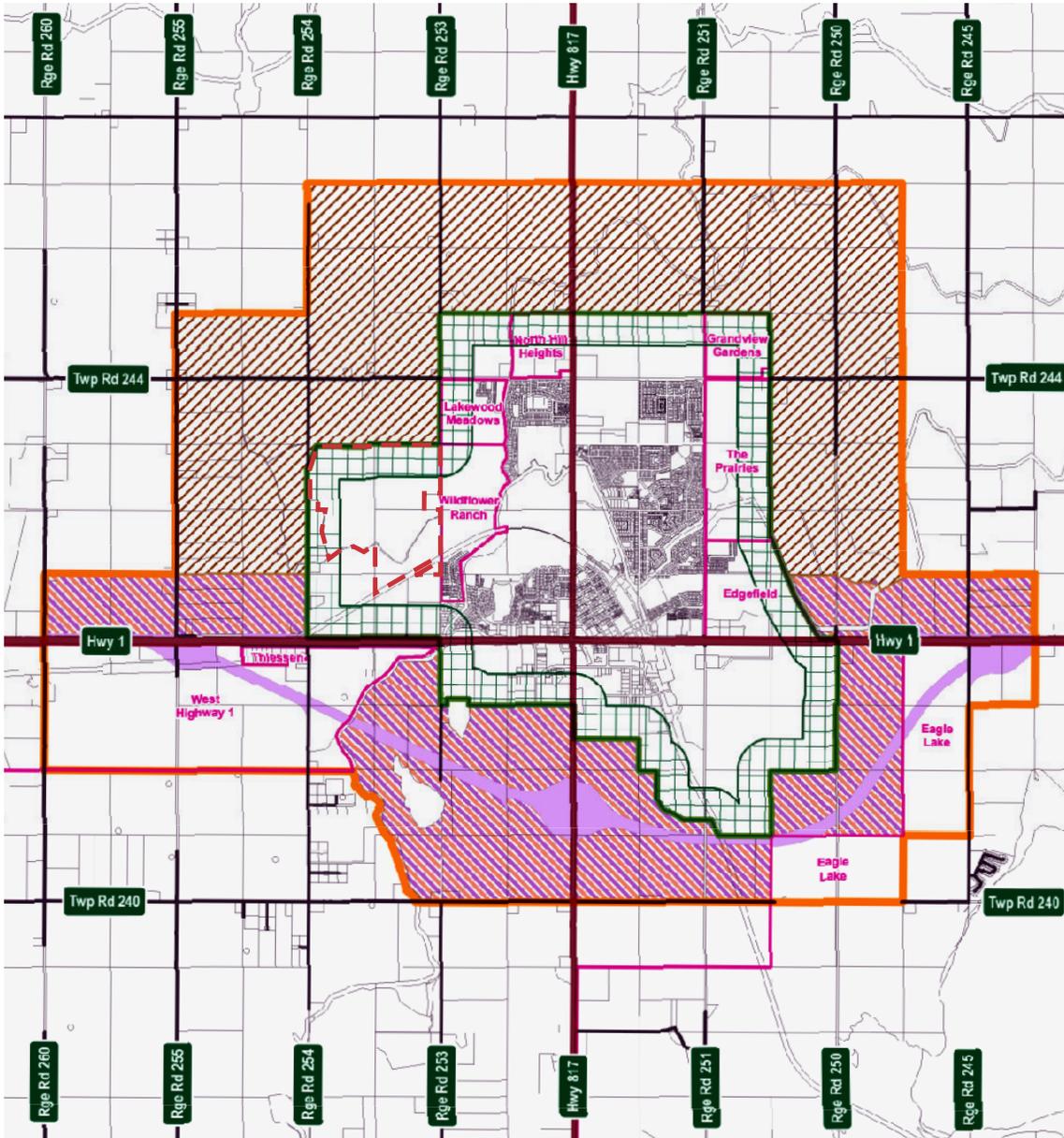
## 1.3 Hierarchy of Plans

An Area Structure Plan must align with higher order planning policy of a municipality. The applicable municipal land use policy documents that govern the Plan Area are the Town of Strathmore and the Wheatland County Intermunicipal Development Plan (2024) and the Town of Strathmore Municipal Development Plan (2014). The Land Use Bylaw also provides rules and regulations concerning the development of the Plan Area. The following identifies the general policy direction and requirements that each document provides with respect to the development of the Plan Area. These documents were considered in creation of the Strathmore West ASP. **Section 10 – Municipal Policy Evaluation** provides a summary of how the Strathmore West ASP aligns specifically with existing municipal policy.

### Town of Strathmore & Wheatland County Intermunicipal Development Plan

In December 2024, the Town of Strathmore and Wheatland County adopted their Intermunicipal Development Plan (IDP) that will facilitate long term strategic growth and identify joint development opportunities in the Rural-Urban Fringe between the Town and the County. A portion of the Strathmore West ASP falls within the Urban Referral Area. As per the policies of the IDP, the proposed ASP will be circulated to Wheatland County for comment as part of the regular referral process.

**Figure 2 - Intermunicipal Development Plan**

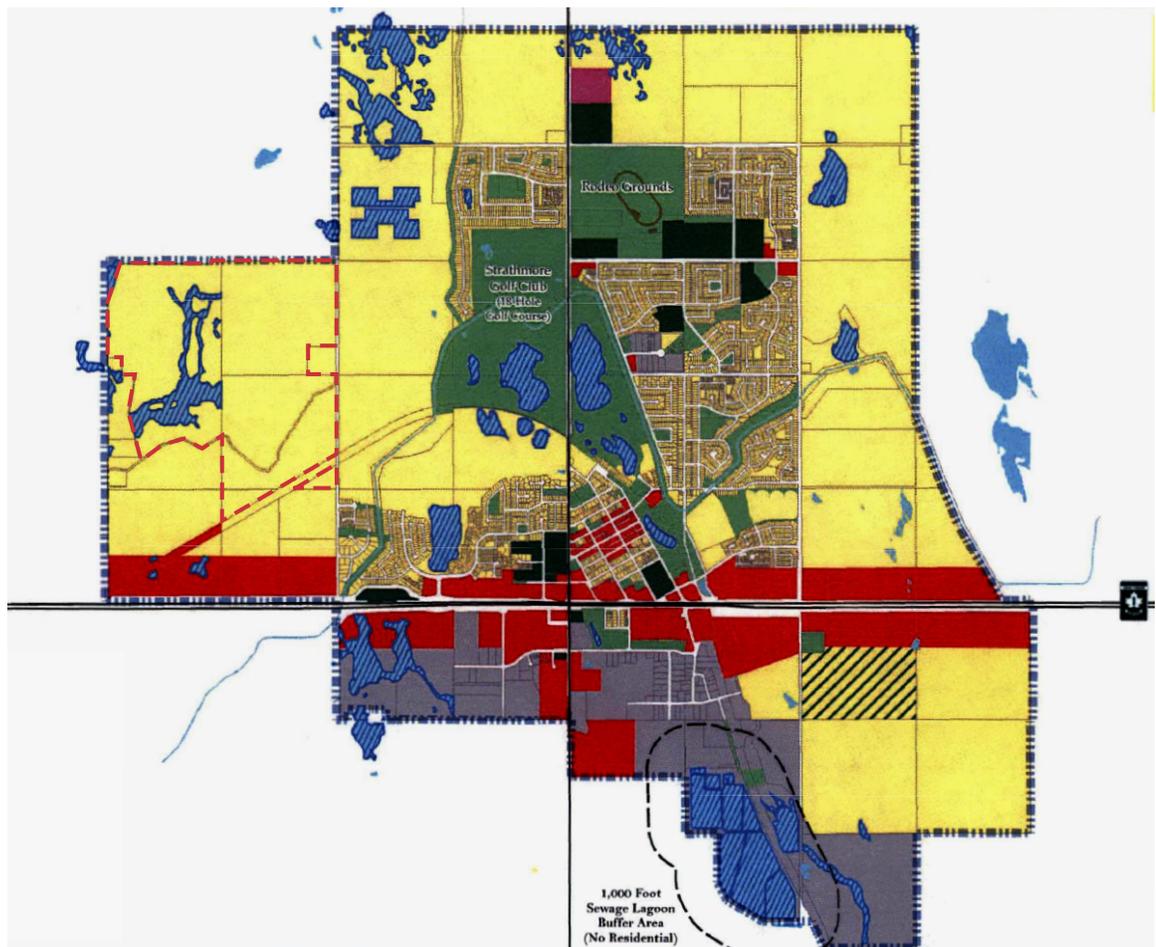


- |   |   |
|---|---|
|  Municipal Boundary              |  Highway           |
|  Area Structure Plan             |  Collector Roadway |
|  IDP Area                        |  Local Roadway     |
|  Urban Referral Area             |  Future Bypass     |
|  Future Business Area            |   |
|  Predominantly Agricultural Area |   |

## Town of Strathmore Municipal Development Plan

The Strathmore Municipal Development Plan (MDP) was adopted on April 16, 2014. The MDP contains a vision statement that is built upon four values – history, space, family, and recreation. These values reflect a desire for the Town to see development that recognizes its unique history, complements the surrounding agricultural lands with emphasis on open space and natural features, welcomes families, and promotes active healthy living. The Plan Area is identified as a Residential area and Wetlands areas. The MDP's goal for the Residential area is 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. It is intended that residential densities of 8 – 10 units per acre be achieved. The goal for the Wetlands area is for wetlands of significance to be protected and/or relocated as appropriate to ensure a “no net loss” of wetlands.

**Figure 3 - Municipal Development Plan**

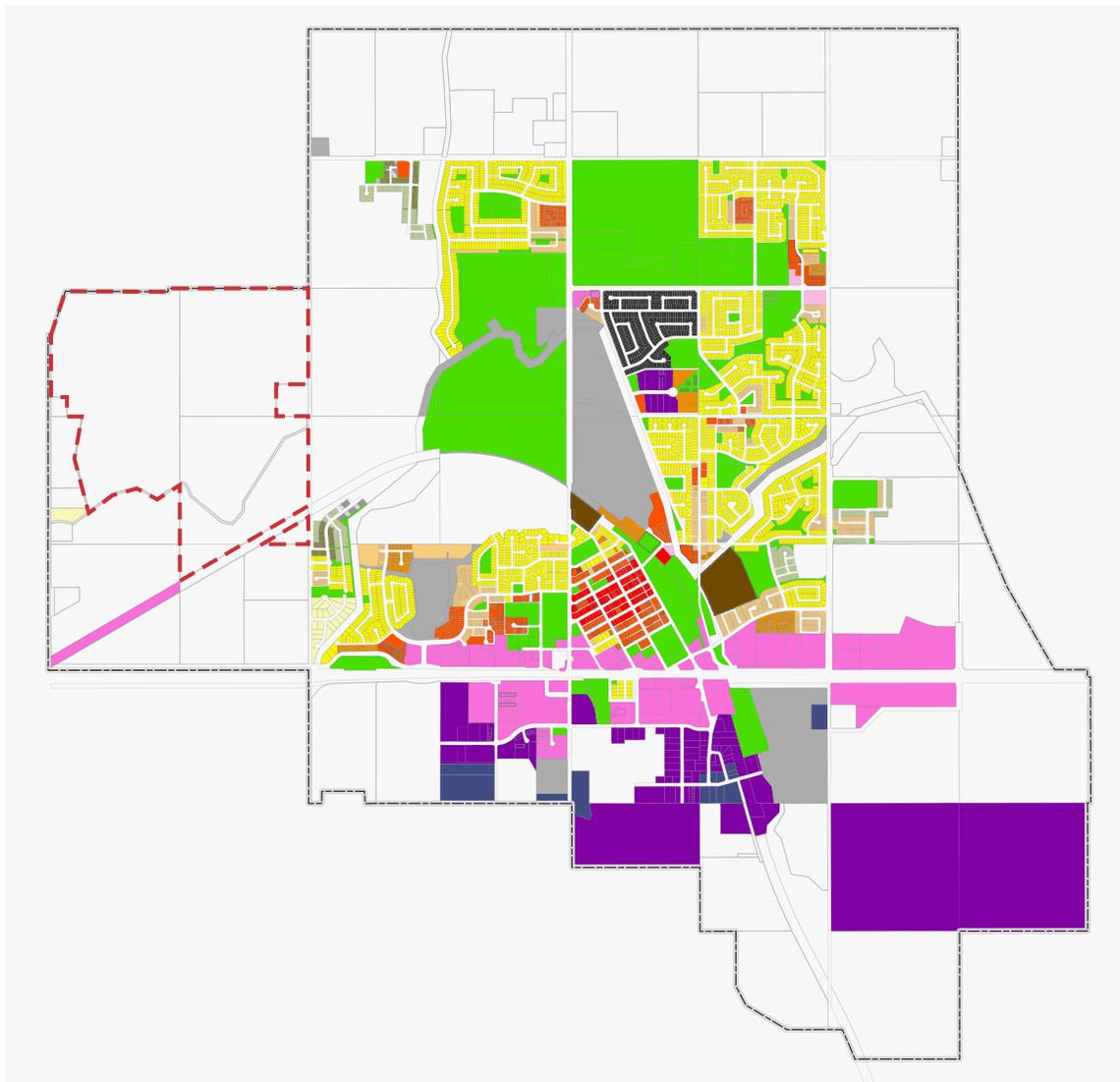


 Subject Site

### Town of Strathmore Land Use Bylaw

The Strathmore Land Use Bylaw No. 14-11 identifies the land use districts for the Plan Area. The Plan Area is entirely designated as Agricultural General (AG) District as illustrated in **Figure 4: Existing Land Use Districts**. The purpose of this district is to retain lands for agricultural purposes until they can be planned and redesignated for urban uses by preventing premature subdivision. The Strathmore West ASP proposes new land uses that will be implemented through subsequent land use redesignation applications.

**Figure 4 - Existing Land Use Districts**



# 2.0

## context

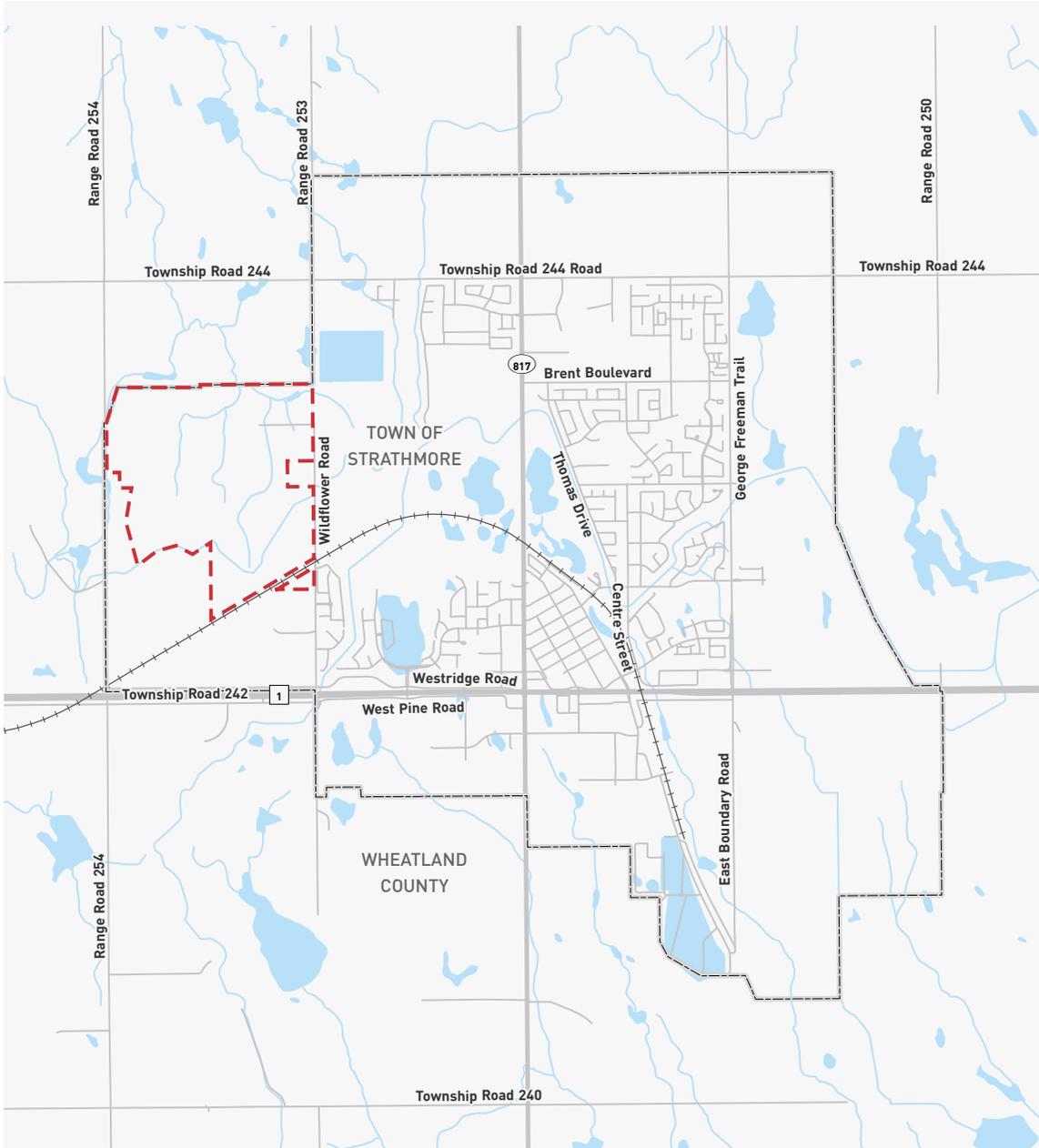
### 2.1 Location

The Strathmore West Plan Area is located on the western edge of the Town of Strathmore, as illustrated in **Figure 5: Site Location**. The Plan Area is bound by Wheatland County to the north, Wildflower Road to the east, and Range Road 254 to the west.

**The southern boundary of the Plan Area is bordered by a section of the Western Irrigation District (WID) canal (1905) and a former Canadian Pacific (CP) rail line (1883). The lands were historically used for agriculture.**



**Figure 5 - Site Location**



## 2.2 Site Description

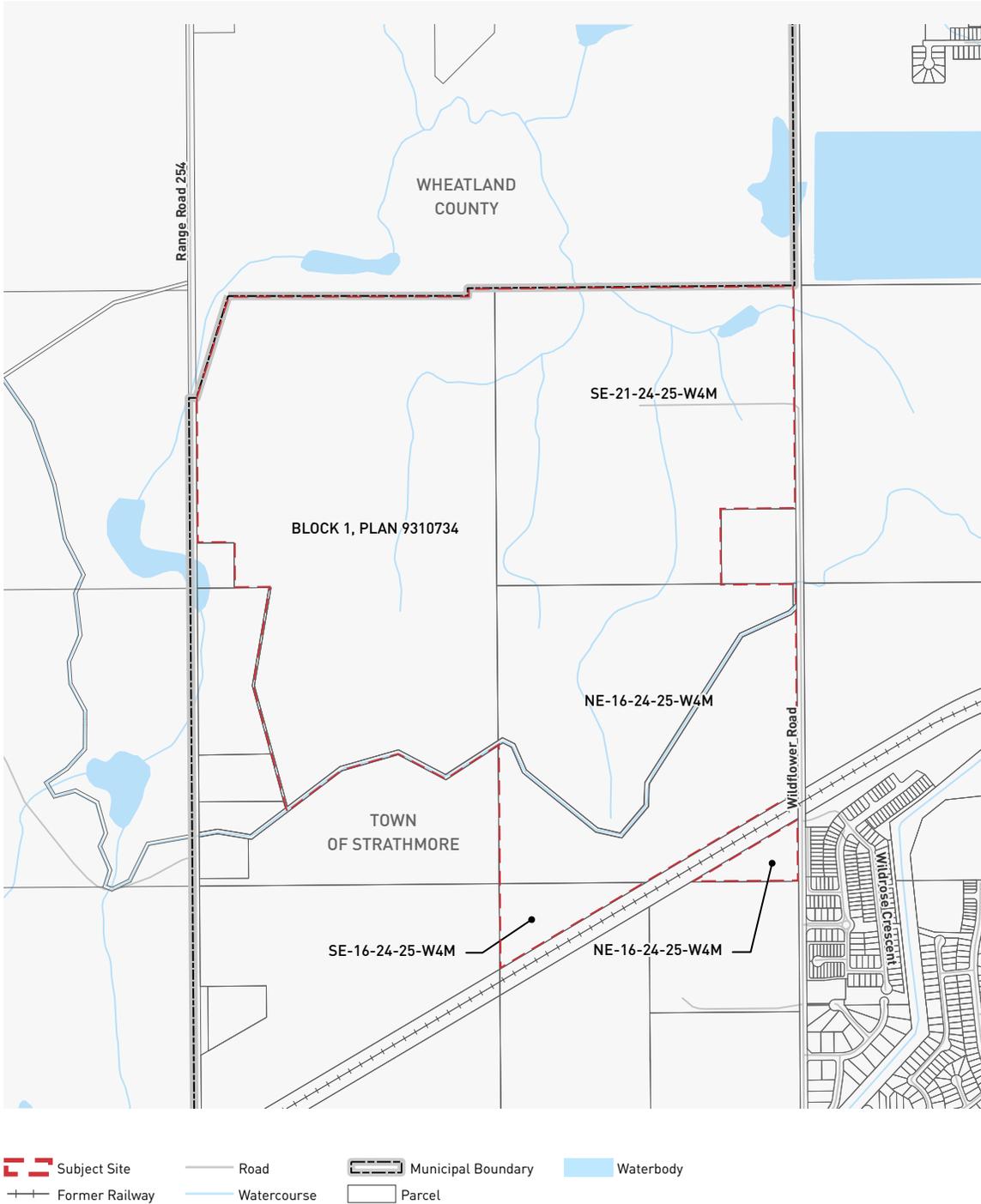
The following table provides the legal description of the Plan Area's 3 (three) parcels, as outlined in **Figure 6: Site Description**.

<b>Table 1: Legal Description</b>				
<b>Item</b>	<b>Legal Description</b>	<b>Owner</b>	<b>Hectares</b>	<b>Acres</b>
1	Plan 9310734, Block 1 (NW 16-24-25-4 & SW-21-24-25-4)	Town of Strathmore	± 91.76	± 226.75
2	SE-21-24-25-W4M	Town of Strathmore	± 60.70	± 150.00
3A	NE-16-24-25-W4M	Town of Strathmore	± 60.69	± 149.96
3B	SE-16-24-25-W4M	Town of Strathmore	± 4.49	± 11.10
<b>Total Plan Area</b>			<b>± 217.64</b>	<b>± 537.81</b>

*These areas are identified on the individual land titles and the areas are to be confirmed at the time of subdivision.*



**Figure 6 - Site Description**



## 2.3 Site Features

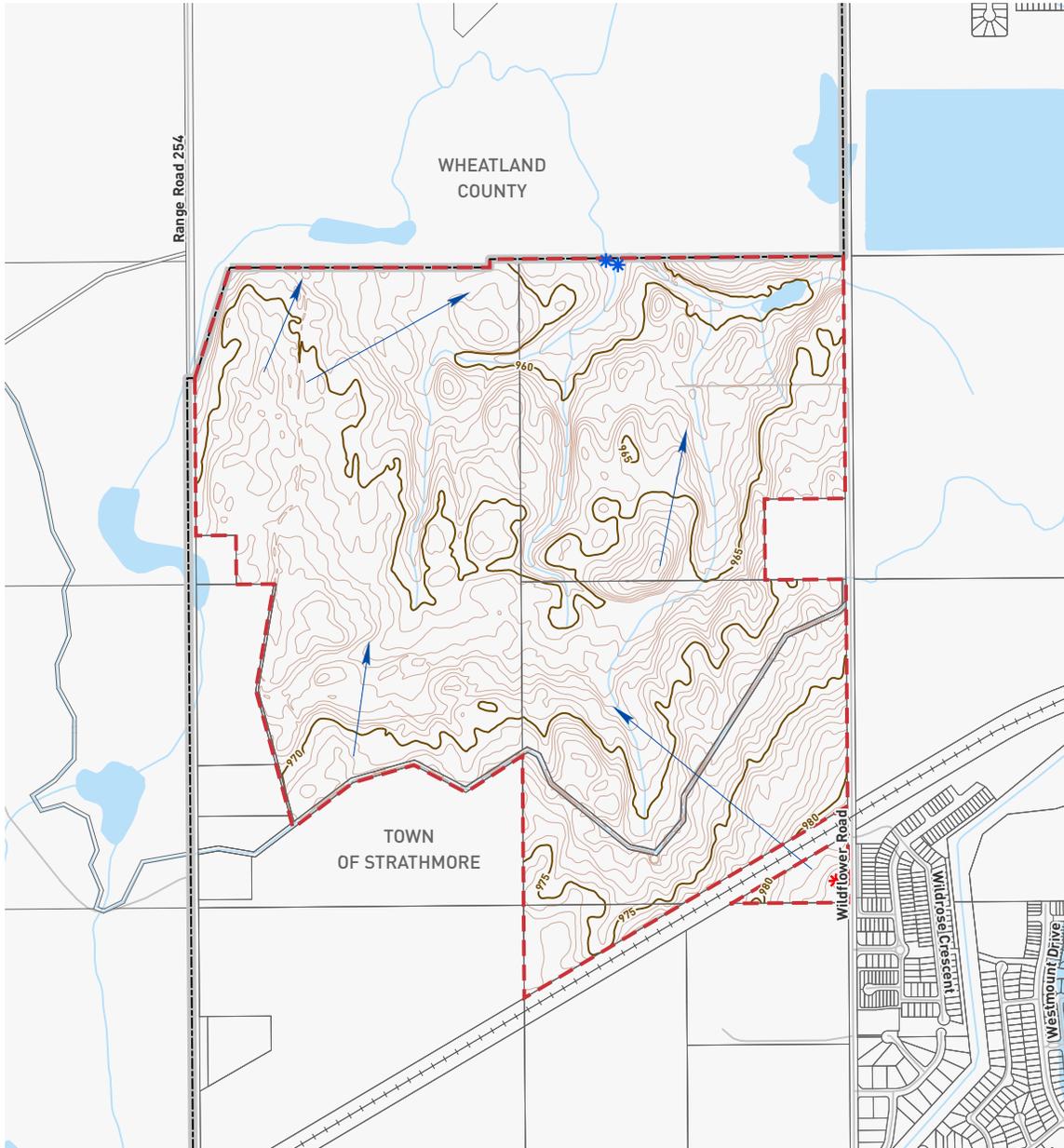
The Plan Area primarily consists of agricultural lands which contain existing well sites and pipeline infrastructure, as outlined in Table 2: Existing Wellsites and Table 3: Existing Pipelines. Two country-residential homes are located within the Plan Area on the far east and western sides. Western Irrigation District (WID) canals intersect the Plan Area. The WID provides irrigation water to local farms and municipal water to some communities.

**The topography is undulating with elevations sloping generally southeast to northwest. Elevations range between approximately 958 metres and 983 metres above sea level.**

Topography is highest at the southeast corner whereas the lowest point is situated within a drainage course at the north portion of the Plan Area. An Ecological Inventory identified 3 wetlands across the site, totaling approximately 25% of the Plan Area. A portion of one of these wetlands located in the north-east corner, is Crown claimed. Some of the wetlands overlap with drainage courses that run mainly from north to south, which are further detailed in **Section 2.7 – Ecological Inventory**.

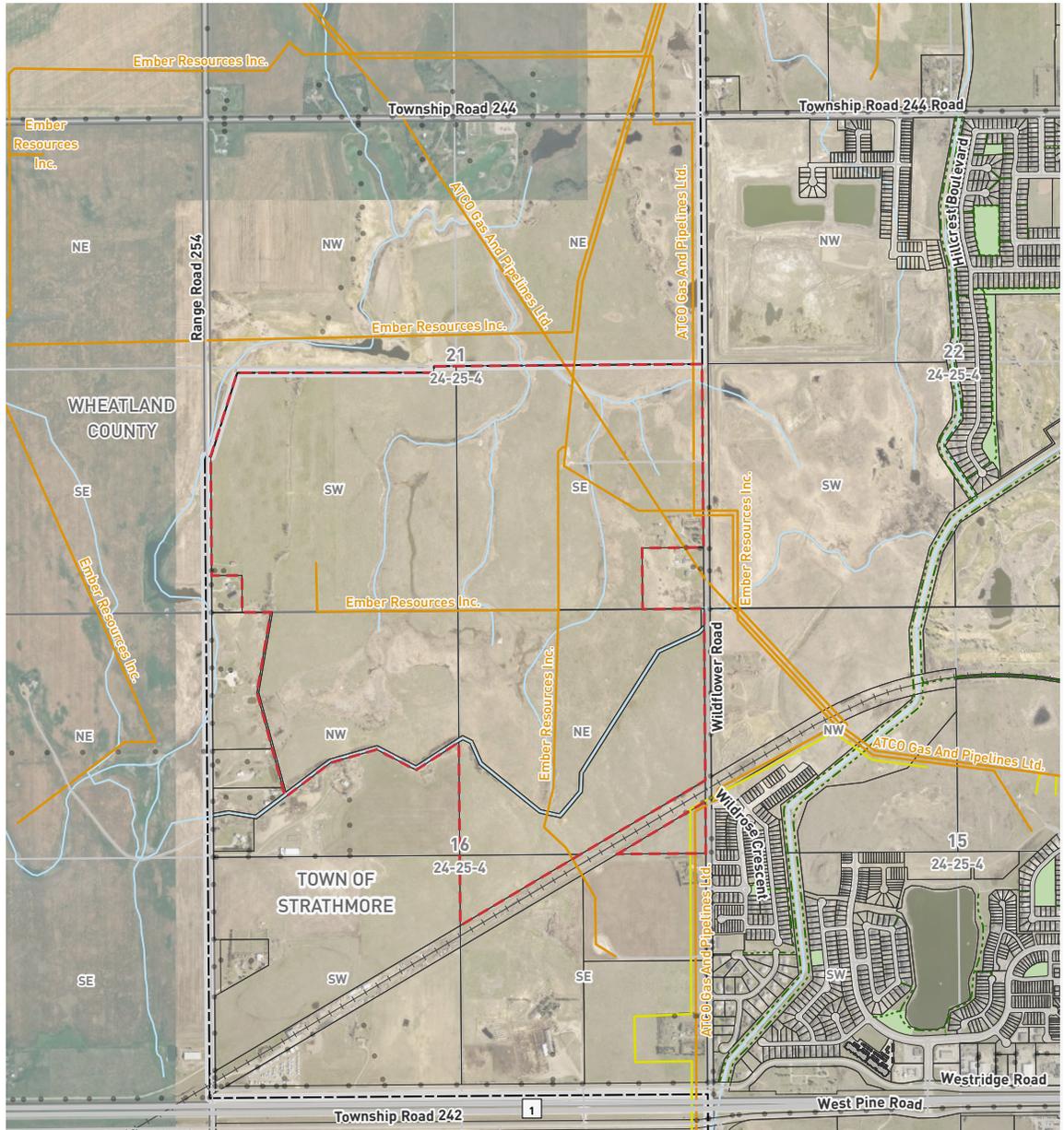


**Figure 7 - Topography**



- |                     |                        |                    |           |        |
|---------------------|------------------------|--------------------|-----------|--------|
| Subject Site        | High Point (983.0 m)   | Index Contour (5m) | Road      | Parcel |
| Low Point (957.5 m) | Regular Contour (0.5m) | Watercourse        | Waterbody |        |
| Flow Direction      | Former Railway         | Municipal Boundary |           |        |

**Figure 8 - Existing Features**



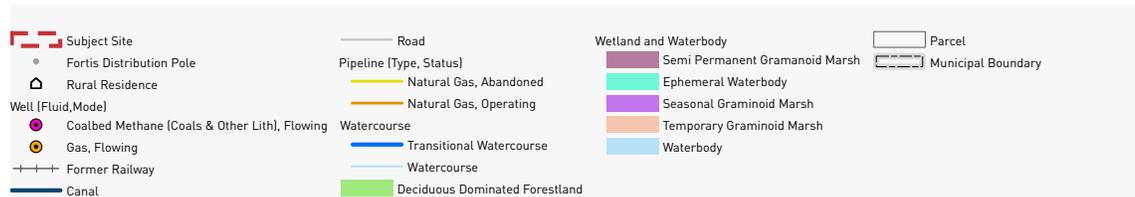
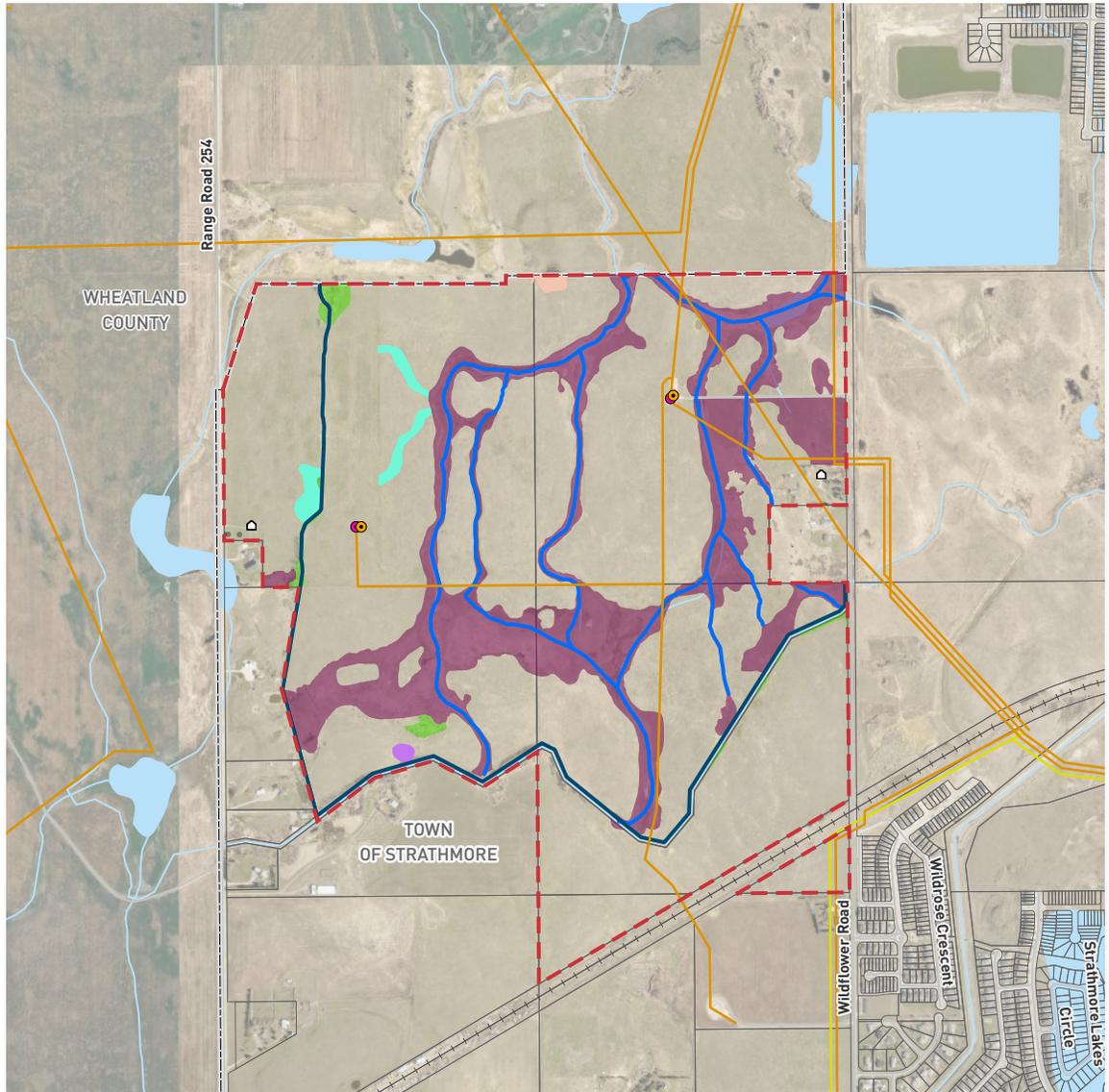
**Table 2: Existing Pipelines**

Item	License/Line #	Location (From)	Location To)	Owner	Substance	Status
1	637 - 42	16-01-25-26W4 PL	11-15-24-25W4 PL	ATCO Gas & Pipelines Ltd.	Natural Gas	Operating
2	57355 - 19	08-16-24-25W4 WE	07-21-24-25W4 PL	Ember Resources Inc.	Natural Gas	Operating
3	57355 - 8	07-21-24-25W4 WE	09-27-24-25W4 CS	Ember Resources Inc.	Natural Gas	Operating
4	57355 - 15	10-15-24-25W4 WE	07-21-024-25W4 PL	Ember Resources Inc.	Natural Gas	Operating
5	637 - 46	09-29-24-25W4 PL	13-15-24-25W4 MS	ATCO Gas & Pipelines Ltd.	Natural Gas	Operating
6	57355 - 446	04-21-24-25W4 WE	02-21-24-25W4 PL	Ember Resources Inc.	Natural Gas	Operating

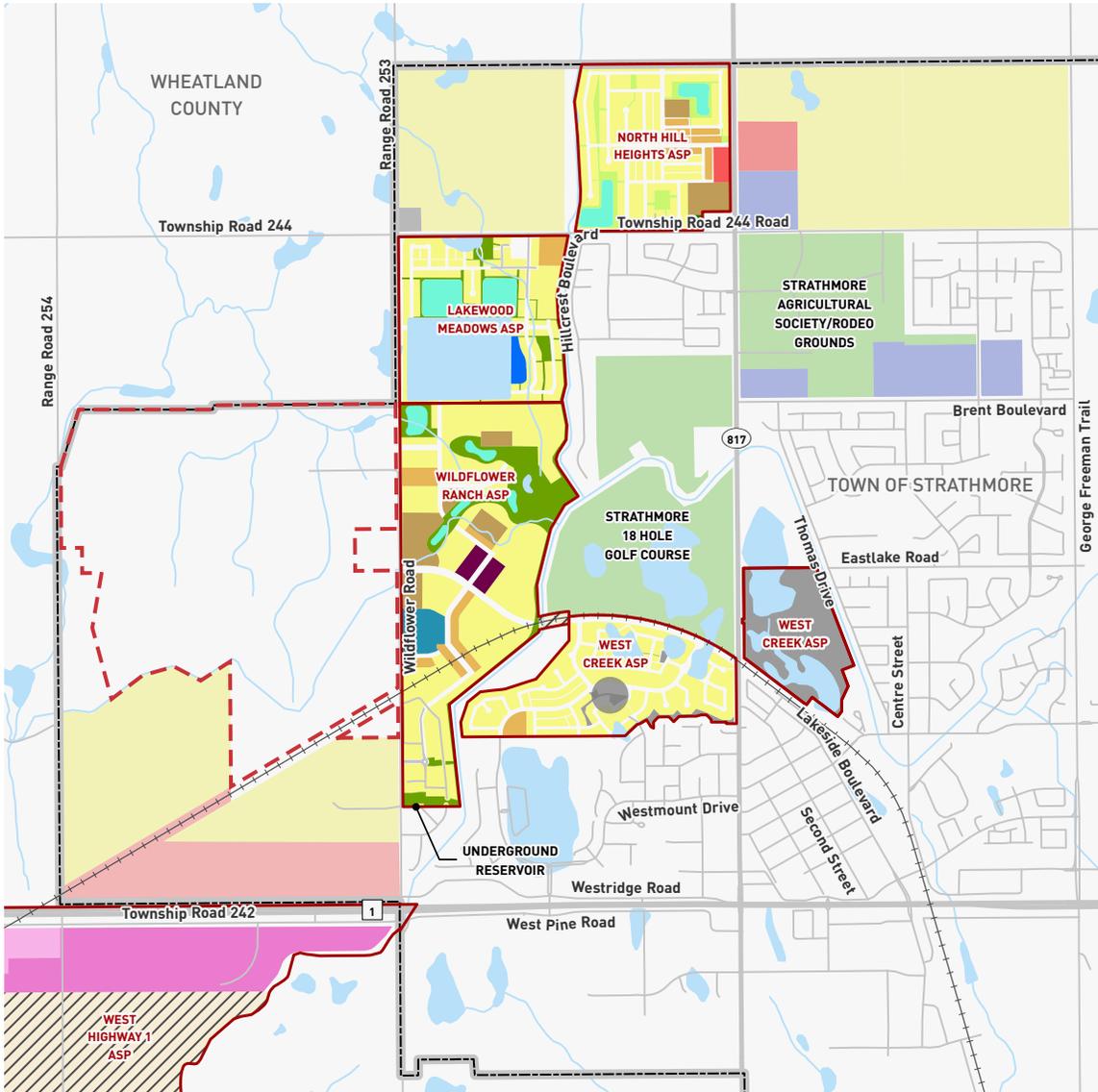
**Table 3: Existing Wellsites**

Item	Well #	Location	Licensee	Status
1	0402270	01-21-24-25-W4M	Ember Resources Inc.	Flowing
2	0425106	14-16-24-25-W4M	Ember Resources Inc.	Flowing
3	0064617	07-21-24-25-W4M	Ember Resources Inc.	Flowing
4	0425106	14-16-24-25-W4M	Ember Resources Inc.	Flowing

**Figure 9 - Constraints & Opportunities**



**Figure 10 – Surrounding Context**



## 2.4 Surrounding Context

**The Plan Area is surrounded by the following uses:**



North of the Plan Area is Wheatland County. The Plan Area landowner owns the property immediately to the north. Lands north of Township Road 244 consist of uncultivated agricultural lands and 6 (six) country residential homes which are accessed by private rural roads off Township Road 244. Additionally, natural drainage courses continue north from the Plan Area.



East of the Plan Area are the developing communities of Lakewood Meadows and Wildflower Ranch. Wildflower Road bounds the eastern edge of the Plan Area. Along the eastern edge of Wildflower Road are existing and future low to medium density residential, stormwater facilities, an open recreational lake (Lakewood Meadows), and one school site (Wildflower Ranch).



South of the Western Irrigation District (WID) canal and the former Canadian Pacific (CP) rail line is a mixture of cultivated and uncultivated agricultural lands, 8 (eight) country-residential homes, located mostly along Range Road 254. Lands further south include ranching, transportation and agricultural businesses that run parallel to Westridge Servicing Road and HWY 1.



West of Range Road 254 is Wheatland County. Lands west of Range Road 254 consist of uncultivated agricultural lands with intermittent waterbodies and 1 (one) country residential home.



## 2.5 Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared to assess actual and potential contamination sources within and surrounding the Plan Area. The Phase I ESA identified areas of consideration due to potential soil and/or ground water contamination including:

- + An abandoned wellsite (100/10-21-024-25 W4M/2) and two above ground storage tanks.
- + An active wellsite (100/07-21-024-25-W4M/2).
- + Two above ground storage tanks located at 253041 Township Road 244.
- + A segment of the Canadian Pacific historic rail line, adjacent to the southeast portion of the site.
- + Pesticide storage at 3100 Range Road 254.

### **A Phase II ESA was not recommended at the time of report issuance. Alternatively, it was recommended:**

- + Further environmental assessment be completed on the above areas prior to development or decommissioning of structures.
- + Well licensees be notified prior to subdivision and development.
- + Due to the age of existing buildings, consider the presence of hazardous materials prior to any major renovations or demolitions of any buildings within the Plan Area.
- + Decommissioning water wells, septic tanks and septic fields be completed in accordance with applicable regulations and guidelines.
- + If buried debris, stained soils, or soils of unknown quality are encountered during development, to contact a qualified environmental professional.
- + Conducting an interview with a representative familiar with the history of the pesticide storage at 3100 Range Road 254 and conduct a visual inspection of the pesticide storage area.

### **The above recommendations are expected to be followed at the applicable land use and subdivision stages.**

## 2.6 Geotechnical Investigation

A Geotechnical Investigation was completed to assess soil and groundwater conditions within the Plan Area and to ensure land suitability for development. This work concluded future development of the Plan Area is feasible, with general subsurface soils consisting of topsoil underlain by either silty clay and bedrock or sand/silt, silty clay and bedrock. Soil and groundwater consistencies of the Plan Area support shallow footings and pile foundation systems.

**Geotechnical parameters for strip and spread footings were recommended and identified in the document.**



## 2.7 Ecological Inventory

An Ecological Inventory (EI) was prepared to assess biophysical features and Environmental Study Areas. The Inventory concluded there are no locally significant landforms on site. Surface waters identified included: 3 ephemeral waterbodies, 2 artificial wetlands (including 1 dugout) and 3 wetlands. These 3 wetlands were evaluated by ABWRET-A valuation methodology; results concluded wetland values ranging from low (D) to moderately low (C).

Alberta's Conservation Information Management System (Alberta Parks, 2022) contains no records of previously reported rare ecological communities. The Ecological Inventory observed one rare ecological community within the margins of WL3. These areas are primarily located at the east-central edge of the Plan Area and have been included within the Environmental Study Area for further analysis at time of subdivision.

According to the provincial report (Fiera, 2014), Environmentally Significant Areas are defined as areas that are important for the long-term maintenance of biological diversity, physical landscape features, and other natural processes at multiple-spatial scales. An Environmentally Significant Area contains rare or unique elements, or elements that may require special management consideration due to their conservation needs. According to Fiera (2014), the Environmentally Significant Areas score for the Plan Area is not considered significant. Note that Fiera conducted the identification, ranking and mapping of provincial Environmentally Significant Areas remotely.

Criteria for establishing Environmental Study Areas in the field was based on the City of Calgary's Biophysical Impact Assessment Framework (2010), with sub-criteria informed by the Environmentally Sensitive Areas Background Study (O2, 2019). Based on the author's evaluation, the Plan Area contains several Environmental Study Areas. Under these criteria, Environmental Study Areas on site include portions of native grasslands and wetlands.

**This inventory reflects the site at time of assessment.**

# 3.0

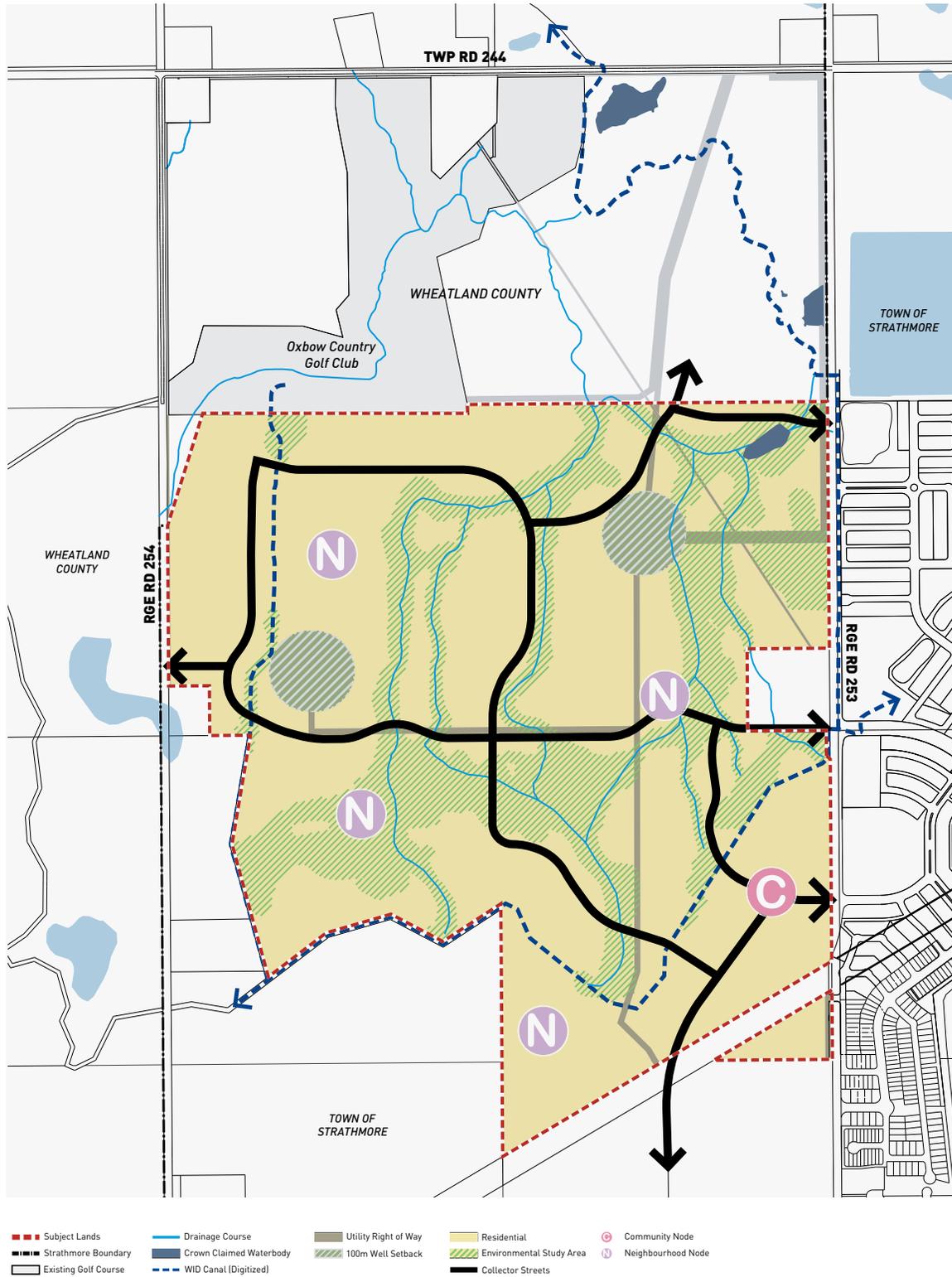
## Development Concept

**The Plan Area development concept is founded on defining a series of interconnected neighbourhoods. Each well-designed neighbourhood will provide a range of housing choices that meet the needs of Strathmore’s population, as well as convenient access to amenities such as parks, schools, recreational facilities, and a transportation network that balances the needs of pedestrians, cyclists, and drivers.**

Each neighbourhood is centered around a Community or Neighbourhood Node. Community and Neighbourhood Nodes usually consist of a central amenity space, higher density development and services. These nodes will be used as central gathering spaces, that encourage interaction and connection and create a sense of place for neighbourhood residents. Transit-oriented development should be encouraged in nodes to support the Town’s long-term goals of introducing a Town wide transit system. The size of each neighbourhood correlates to a 400m pedestrian shed which offers a guide for ensuring that residents are within a five-minute walk of a node. The neighbourhoods are to be connected by a multi-modal transportation network that allow residents to efficiently access amenities within Strathmore West and the larger Town. It is noted that while each neighbourhood may have a different density, it is intended that an overall density of 8 – 10 units per acre be achieved for the Strathmore West community in accordance with the Municipal Development Plan.

The Strathmore West community concept, as illustrated in **Figure 11: Development Concept**, outlines neighbourhood elements and multi-modal networks that, together, create a complete community. Complete communities offer a range of housing, commercial, recreational, institutional land uses and public spaces that utilize land and infrastructure efficiently. Each of the neighbourhood elements are defined further in subsequent sections of the Plan. These elements may change depending on the context at the time of development. Over the long-term life of the project, it is anticipated new housing opportunities for more than 7,500 people will be created, with several hundred new employment opportunities across multiple commercial sectors.

**Figure 11 - Development Concept**



<b>Policy 3.0.1</b>	Land Use redesignations should be generally consistent with the land use areas shown on Figure 11: Development Concept. It is recognized that this Plan is intended to show the general nature of land uses and is subject to refinement at the land use redesignation and subdivision stages.
<b>Policy 3.0.2</b>	Each resident may be within 400 m (5 minute walk) of a Community or Neighbourhood Node as defined in Section 3.1 & 3.2.
<b>Policy 3.0.3</b>	The minimum gross residential density of the Plan Area should meet the 19.8 units per hectare (8.0 units per acre) target identified in the Town of Strathmore Municipal Development Plan. The gross area includes all lands within the Plan Area except Environmental Reserve.
<b>Policy 3.0.4</b>	The amount of commercial land provided within the Plan Area should be determined through a market assessment.

### 3.1 Residential

Residential areas constitute the primary use and largest land area within a neighbourhood. It is anticipated that the housing provided within the Residential areas will mainly be low profile and include a mix of estate lots, single-detached dwellings, duplexes, semi-detached dwellings and townhouses. Secondary suites are encouraged in this area whereas taller and denser forms of housing, such as comprehensive townhouse development and apartments, should be directed towards the Community and Neighbourhood Nodes.

<b>Policy 3.1.1</b>	Residential areas may be located as generally shown on Figure 11: Development Concept.
<b>Policy 3.1.2</b>	The main form of development within the Residential area shall be low profile residential including estate lots, single-detached dwelling, duplexes, semi-detached dwellings and townhouses.
<b>Policy 3.1.3</b>	Small-scale commercial and institutional uses may be allowed within the Residential area where they serve the employment, retail, social, recreational and cultural needs of the local resident population. Examples may include home businesses, corner stores, day homes, studios, local artisans, live-work units, bed and breakfasts, seniors housing and places of worship.
<b>Policy 3.1.4</b>	Larger-scale commercial or institutional development and higher density residential development should not be located within the residential area but directed to Community and Neighbourhoods Nodes.
<b>Policy 3.1.5</b>	Residential development adjacent to major roads should consider additional setbacks, buffering, or other mitigation measures to minimize the impact of noise, emissions, and smells at the subdivision and development permit stages.

### 3.2 Community Node

The Community Nodes serve as gathering place that draws the community together through its concentration of services and amenities. Community Nodes will consist of a mix of commercial uses, ground oriented and medium to high density residential development as well as recreational and institutional uses that are anchored by a prominent open space. The Community Node should provide a balance of mobility for pedestrians, cyclists, transit vehicles and automobile drivers through thoughtful design and placement of buildings, streets and infrastructure. The land use intensity of a Community Node is to promote a vibrant street environment that may be supported by a possible transit hub, allowing residents and employees safe and convenient mobility options. The Community Nodes are situated in prominent locations along Wildflower Road to ensure the highest exposure and access to these key hubs as identified on **Figure 11: Development Concept**.

<b>Policy 3.2.1</b>	Community Nodes may be located as generally shown on Figure 11: Development Concept.
<b>Policy 3.2.2</b>	Community Nodes should be centrally located within a neighbourhood so that all residents of that neighbourhood live within a 400 metre walking distance of the Node.
<b>Policy 3.2.3</b>	Each Community Node should be a comprehensively planned, mixed use area consisting of residential and commercial development and a Local Park.
<b>Policy 3.2.4</b>	Institutional uses may be included in a Community Node.
<b>Policy 3.2.5</b>	Where non-residential uses are proposed adjacent to existing or planned residential development, effective transitional buffering should be demonstrated at the development permit stage.
<b>Policy 3.2.6</b>	Residential development in the Community Node should include a range of ground-oriented and medium-to-high density multi-residential development that are integrated with the other uses vertically or horizontally. Housing forms possibly included townhouses and apartments.
<b>Policy 3.2.7</b>	Within Community Nodes, emphasis should be placed on the relationship between the buildings and public spaces, including streets and parks to ensure a pedestrian-oriented environment.
<b>Policy 3.2.8</b>	Transit supportive infrastructure should be accommodated within Community Nodes.

### 3.3 Neighbourhood Node

The Neighbourhood Node functions as a focal point for a neighbourhood and contains a mix of higher intensity residential and non-residential uses. Connected to the surrounding residential areas by a network of converging streets and pathways, the Node is designed to provide a positive pedestrian environment and opportunities for future transit hubs. Neighbourhood Nodes are characterized by medium density residential development anchored around a gathering space such as a park, plaza, or school. Local small to medium scale commercial and institutional uses may be located within a Neighbourhood Node. The approximate location of Neighbourhood Nodes is identified in **Figure 11: Development Concept**.

<b>Policy 3.3.1</b>	Neighbourhood Nodes may be located as generally shown on Figure 11: Development Concept.
<b>Policy 3.3.2</b>	Neighbourhood Nodes shall be centrally located within a neighbourhood so that all residents of that neighbourhood live within 400 metre walking distance of the Node.
<b>Policy 3.3.3</b>	Each Neighbourhood Node shall be a comprehensively planned, mixed-use areas consisting of a medium-density residential development and a local park.
<b>Policy 3.3.4</b>	Local institutional and commercial uses may be included in a Neighbourhood Node.
<b>Policy 3.3.5</b>	Where non-residential uses are proposed adjacent to existing or planned residential development, effective transitional buffering should be demonstrated at the development permit stage.
<b>Policy 3.3.6</b>	Residential uses within the Neighbourhood Node shall include a range of medium-density residential development such as townhouses and apartments.
<b>Policy 3.3.7</b>	Within Neighbourhood Nodes, emphasis should be placed on the relationship between the buildings and public spaces, including streets and parks to ensure a pedestrian-oriented environment.



# 4.0

## Open Space Policies

**Strathmore West will offer a diversity of open spaces that allow residents to keep active and mindful, interact with neighbours and engage with nature.**

Open space destinations across the Plan Area are to support healthy lifestyles through diverse programming and the incorporation of pathways and trails. Local Parks in Neighbourhood and Community Nodes are anticipated to host social interactions. Naturalized open spaces will facilitate the appreciation of healthy environments through the preservation of important ecological systems and prairie landscapes, like natural drainage courses, wetlands and native vegetation. To achieve this, the envisioned open space system is anticipated to comprise of:

### **Local Parks**

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### **Schools**

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### **Crown Claimed Wetlands**

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### **Western Irrigation District Canal**

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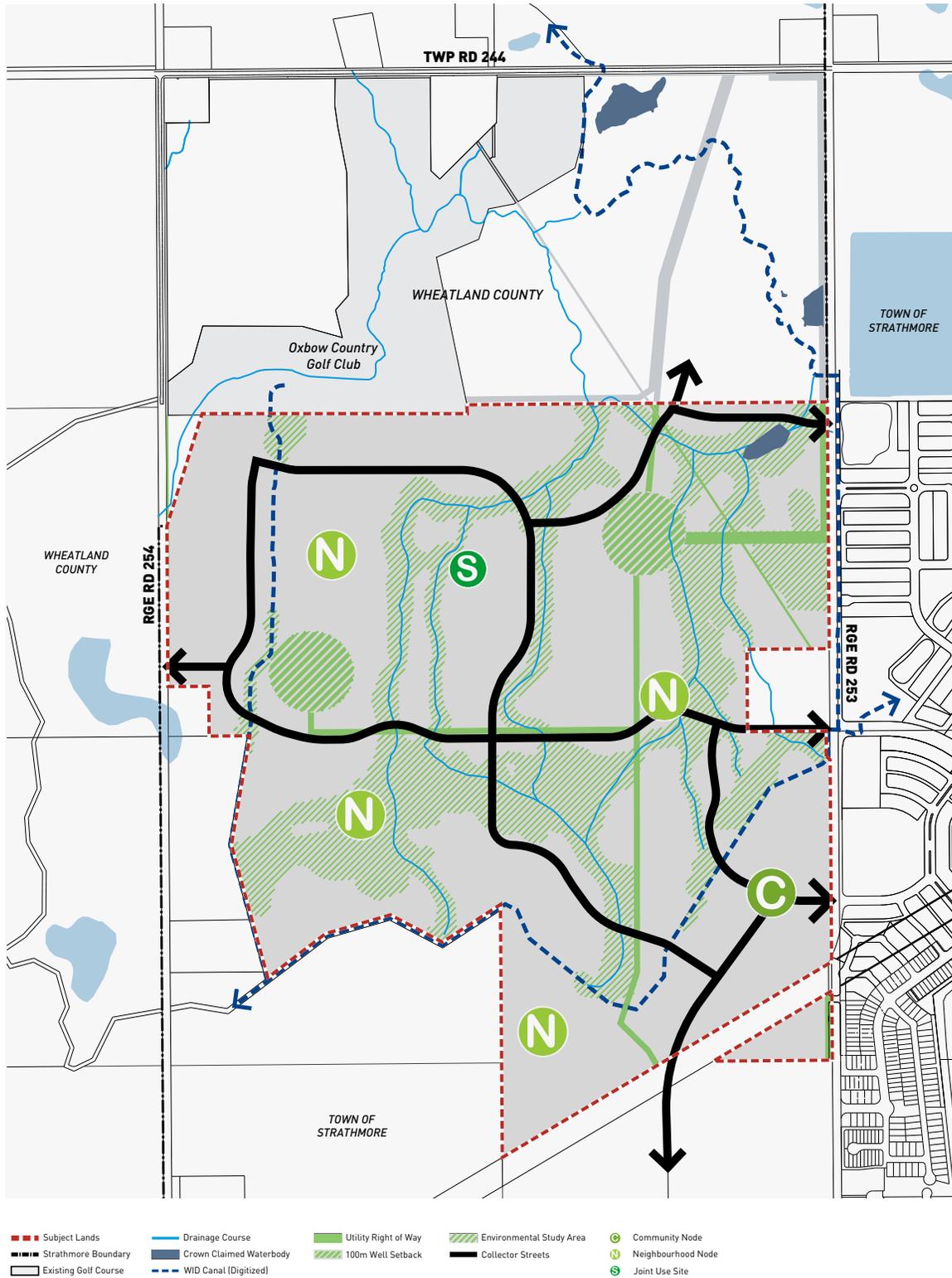
### **Well Setbacks**

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### **Pipeline Right-of-Ways**

A strong pedestrian network is expected to connect each of these open space features. These spaces should be designed as part of a safe and comfortable pedestrian realm that is accessible to people of all ages and abilities. The following sections provide further information on the components of the open space system.

Figure 12 - Open Space Plan



These spaces promote a healthy environment, active living and social interaction. Open spaces play a key role in creating a sense of place and a vibrant public realm within a neighbourhood. They provide valuable spaces for outdoor activity and leisure as well as social interaction and community participation.

<b>Policy 4.0.1</b>	Open spaces should be provided as generally shown on Figure 12: Open Space Plan. Environmental Study Areas may be considered for residential development, stormwater management, environmental open space or a combination of these
<b>Policy 4.0.2</b>	Required Municipal Reserve shall be dedicated as land in accordance with the Municipal Government Act at the time of subdivision. A deferred Municipal Reserve caveat may be registered on the title of the remaining parcel at the discretion of the Town of Strathmore.
<b>Policy 4.0.3</b>	All residents may be within 400 metres or a 5-minute walk to publicly accessible open space.
<b>Policy 4.0.4</b>	Open spaces should be sized and designed to create spaces that are functional, safe, flexible, and provide for a variety of recreational opportunities for both active and passive uses for various ages and abilities.
<b>Policy 4.0.5</b>	Designs for open space programming should respond to current community needs at time of subdivision.

## 4.1 Local Parks

Local Parks are intended to be distributed evenly throughout the community. The Local Parks will provide both active and passive recreational opportunities for all ages and abilities, with programming informed by neighbourhood needs identified at time of subdivision. Programming may include playgrounds, community gardens, formal sportfields, passive recreation, a community centre or a plaza. A Local Park is expected to be centrally located within the Community and Neighbourhood Nodes with the intention of that it acts as a focal point for residents. The Local Parks are to be integrated with the adjacent medium density residential, institutional and commercial uses.

**Local Parks can be located outside a Node where its location meets the needs of residents. Neighbourhood connectivity to Local Parks should be promoted through the integration of pathways, trail systems, and sidewalks or a combination of these.**

<b>Policy 4.1.1</b>	Local Parks should be programmed to meet the current and anticipated needs of residents.
<b>Policy 4.1.2</b>	Local Parks shall be dedicated as Municipal Reserve.
<b>Policy 4.1.3</b>	Each Community Node and Neighbourhood Node should include a Local Park.
<b>Policy 4.1.4</b>	If Policy 4.1.3 is satisfied, Local Parks may also be located outside of a Node.
<b>Policy 4.1.5</b>	Local Parks should be sized to allow for them to be programmed for a variety of amenities.
<b>Policy 4.1.6</b>	All Local Parks shall apply principles of Crime Prevention through Environmental Design (CPTED) in their design and construction.
<b>Policy 4.1.7</b>	At the time of subdivision, developers should prepare conceptual plans for parks and open space components, in consultation with the Town. Such plans should conceptually address park requirements as outlined in the Engineering Design and Construction Manual or requirements otherwise in effect at the time of application.

## 4.2 Schools

The Golden Hills School Division and Christ the Redeemer Catholic Schools maintain education facilities within Strathmore. Through discussions with these individual school boards and based on student projections, it is anticipated that one or two K-9 schools will be required to support the Plan Area. To accommodate the anticipated schools, one school site is identified within the Plan Area as per **Figure 12: Open Space Plan**. The site is intended to provide for the development of a public school and/or a separate school, together with shared sportsfields and related amenities. The final number of schools will be resolved at the time of subdivision.

The school site is envisioned to be utilized by students and faculty during regular school hours, with access to neighbourhood residents on evenings, weekends and holidays to promote continued activation and additional community amenity space. Timing of school site development will depend on the school board's needs and funding. The school site will provide Strathmore West residents a place to participate in educational, recreational and developmental activities.

<b>Policy 4.2.1</b>	The number of schools required shall be resolved with the school boards and the Town before the commencement of Neighbourhood Phase 5 as identified on Figure 18: Neighbourhood Phasing.
<b>Policy 4.2.2</b>	The school site shall be dedicated as Municipal School Reserve (MSR), pursuant to the Municipal Government Act (MGA).
<b>Policy 4.2.3</b>	School site standards shall align with the Town of Strathmore's and Golden Hills School Division's Joint Use Agreement.
<b>Policy 4.2.4</b>	Roadways adjacent to the school site should incorporate safe pedestrian networks and crossings in addition to pathways, with connections to adjacent Neighbourhood and Community Nodes, to promote active lifestyles, safe school routes and community connections.
<b>Policy 4.2.5</b>	The school site's indoor and outdoor amenity spaces should accommodate a variety of uses appropriate for those age ranges hosted by the school. These may include, but are not exclusive to, age-appropriate playgrounds, running tracks, sports fields, labs and/or fine arts spaces.

### 4.3 Crown Claimed Wetlands

As part of the Ecological Inventory (EI), consultation with the Government of Alberta's Lands Division was conducted to resolve whether any Crown-claimed wetlands were present within the Plan Area. Under the Public Lands Act, the Crown owns the bed and shore of permanent and naturally occurring bodies of water, including wetlands on private property. Through this consultation, one Crown claimed wetland was identified in the northeast corner of the Plan Area. It is expected that this wetland will be retained as an opportunity for naturalized open space amenities within the Plan Area. Identification of the extent of Crown-owned bed and shores will be resolved in further detail prior to subdivision. The defined boundary of the Crown-claimed wetland is expected to be dedicated to the Town as Environmental Reserve.

<b>Policy 4.3.1</b>	The crown claimed wetlands located within the Plan Area shall be preserved and dedicated as Environmental Reserve.
<b>Policy 4.3.2</b>	The extent of the Crown-owned bed and shore within this wetland shall require identification through the assistance of an Alberta Land Surveyor at time of subdivision.
<b>Policy 4.3.3</b>	An area of land, adjacent to the Crown owned bed and shore shall be determined and dedicated as Environmental Reserve in accordance with applicable Provincial and Municipal policy and regulation.

## 4.4 Environmental Study Area

The Environmental Study Area, as illustrated in **Figure 12: Open Space Plan**, is composed of wetlands, waterbodies, ephemeral and transitional watercourses, and forestland and shrubland as recognized in Section 2.7: Ecological Inventory. The potential requirement for a 10-metre wetland setback from these natural features has been included within the Study Area boundary. The intent of highlighting these areas is that they shall be reviewed on a phase-by-phase basis to determine suitability, at time of subdivision, for either residential development, stormwater management, environmental open space or a combination of these. It is anticipated that a better understanding of the most appropriate uses will be achieved as development progresses and by conducting further ecological studies. It should be noted that ephemeral waterbodies, temporary graminoid marshes, seasonal graminoid marshes and native grasslands were not identified in **Figure 12: Open Space Plan** area due to their temporary and seasonal nature and are typically removed during development.

While recognizing the value of the natural features identified within the Plan Area, it should be emphasised that they do pose constraints to development. Specifically, the various wetlands and water courses leave small pockets of remnant land that are difficult to develop. Also, Provincial requirements only allow for wetlands to be used for stormwater retention but not for stormwater treatment. Preserving all the natural features will lead to isolated pockets of development and developable land being used for stormwater treatment. In that regard, it may be necessary to strategically remove, realign or reconstruct certain natural features of lower ecological value to create cohesive neighbourhoods and to integrate the stormwater network into the natural drainage system. This strategy could lead to the restoration of the retained natural features that have been impacted by previous agricultural activities.

<b>Policy 4.4.1</b>	Environmental Study Area may be considered for residential development, stormwater management, environmental open space or a combination of these.
<b>Policy 4.4.2</b>	A Biophysical Impact Assessment shall be submitted as part of a subdivision application that includes lands within the Environmental Study Area to further resolve the ecological value of the natural features.
<b>Policy 4.4.3</b>	Ecological features of higher value should be retained whereas features of lesser value or pose a significant constraint to achieving a cohesive development, may be removed.
<b>Policy 4.4.4</b>	Lands within the Environmental Study Area that are to be preserved in their natural state and qualify as Environmental Reserve in accordance with the Municipal Government Act shall be dedicated as Environmental Reserve through the subdivision approval process.
<b>Policy 4.4.5</b>	Lands identified as Environmental Reserve should be incorporated into the Town's open space and park system and available for passive recreation.

<b>Policy 4.4.6</b>	The reconstruction, realignment or re-naturalization of watercourse and wetlands may be undertaken.
<b>Policy 4.4.7</b>	Prior to disturbing any water body, an applicant shall obtain an approval(s) from the Province pursuant to the Water Act.

## 4.5 Western Irrigation District Canal

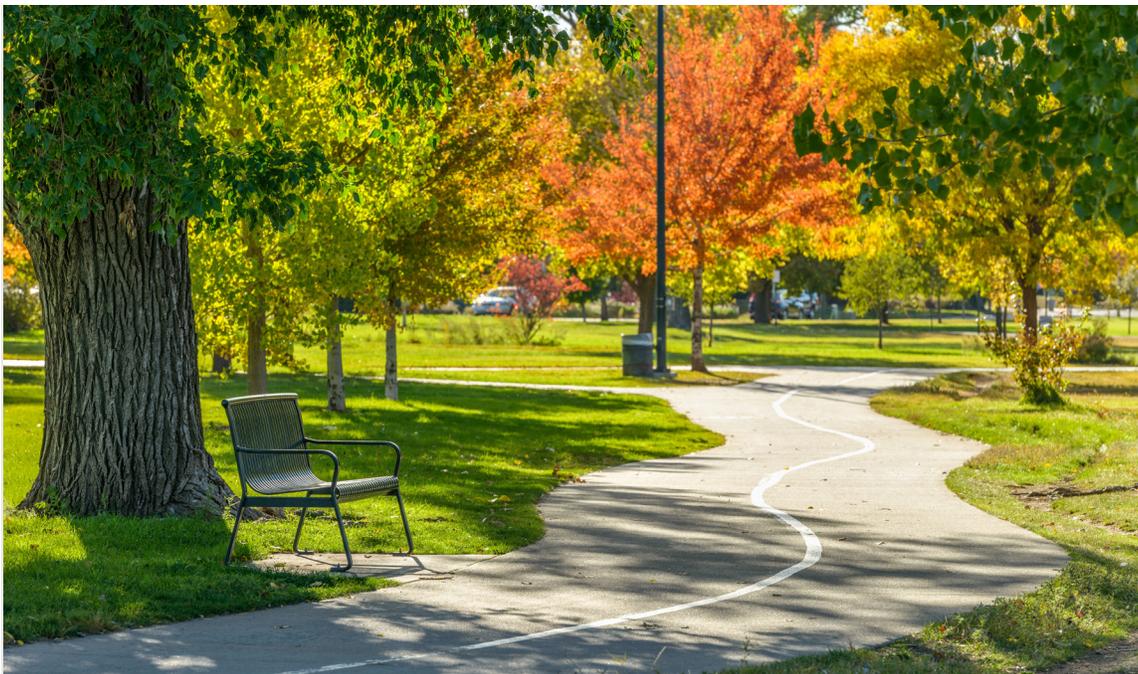
The WID canal system is vital in the support of agriculture in the surrounding area. Setbacks are to be provided to protect the WID canals and to ensure that water flows are not disturbed by development. The required setback will be confirmed with the WID at the time of subdivision. Notwithstanding these setbacks, the Town of Strathmore and the WID have established a pathway system along irrigation canals within the Town limits. This pathway system is further enhanced by bridges and benches and are easily accessible to residents and visitors. Where possible, the pathway system should be expanded into the Plan Area to create a comprehensive pathway canal system similar to the rest of the Town.

<b>Policy 4.5.1</b>	Setbacks from the Western Irrigation canals shall be determined at the subdivision stage to the satisfaction of the Approving Authority and the Western Irrigation District.
<b>Policy 4.5.2</b>	Canal rights-of-way should be integrated into the design of individual developments and incorporate amenities such as pathways, dog-runs, community gardens or other features where possible.

## 4.6 Pipelines

6 (six) high pressure natural gas pipelines intersect the Plan Area. The locations of these pipeline rights-of-way are indicated in **Figure 8: Existing Features** and are described in Table 1: Existing Pipelines within the Plan Area. The pipelines are owned and operated by ATCO Gas and Pipelines Ltd. and Ember Resources Inc. As per the Alberta Government’s Directive 56, buildings only need to be situated outside of the pipeline right-of-way. Pipeline rights-of way present an opportunity for the linear infrastructure to be used for passive recreational uses such as pathways, dog-runs, community gardens and open spaces. To maximize connectivity and open space amenities, Strathmore West proposes the use of these rights-of-way for pathways.

<b>Policy 4.6.1</b>	All setbacks from a pipeline shall be in accordance with Provincial regulations and in agreement from the operator and the Approving Authority.
<b>Policy 4.6.2</b>	All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
<b>Policy 4.6.3</b>	Crossing and access agreements shall be in place prior to the conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.
<b>Policy 4.6.4</b>	Pipeline right-of-ways should be integrated into the design of individual developments and incorporate amenities such as pathways, dog runs, community gardens or other features where possible with the consent of the easement holder and at the discretion of the Approving Authority.
<b>Policy 4.6.5</b>	Opportunities to relocate or remove pipelines may be explored at the subdivision stage in consultation with operators and the Approving Authority.



## 4.7 Gas Wells

There are 4 (four) oil and gas wellsites within the Plan area as noted in Table 2: Existing Wellsites within the Plan Area. These wellsites are active as of the writing of this ASP. The locations of all existing wellsites within the plan area are illustrated on **Figure 9: Constraints & Opportunities**.

Both active and abandoned gas facilities are land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development within the Plan Area is an important consideration in the area's development. Should the wells remain active, the Alberta Government has issued Directive 56 which identifies setbacks between wells and surface improvements.

Surface improvements such as dwellings and institutional buildings must be set back a minimum of 100 metres from the well centre. Surface improvements such as surveyed roads and road allowances must be setback a minimum of 40 metres from the centre of the wellhead. In addition, the well lease boundaries, which is the total surveyed area planned for disturbance by the operator, will need to be respected. Should the wells be abandoned, a minimum setback of a five-metre radius around the well must be maintained or as directed by the well owner.

**While the well setbacks pose constraints to the location of dwellings and institutional buildings, there may be an opportunity for them to be incorporated into the open space system. Pathways, if considered similar to roads, could be placed within 40 metres of the wellhead. Exploration of the possibility of including a park within 40 metres of a wellhead could also be explored through discussions with the Province and the well operator.**

<p><b>Policy 4.7.1</b></p>	<p>Proposals to develop land in the vicinity of gas wells shall adhere to the setback requirements and policies of this Area Structure Plan, subdivision and development regulations and the Directives and Bulletins of the Alberta Energy Regulator.</p>
<p><b>Policy 4.7.2</b></p>	<p>Procedures to reduce setbacks from active wells require the support from the landowner(s), well licensee and municipality and must follow the procedures of the Alberta Energy Regulator.</p>
<p><b>Policy 4.7.3</b></p>	<p>At the time of subdivision or development, the developer shall register a restrictive covenant that prevents the construction of any building within the setback area of an active, suspended or abandoned well.</p>



# 5.0

## Transportation

### 5.1 Street Network

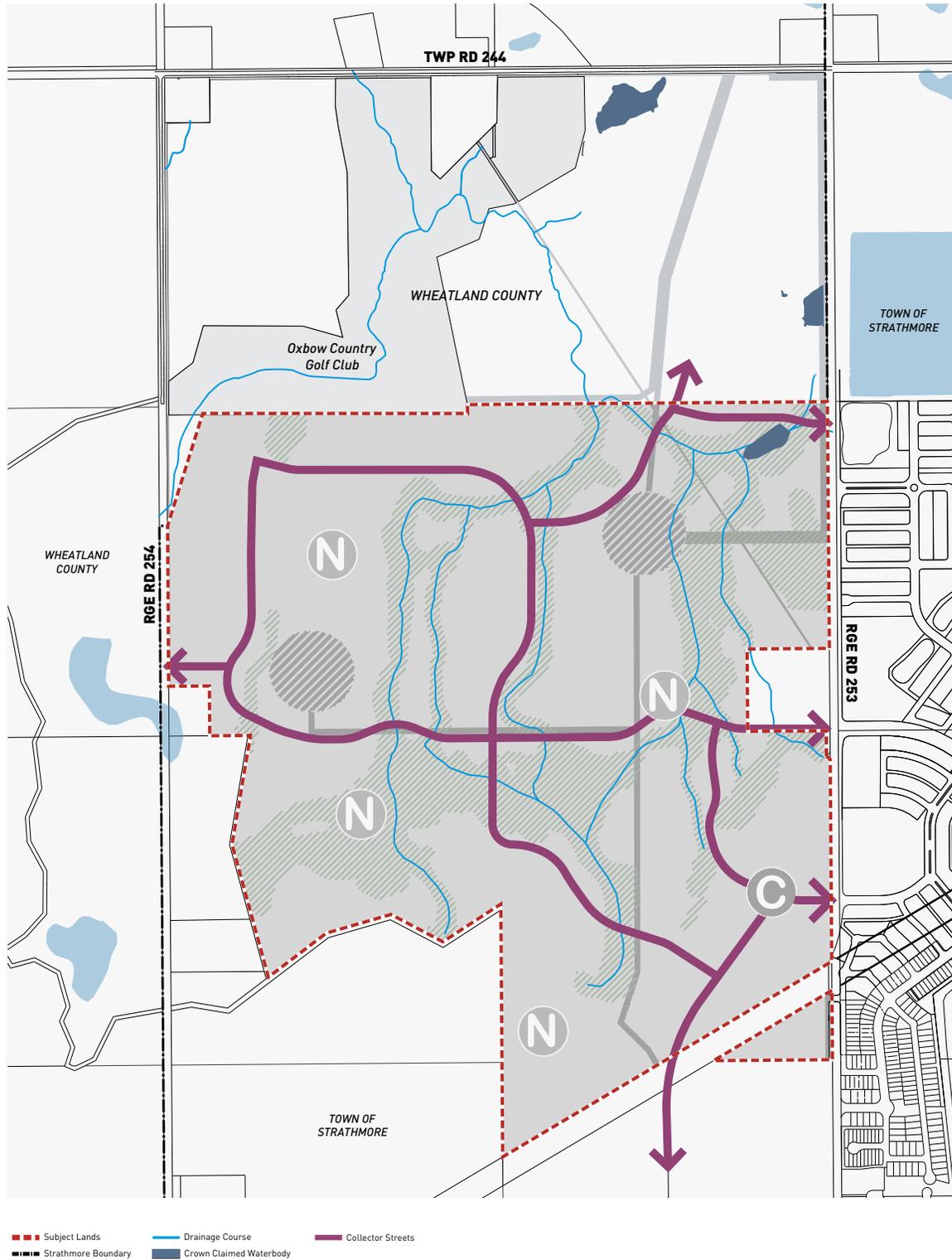
The street network for the Plan Area will integrate with the existing and future transportation network of the Town as identified in the Transportation Master Plan. This approach involved identifying existing road connections that can facilitate extension into the Plan Area. Connections are identified to be made with the surrounding streets including Wildflower Road to the east, Range Road 254 to the west and HWY 1 to the south. Connections to Wildflower Road are to be aligned with existing or planned roads that are identified for the Wildflower Ranch and Lakewood Meadows communities. An extension of Wildflower Road to Highway 1 is identified in the Transportation Master Plan. This extension may run through the Plan Area or through the former CPR line right-of-way.

Internally, the transportation network will follow a modified grid where possible with opportunities for crescents and cul-de-sacs to achieve high levels of connectivity while responding to the topography of the land and its unique environmental features. The designing of the street network should maximize connectivity while minimizing the number of WID canal and drainage course crossings. The specific alignment for lower volume roads will be identified at the subdivision stage.

A Transportation Impact Assessment (TIA) was prepared in support of the Area Structure Plan and includes a series of recommended street classifications, signalization requirements and intersection types to ensure the safe and efficient flow of people and goods through the new community. The TIA supports the external connections road and the proposed internal transportation network that is expected follow a modified grid while responding to the topography and unique environmental features of the site.

<b>Policy 5.1.1</b>	The street network and related intersections should be located as generally shown on Figure 13: Street Network.
<b>Policy 5.1.2</b>	The final road network, road cross-sections and right-of-ways required to accommodate the anticipated traffic volumes shall be determined at the subdivision stage in accordance with a Transportation Impact Assessment and the Town's Transportation Master Plan.
<b>Policy 5.1.3</b>	Notwithstanding Policy 5.1.2, street cross-sections may be modified from the typical accepted standard while accommodating anticipated traffic volumes at the discretion of the Approving Authority.
<b>Policy 5.1.4</b>	A permeable street network should be provided where the number of intersections is maximized while adhering to the requirements for intersection spacing.

Figure 13 - Street Network



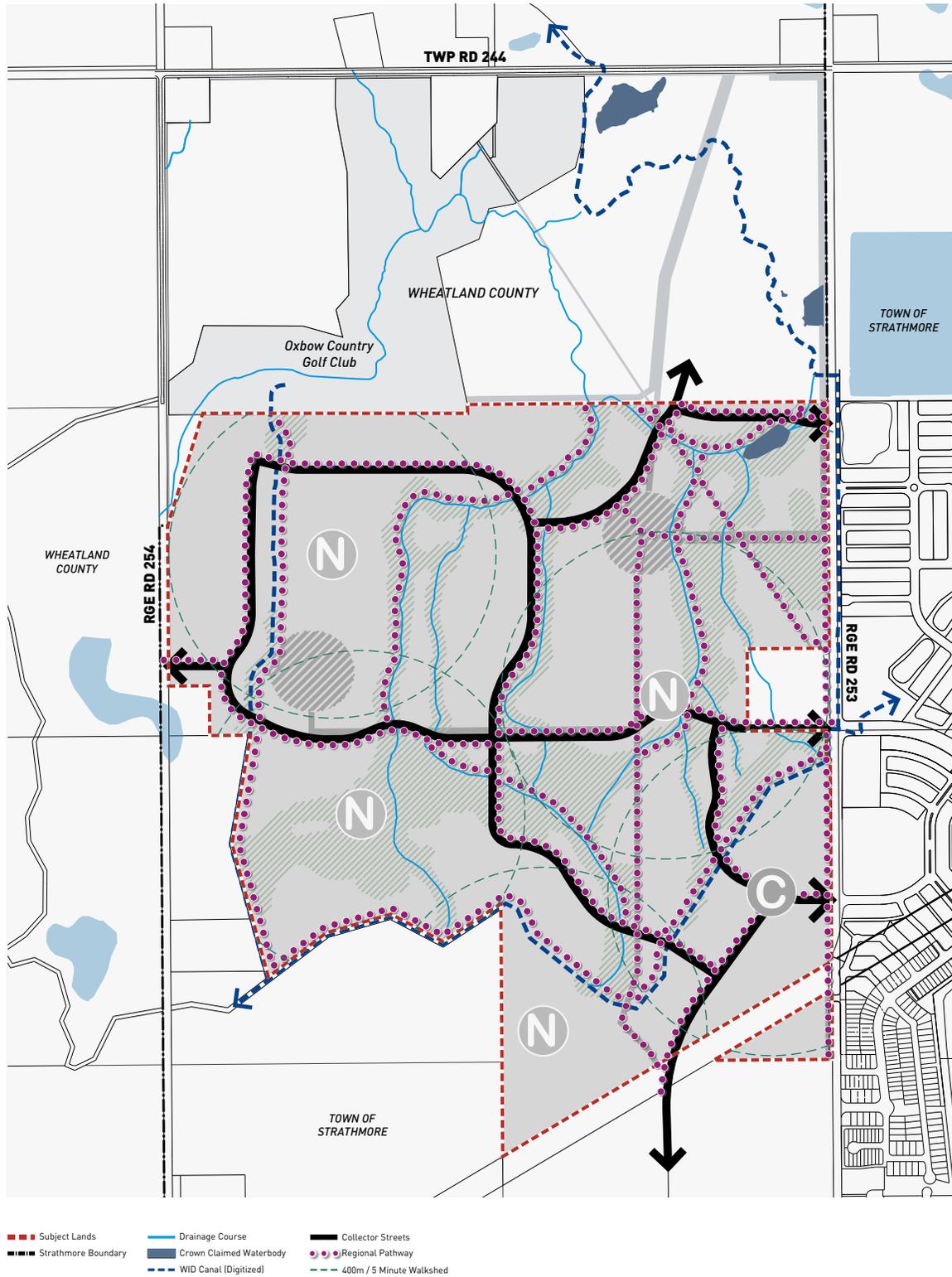
<b>Policy 5.1.5</b>	The layout of the local street network should provide direct connections and multiple routes to destination points and connectivity between neighbourhoods.
<b>Policy 5.1.6</b>	The local street network should allow for efficient and direct transit routes that connect to future transit hubs.
<b>Policy 5.1.7</b>	Consideration should be given to reducing the block lengths and avoiding cul-de-sacs and P-loops to provide efficient pedestrian connectivity and movement.

## 5.2 Active Transportation Network

Providing alternative modes of transportation is vital to maintain a healthy lifestyle, reducing carbon emissions and facilitating interactions with neighbours. In this regard, the Plan Area will support walking and cycling through the provision of sidewalks, multi-use pathways and trails. Multi-use pathways within road rights-of-way will connect to pathways within the Ecological Open Space Study Area, the pipeline right-of-ways and the irrigation canal setbacks to create a comprehensive multi-modal transportation network as illustrated in **Figure 14: Active Transportation Network**. The pedestrian and cycling infrastructure are to connect with the existing network, to existing and future amenities and to commercial areas. The supporting TIA includes an analysis of the proposed Active Transportation networks and recommends active modes connections that align with the Towns Trail Master Plan. A community that incorporates a multi-modal transportation system promotes independence for all residents regardless of their access to a vehicle.

<b>Policy 5.2.1</b>	An interconnected pathway system shall be provided as generally indicated on Figure 14: Active Transportation Network.
<b>Policy 5.2.2</b>	Multi-use pathways should be provided within the rights-of-way of higher order roads such as arterial, primary collector and collector streets as per the technical requirements of the Transportation Master Plan.
<b>Policy 5.2.3</b>	Multi-use pathways should be located within Local Parks, the Ecological Open Space Study Area, the pipeline right-of-ways, well setback areas and the WID canal right-of-way.
<b>Policy 5.2.4</b>	An active transportation network shall link residents with parks, amenities, schools, and commercial areas as well as the wider Town and regional pathway network.

**Figure 14 - Active Transportation Network**



# 6.0

## Servicing Strategy

### The servicing strategy for the Plan Area includes proposed conceptual systems and a management plan for:

- + Water Servicing
- + Wastewater Servicing and;
- + Stormwater Management.

These servicing concepts are preliminary and aim to support the Area Structure Plan process by providing a level of servicing explanation at the ASP level, under full ASP build-out conditions. Servicing connection locations have been identified in consideration to existing and proposed municipal infrastructure systems, as per the Town of Strathmore's Water, Wastewater and Stormwater Master Servicing Studies. These include tie in locations within Wildflower Ranch, and proposed piping and sizing requirements across the Plan Area. Stormwater storage and conveyance locations have been identified in consideration to previously identified natural drainage courses, the existing Co-operative Stormwater Management Initiative (CSMI) study area and the Western Irrigation District (WID) canal system.

#### Policy 6.0.1

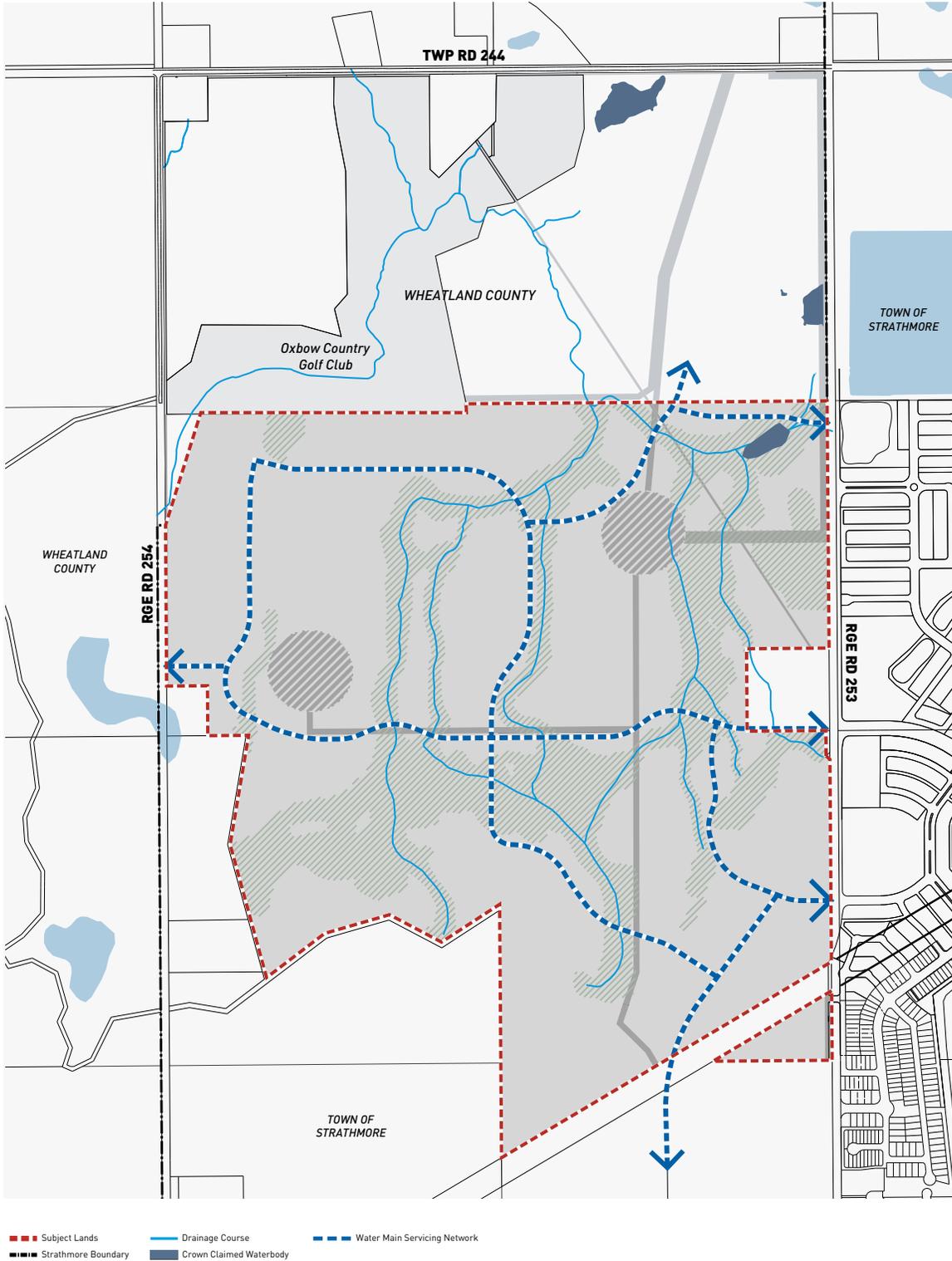
The location of utility Right of Ways and Public Utility Lots shall be determined at the subdivision stage.

### 6.1 Water

The proposed water servicing strategy will provide an urban-style, piped water distribution network as illustrated in **Figure 15-Water Network** and will be in general accordance with the Town's Water Master Servicing Study (ISL, 2020). Water Servicing for Strathmore West is available from the Town's existing water distribution and reservoir system supplied by the East Calgary Regional Waterline (ECRL). Initial connections will be tied into the Wildflower Reservoir with a new Grid Main System. As per the Town's Water Master Servicing Study (ISL, 2020), full ASP-build out will require the new East Reservoir to be constructed, with a new fill-line from the Wildflower Reservoir to the East Reservoir. The proposed location of the East Reservoir and new fill line are outlined in the Town's Water Master Servicing Study (ISL, 2020).

A Development Servicing Strategy for Water was prepared by Sedulous Engineering Inc. (April 2025) to support the Area Structure Plan (ASP) process. Demand estimates were based on residential and non-residential consumptions and population projections, as outlined in the Town's Water Master Servicing Study (ISL, 2020). This report concluded the proposed servicing is viable and fits well with the Town's Water Master Servicing Study (ISL,2020). The Land's location in the future Main Pressure Zone and Northwest Pressure Zone will provide adequate pressure and flow to service Strathmore West.

**Figure 15 - Water Network**



**The purpose of these policies is to provide for a suitable water distribution system designed to serve the Strathmore West Plan Area.**

<b>Policy 6.1.1</b>	The water distribution network shall be designed in accordance with the most recent standards and specifications of the Town of Strathmore.
<b>Policy 6.1.2</b>	The water distribution system shall be designed and constructed as generally shown on Figure 15 - Water Network to adequately and efficiently serve the ultimate development of the Plan Area. The location of water infrastructure may be modified at the subdivision stage to the satisfaction of the Town.
<b>Policy 6.1.3</b>	Details of the water supply infrastructure shall be determined in conjunction with the engineering plans and the tentative plans of subdivision and in the context of the Town of Strathmore's Water Master Servicing Study.
<b>Policy 6.1.4</b>	Water conservation methods including drought tolerant landscaping, water efficient plumbing fixtures and rainwater capture mechanisms are encouraged to be incorporated into phases of development.

## **6.2 Sanitary**

The proposed wastewater servicing strategy will provide an urban style sanitary collection network as illustrated in **Figure 16: Sanitary Network** and will be in general accordance with the Town's Wastewater Master Servicing Study. Wastewater collection for Strathmore West is supported by the Town's existing Wastewater Treatment Plan (WWTP) and the Town's established Central Trunk System. As per the Town's Wastewater Master Servicing Study, WWTP and the Bow River Tertiary Outfall Pump upgrades will be required to support Strathmore's growth.

As per the Town's Wastewater Master Servicing Study, south-central lands of the Plan Area are within the West Strathmore sanitary catchment area. This area is planned to be serviced by the proposed West Strathmore Trunk Mains, Lift Station and Force Mains with final connections to the Town's Central Trunk Main. Closest existing collection infrastructure includes the Wildflower Trunk Main.

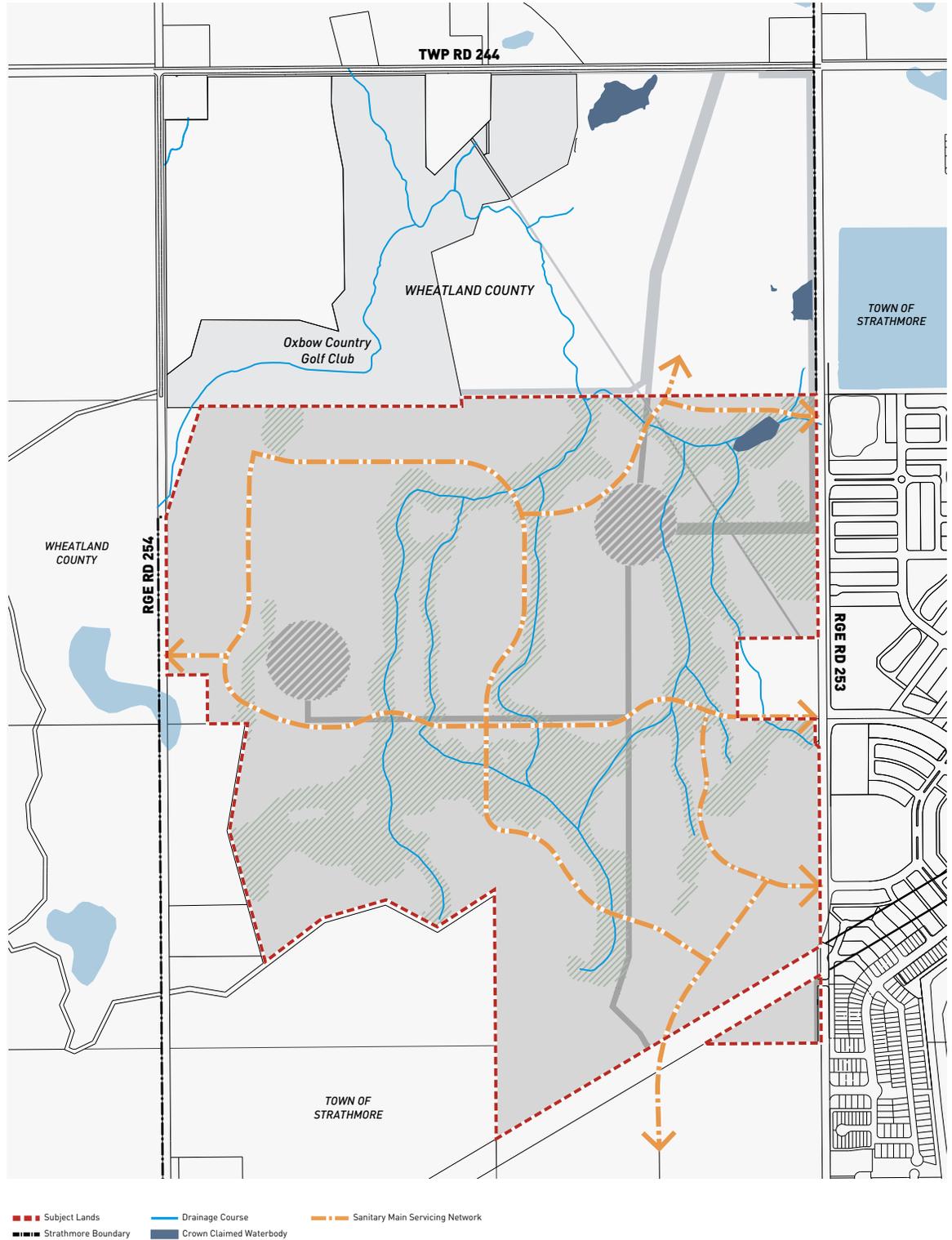
A Development Servicing Strategy for Wastewater was prepared by Sedulous Engineering Inc. (April 2025) to support the Area Structure Plan (ASP) process. Flow estimates were based on residential design flow and population projections, as outlined in the Town’s Wastewater Master Servicing Study (Allnorth, 2017). This report concluded the proposed servicing is viable and is aligns with the Town’s Wastewater Master Servicing Study (Allnorth, 2017).

**The purpose of these policies is to provide for a suitably designed sanitary collection network to service the Strathmore West Plan Area.**

<b>Policy 6.2.1</b>	The sanitary distribution network shall be designed in accordance with the most recent standards and specifications of the Town of Strathmore.
<b>Policy 6.2.2</b>	The sanitary distribution system shall be designed and constructed as generally shown on Figure 16 - Sanitary Network to adequately and efficiently serve the ultimate development of the Plan Area. The location of sanitary infrastructure may be modified at the subdivision stage to the satisfaction of the Town.
<b>Policy 6.2.3</b>	Details of the sanitary supply infrastructure shall be determined in conjunction with the engineering plans and the tentative plans of subdivision and in the context of the Town of Strathmore’s Sanitary Master Servicing Study.



**Figure 16 - Sanitary Network**



## 6.3 Stormwater

The proposed stormwater management strategy for Strathmore West will follow the Preliminary Master Drainage Plan, prepared by Sedulous Engineering Inc. (April 2025), the design as generally illustrated in **Figure 17: Stormwater Network** and will be accordance with the Town’s Stormwater Master Servicing Study (Allnorth, 2018). The Preliminary Master Drainage Plan provides high-level policy direction for drainage of the Plan Area under full-ASP build out.

Stormwater management for Strathmore West is supported by the existing regional drainage plan: the Co-Operative Stormwater Management Initiative (CSMI), and drainage channels/pipes running parallel to the Western Irrigation District (WID) canal system. The proposed stormwater management strategy will provide a combination of major and minor conveyance systems located across the Plan Area that incorporate predominantly low-impervious, residential development. Runoff from the Plan Area will be distributed into 2 (two) ponds as illustrated in **Figure 17: Stormwater Network**. These preliminary pond locations are along the site’s pre-defined, natural drainage systems which flow south to north. These ponds will provide for storage, evaporation and discharge of runoff into the Co-operative Stormwater Management Initiative (CSMI) study area, at the permitted average annual volumes outlined in the CSMI, MPE 2020. Additional ponds may be required and will be determined at future development phases.

**The Preliminary Master Drainage Plan was prepared by Sedulous Engineering Inc. (April 2025) to support the Area Structure Plan Process in accordance with the following standards:**

- + Co-Operative Stormwater Management Initiative (CSMI), MPE Engineering Ltd., June 2020,
- + Town of Strathmore Engineering Design and Construction Standards Manual (2022),
- + Alberta Environment Stormwater Management Guidelines (1999),
- + City of Calgary Stormwater Management and Design Manual (2011), where applicable,

**And modeled using;**

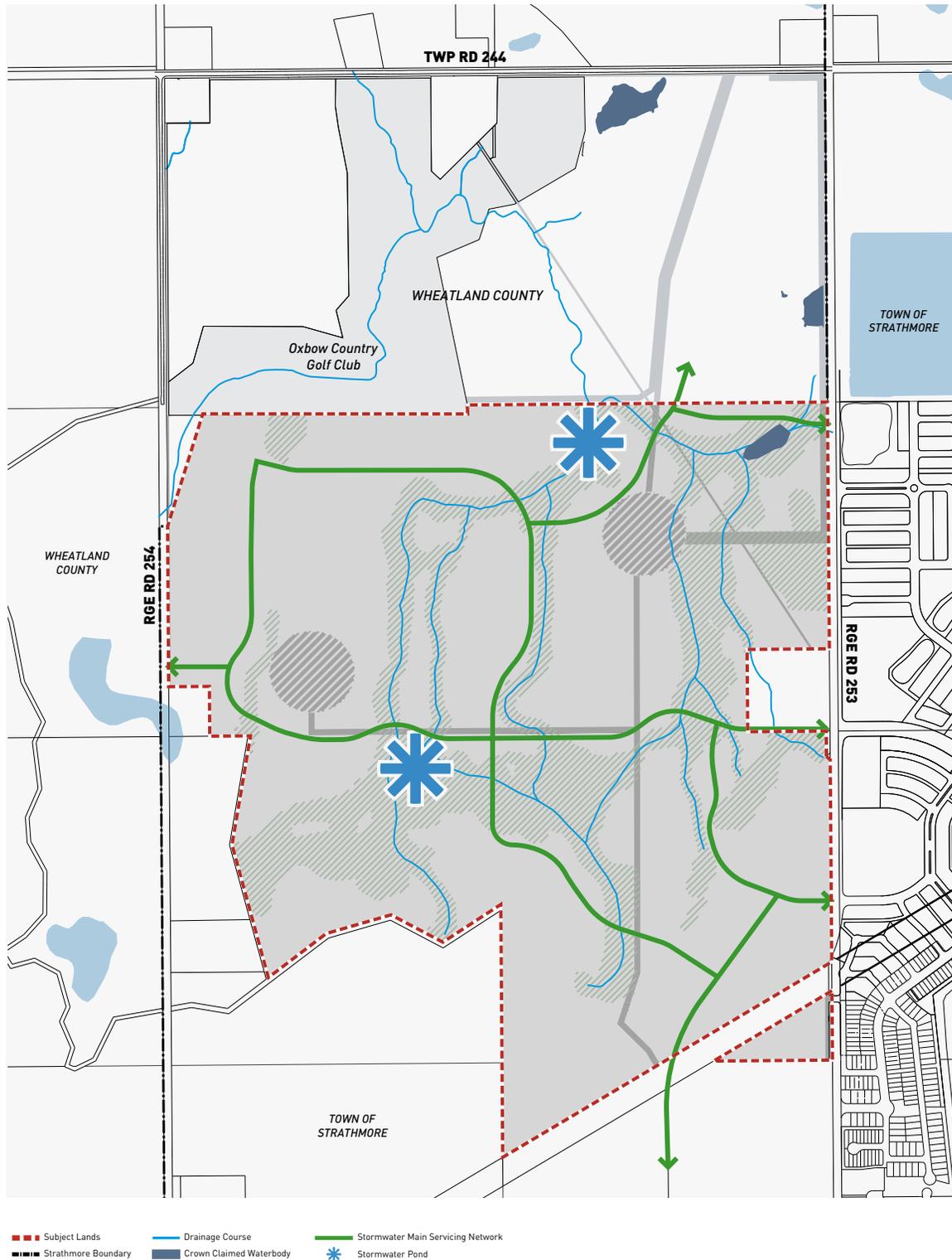
- + PCSWMM 2024 Professional (Version 7.7.3920).
- + Topographic Survey Data, prepared by Maidment Land Surveys Ltd. (December 2024).

**The purpose of these policies is to provide an overview of the stormwater management strategy that will serve the Strathmore West Plan Area.**

<b>Policy 6.3.1</b>	In accordance with applicable Provincial policy and regulation, wetlands may be incorporated into the stormwater management system.
<b>Policy 6.3.2</b>	The sanitary distribution system shall be designed and constructed as generally shown on Figure 17 - Stormwater Network to adequately and efficiently serve the ultimate development of the Plan Area. The location of stormwater infrastructure may be modified at the subdivision stage to the satisfaction of the Town.
<b>Policy 6.3.3</b>	The sanitary distribution network shall be designed in accordance with the most recent standards and specifications of the Town of Strathmore.
<b>Policy 6.3.4</b>	Details of the stormwater supply infrastructure shall be determined in conjunction with the engineering plans and the tentative plans of subdivision and in the context of the Town of Strathmore's Stormwater Master Servicing Study.
<b>Policy 6.3.5</b>	Best Management Practices shall be used to reduce pollutants at the source and provide stormwater treatment and retention as necessary and where appropriate.



**Figure 17 - Stormwater Network**



# 7.0

## Neighbourhood Phasing

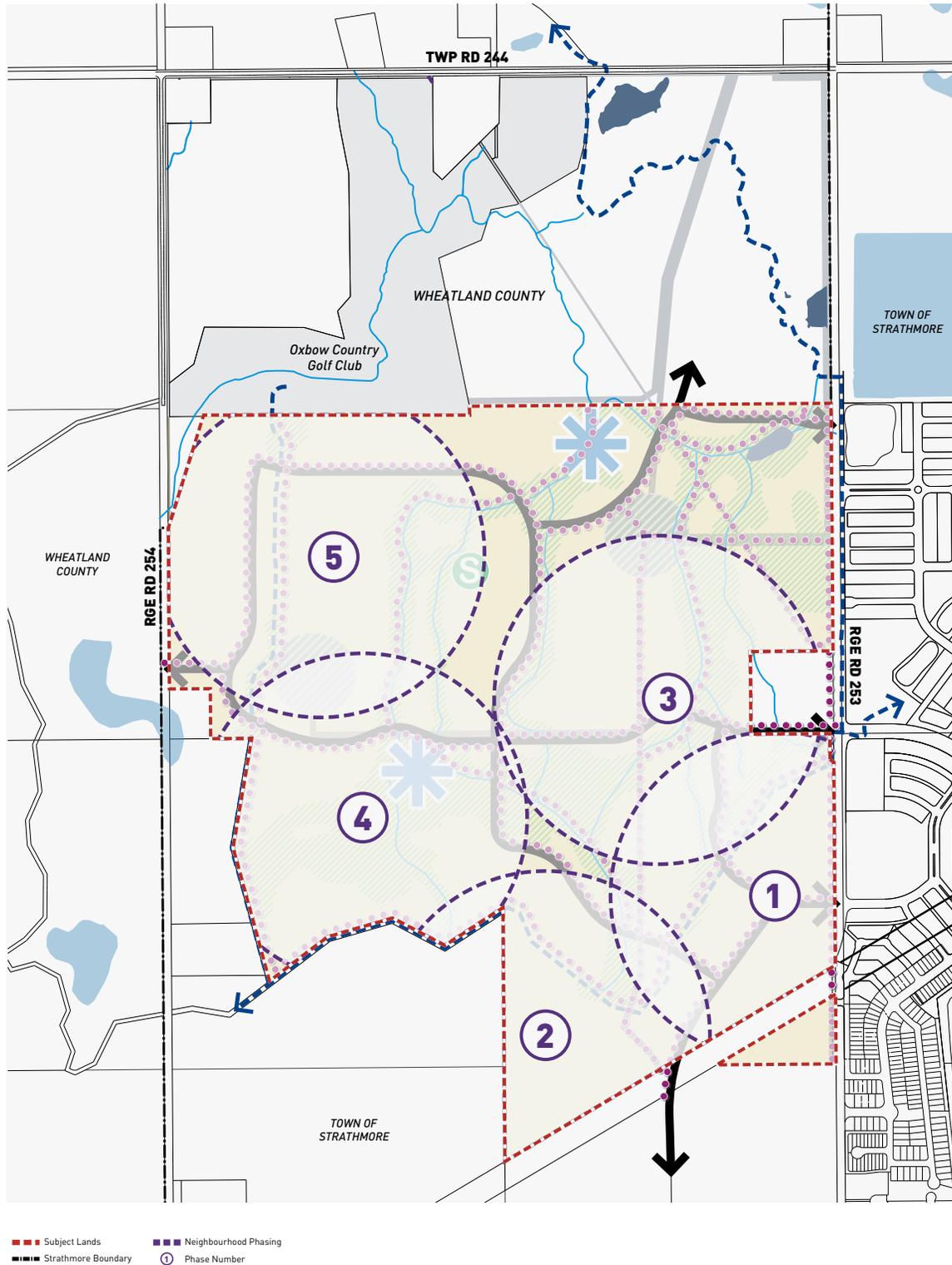
**The Plan Area neighbourhoods will be phased generally from south to north with approximately 5 (five) phases. Phasing order is based on locations of existing transportation, utility servicing and anticipated market conditions.**

Phasing development order is indicated on **Figure 18: Neighbourhood Phasing**. However, development order and size may change in consideration of future market conditions and servicing requirements.

<b>Policy 7.0.1</b>	Neighbourhood phasing should proceed as shown in Figure 18: Neighbourhood Phasing.
<b>Policy 7.0.2</b>	Neighbourhood phasing may proceed out of sequence of Figure 18: Neighbourhood Phasing where it has been demonstrated that the necessary access and servicing is available and in response to market conditions.



**Figure 18 - Neighbourhood Phasing**



# 8.0

## Implementation

**Implementation of the Strathmore West ASP will occur through the land use redesignation and subdivision process. This ASP provides the vision, policy and conceptual framework that will guide future development approvals in the Plan Area.**

<b>Policy 8.0.1</b>	<p>Town Council shall:</p> <ul style="list-style-type: none"><li>• Adhere to the objectives and policies of this ASP when making decisions on Land Use Bylaw amendments that affect the Plan Area; and</li><li>• Consider possible amendments to this ASP from time to time as an appropriate response to changing or unforeseen circumstances.</li></ul>
<b>Policy 8.0.2</b>	<p>Town Administrative shall be responsible for implementing planning and policy statements contained within this ASP.</p>
<b>Policy 8.0.3</b>	<p>Administration shall take primary responsibility for the review of all land use, subdivision and development proposals and ensure the participation of relevant government agencies, private groups, businesses, and municipal departments during the review process.</p>
<b>Policy 8.0.4</b>	<p>The following studies, all of which shall be to the satisfaction of the Town of Strathmore, shall accompany applications for land use and subdivision:</p> <ul style="list-style-type: none"><li>• Biophysical Impact Assessment (BIA) or update;</li><li>• Environmental Site Assessment (ESA) or update;</li><li>• Geotechnical Study or update;</li><li>• Stormwater Management Plan; and</li><li>• Traffic Impact Assessment (TIA) or update.</li></ul>



# 9.0

## Public Engagement

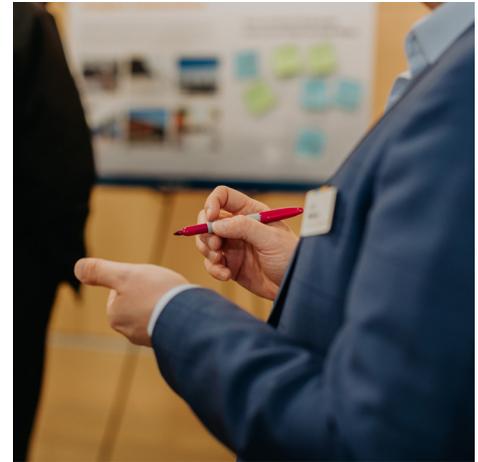
### 9.1 Public Outreach Goals

To support the submission of the Strathmore West Area Structure Plan, a public engagement approach has been developed to inform and consult residents, landowners and interest-holders. This approach reflects the Town of Strathmore's expectations for meaningful outreach and is designed to ensure transparency and build public trust throughout the planning process. Outreach efforts will engage adjacent landowners, the Town's Council and Administration, school boards, emergency services, utility providers and other agencies.

### 9.2 Public Engagement Objectives: Inform and Consult

#### Engagement efforts will focus on:

- ✦ Sharing clear, timely, and accessible information about the Area Structure Plan to help interest-holders understand the project and its potential impacts.
- ✦ Encouraging inclusive and respectful dialogue by creating opportunities for participants to ask questions, provide input and share local perspectives.
- ✦ Building positive relationships with community members by demonstrating openness, responsiveness and a commitment to working collaboratively.



## 9.3 Outreach Process

The following outlines key engagement tactics that will support public dialogue during the initial outreach phase of the Area Structure Plan (ASP) application process. We will continue to provide updates on our efforts and share summaries of outcomes with the Town and participants.



### **Project Website**

An online resource providing up-to-date project information and background materials for public access.



### **Public Open House**

An in-person, evening drop-in event hosted in Strathmore to share project details and invite feedback. The event will be promoted through multiple channels, including the website, mailers, and email invitations.



### **Engagement Summary**

A summary document outlining what was heard during engagement activities and how input has been considered in the planning process.



### **Engagement Contact**

A dedicated contact will be available throughout the process to respond to questions and facilitate ongoing dialogue.



### **Project Updates to Distribution List**

Regular updates will be provided to those subscribed to the project mailing list, ensuring continued access to the latest information.

The following provides an assessment of the Strathmore West ASP relative to the applicable policies of the Intermunicipal Development Plan and the Municipal Development Plan.

Document	Policies/ Guidelines	ASP
<p>The Town of Strathmore and Wheatland County Intermunicipal Development Plan (IDP) is intended to facilitate long term strategic growth and to identify joint development opportunities within the Rural Urban Fringe (RUF) between the Town of Strathmore and Wheatland County. The Strathmore West ASP falls within the identified RUF and within the Urban Referral Area. As such, the policies of the IDP apply to the Plan.</p>		
<p><b>Town of Strathmore and Wheatland County Intermunicipal Development Plan (IDP)</b></p>	<p><b>Policy 2.3.4</b> All statutory plans and plan amendments, as well as future land use, subdivision, and development in the plan area, shall comply with the policies of this IDP.</p>	<p>This table itemizes how the Plan is in alignment with the IDP</p>
	<p><b>Policy 2.3.5</b> Planning and development applications within the plan area shall be considered in accordance with the Future Development Scenario (see Figure 5) in order to minimize the potential for land use conflicts.</p>	<p>The Plan falls within the Urban Referral Area.</p>
	<p><b>Policy 2.3.6</b> Where an ASP exists within the plan area, or within the Urban Referral Area identified in Figure 5, the policies of the applicable ASP shall take precedence over the IDP as it relates to site-specific development decisions.</p>	<p>Site-specific development decisions will be determined by the policies of this plan.</p>
	<p><b>Policy 2.3.7</b> Proposed residential developments should implement effective transitional buffering from non-residential land uses in order to mitigate potential interface conflicts.</p>	<p>The SWASP includes policies in the Neighbourhood Node and Community Node sections that guide how residential and non-residential use should be integrated.</p>

Document	Policies/ Guidelines	ASP
	<p><b>Policy 2.3.8</b> Environmental impacts shall be minimized where development occurs near environmentally sensitive areas such as slopes and watercourses.</p>	<p>The SWASP includes one Crown Claimed wetland that will be retained on site as Environmental Reserve. The watercourses and sloped areas within the plan are identified as Environmental Open Space Study Area. The extent of retaining these areas will be determined at each subsequent subdivision stage.</p>
	<p><b>Policy 2.6.1</b> Specific road alignments will be determined through ASPs and functional planning studies.</p>	<p>A Transportation Impact Assessment has been provided in support of the SWASP which identifies skeletal road alignment within the Plan.</p>
	<p><b>Policy 2.8.1</b> The municipalities are encouraged to prepare Joint Area Structure Plans in the future to the mutual economic benefit of both parties.</p>	<p>The SWASP is entirely within the boundaries of the Town of Strathmore. AS such, only an ASP within Strathmore has been prepared.</p>
	<p><b>Policy 3.2.1</b> The adoption of, or amendments to, a statutory plan (IDP, MDP, ASP, ARP) or LUB shall be processed and decided upon by the Council of the municipality in which the plan or bylaw is located and circulated in alignment with the MGA.</p>	<p>The proposed SWASP shall be submitted to the Town of Strathmore for approval.</p>
	<p><b>Policy 3.3.1</b> Referrals on new or amended ASPs or Conceptual Schemes within the: a) Future Business Area, b) Predominantly Agricultural Lands, or c) Urban Referral Area,  as identified in Figure 5, shall be made to the adjacent municipality.</p>	<p>The SWASP shall be circulated to Wheatland County for comment as portions of the plan fall within the Urban Referral Area.</p>
<p>The Strathmore Municipal Development Plan 2014 (MDP) provides the Municipality's primary land use and policy direction for growth within the boundaries of the Town. All other documents including the Strathmore West Area Structure Plan must align with the policies established in the MDP. The following provides a summary of how the SWASP aligns with applicable MDP policies.</p>		

Document	Policies/ Guidelines	ASP
<p><b>Strathmore Municipal Development Plan 2014</b></p>	<p><b>Policy 2.1.1</b> No development shall occur on lands annexed in 2010 without and 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.</p>	<p>The preparation of the SWASP addresses this requirement.</p>
	<p><b>Policy 2.1.2</b> Future development shall reflect residential densities and mixed use development that will achieve the density goals of 8 to 10 units per gross acre, as outline in the Calgary Metropolitan Plan.</p>	<p>Proposed densities within the Plan Area meet the 8 to 10 upa goal as addressed in this policy.</p>
	<p><b>Policy 2.2.1</b> 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.</p>	<p>The preparation of the SWASP fulfills the requirements of this policy.</p>
	<p><b>Policy 2.2.4</b> 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.</p>	<p>The design of neighbourhoods within the Plan Area aligns with this policy through the preservation of Crown Claimed wetlands, the maintenance of natural drainage courses where possible and the introduction of the Environmental Study Area that will determine the extent of retention of existing features.</p>
	<p><b>Policy 2.2.5</b> 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.</p>	<p>The SWASP identifies proposed land uses in the Development Concept which outline similar residential land uses are proposed adjacent to existing residential development.</p>
	<p><b>Policy 2.2.6</b> The Town shall develop a comprehensive transit concept strategy and future Area Structure Plans or development proposals will be required to demonstrate Transit Oriented Development principles in proximity to the identified transit nodes.</p>	<p>Higher density development and Transit Oriented Development are encouraged to locate within Community and Neighbourhood Nodes per Section 3.0 Development Concept.</p>

Document	Policies/ Guidelines	ASP
	<p><b>Policy 2.2.7</b> 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.</p>	<p>The SWASP aligns with this policy through the provision of parks and pathways that connect to the existing open space system and that efficiently link key amenities to residential areas.</p>
	<p><b>Policy 2.2.8</b> Applications shall consider the integration of commercial uses within an Area Structure Plan to meet the needs of the neighbourhood residents.</p>	<p>The SWASP provides for commercial uses within the Community and Neighbourhood Nodes.</p>
	<p><b>Policy 2.2.10</b> 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.</p>	<p>Proposed Neighbourhoods in the Plan Area are designed around a central amenity space and are anchored by a Community or Neighbourhood Node as discussed in Section 3.2 and 3.3.</p>
	<p><b>Policy 2.2.11</b> 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.</p>	<p>Setbacks to all wetlands to be retained on site will be determined at the subdivision stage but wetlands to be retained are indicated on Figure 3: Open Space Plan.</p>
	<p><b>Policy 2.2.13</b> Mixed use development shall be encouraged to serve the local needs of the community, generate vitality and encourage pedestrian movements.</p>	<p>The SWASP encourages Mixed-Use development within the proposed Community and Neighbourhood Nodes.</p>
	<p><b>Policy 2.2.14</b> 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.</p>	<p>The SWASP aligns with this policy by identifying the locations for a school site and local and regional pathways.</p>

Document	Policies/ Guidelines	ASP
	<p><b>Policy 2.5.1</b> An Environmental Site Assessment (Phase 1) 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.</p>	<p>A Phase 1 Environmental Site Assessment and a Ecological Inventory were prepared with this ASP application and have been submitted under separate cover.</p>
	<p><b>Policy 2.5.4</b> 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.</p>	<p>The SWASP aligns with this policy by proposing to extend</p>
	<p><b>Policy 2.5.7</b> All Area Structure Plans shall review any oil and gas implications on their lands and confer with the Provincial regulatory authority regarding provincially require setbacks and work with the Town to request setback reductions if the option is appropriate related to public hazard.</p>	<p>Section 4.7 and 4.8 of the SWASP include policies related to the oil and gas infrastructure present within the plan area. Policies discuss the implications of this infrastructure and the process to request setbacks to this infrastructure.</p>
	<p><b>Policy 2.5.8</b> The Town may require that lands considered unsuitable for development or areas requiring larger setbacks due to environmental significance, natural hazard or safety consideration to be dedicated as Environmental Reserve as per the Municipal Government Act.</p>	<p>The SWASP aligns with this policy through the provision of lands to be dedicated as Environmental Reserve at the time of subdivision.</p>
	<p><b>Policy 2.5.9</b> 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.</p>	<p>The SWASP policy 4.4.4 provides for the use of Environmental Reserve lands to be used for passive recreation as part of the Town's park system.</p>
	<p><b>Policy 3.2.1</b> 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.</p>	<p>A range of housing types are encouraged throughout the Residential, Neighbourhood and Community Nodes identified within the Plan. Specific land uses will be determined at the land use redesignation stage.</p>

Document	Policies/ Guidelines	ASP
	<p><b>Policy 3.2.2</b> 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.</p>	<p>The SWASP aligns with this policy through the identification of Neighbourhood and Community Nodes that support higher density multi-unit housing and will be centrally located to the neighbourhoods identified within the Plan.</p>
	<p><b>Policy 3.2.2</b> 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.</p>	<p>The SWASP aligns with this policy through the identification of Neighbourhood and Community Nodes that support higher density multi-unit housing and will be centrally located to the neighbourhoods identified within the Plan.</p>
	<p><b>Policy 3.2.5</b> 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.</p>	<p>Proposed multi-unit residential development within the SWASP will be located within the Neighbourhood and Community Nodes which will function as higher density and intensity mixed-use centres. Policies guiding the Nodes outline the type and scale of development as well as the mix of uses that is appropriate.</p>
	<p><b>Policy 3.2.7</b> 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.</p>	<p>The SWASP has provisions for seniors housing within the plan area. The specific land uses to allow seniors housing will be determined at the future land use redesignation stages.</p>
	<p><b>Policy 3.2.11</b> All new Area Structure Plans shall consider the land requirements for necessary school facilities as negotiated between the municipality, the Developer, and the School Boards.</p>	<p>Preliminary conversations with the local school boards took place during the planning and design of the SWASP. The Development Concept identifies a school site.</p>
	<p><b>Policy 3.2.15</b> 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.</p>	<p>Section 3.1 of the SWASP addresses Residential development and includes policy to mitigate the impact from major transportation corridors.</p>

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	<p><b>Policy 3.4.1</b> All new commercial developments on parcels over 20 acres in size that require redesignation shall requires the preparation of an Area Structure Plan.</p>	<p>The SWASP includes policies guiding commercial developments that will range in size.</p>
	<p><b>Policy 3.4.5</b> The Town shall require developers of large residential communities to provide for a parcel of Neighbourhood Commercial use.</p>	<p>The Development Concept outlined in the SWASP contemplates neighbourhood and community scale commercial uses.</p>
	<p><b>Policy 3.6.1</b> 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.</p>	<p>The allocation of reserve lands is identified in the SWASP's Development Concept and is generally consistent with the MDP's Open Space Concept.</p>
	<p><b>Policy 3.6.2</b> Residential development proposals shall primarily dedicate Municipal and/or School Reserves in the form of land.</p>	<p>The SWASP proposes the allocation of Reserve lands as land rather than cash-in-lieu of land.</p>
	<p><b>Policy 3.6.7</b> Large scale recreational parks and developments should be developed and designed to ensure the parking and buffers to adjacent properties can be maintained.</p>	<p>The SWASP policy 4.1.8 requires that developers prepare a concept plan for parks which should address the park requirements outlined in the Engineering Design and Construction Manual and speak to parking and buffer requirements.</p>
	<p><b>Policy 3.6.8</b> 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.</p>	<p>The SWASP identifies proposed locations for linear parkways. Section 5.2 outlines the policies to ensure that that active transportation network and linear pathways connect neighbourhood and community amenities.</p>
	<p><b>Policy 3.6.10</b> The Town shall continue to work with the WID to utilize canal right of ways for public linkages and pathways through the Town.</p>	<p>The SWASP encourages the continuation of pathways along the WID canal network. Policy 5.2.2 identifies that multi-use pathways should be located along the canal right of ways.</p>
	<p><b>Policy 3.6.18</b> The municipality shall encourage joint use sites between educational institutions, recreation facilities, open spaces</p>	<p>Policy 4.2.6 of the SWASP outlines how indoor and outdoor amenities associated with school sites can be activated outside of regular operational hours.</p>

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	<p><b>Policy 3.6.19</b> Pathway systems shall be looped to provide internal and external connectivity throughout the community and the neighbourhood.</p>	<p>The proposed pathways system in the SWASP connects to municipal pathways beyond the boundary of the Plan Area and connects to multiple key Nodes and areas within the ASP boundary.</p>
	<p><b>Policy 3.6.20</b> Neighbourhood design shall emphasise the importance of walking and cycling paths for transportation as well as recreation purposes.</p>	<p>The SWASP emphasizes active mode networks and includes policy in Section 5.2 Active Transportation Network to support walking and cycling through the Plan Area.</p>
	<p><b>Policy 3.6.21</b> The Town shall encourage the development of a comprehensive parks plan for the entire community.</p>	<p>The SWASP aligns with this policy through the provision of community wide open space policies in Section 4 and as illustrated in Figure 13: Open Space Plan.</p>
	<p><b>Policy 3.7.2</b> Significant wetland areas shall be identified at the Area Structure Plan stage and taken as Environmental Reserve where appropriate.</p>	<p>Section 4.3 of the SWASP identifies Crown Claimed wetlands that intersect the Plan Area and will be dedicated as Environmental Reserve at the subdivision stage.</p>
	<p><b>Policy 3.7.4</b> If a wetland is Crown owned, the land is considered to be under separate ownership and shall not be taken as either Environmental Reserve of Municipal Reserve, but a strip of Environmental Reserve immediately adjacent to the Crown land shall be taken as Environmental Reserve at time of subdivision.</p>	<p>Section 4.3 of the SWASP outlines the policies regarding Crown Claimed wetlands and how Environmental Reserve is attributed to these wetlands.</p>
	<p><b>Policy 3.7.8</b> All Area Structure Plan applications shall adhere to the Wetland Policy and all other applicable municipality, Provincial and Federal regulations.</p>	<p>The SWASP follows the Wetland Policy and Sections 4.3 and 4.4 outline the policies for wetland areas and waterbodies.</p>
	<p><b>Policy 3.7.9</b> Applications for Area Structure Plans shall prove that no net loss of wetlands will occur as a result of the proposed development.</p>	<p>The SWASP follows the Wetland Conservation Plan and the Wetland Policy follows the 'No Net Loss' of wetlands principle.</p>
	<p><b>Policy 3.7.10</b> Where possible, wetlands shall be incorporated into stormwater ponds and naturalized and shall provide an amenity to the community.</p>	<p>Provisions for the incorporation of wetlands as part of the stormwater management system are included in Section 6.3.</p>

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	<p><b>Policy 3.7.11</b> Wetlands shall be reviewed at Area Structure Plan for preservation or relocation based on their ecological significance and functionality within the overall system.</p>	<p>An Ecological Inventory was prepared to support the SWASP. The Inventory was used to determine the wetlands that would be retained throughout the Plan Area.</p>
	<p><b>Policy 3.7.12</b> Wetlands which are considered permanent and naturally occurring wetlands (Class IV-VII: Stewart and Kantrud) shall have a minimum setback distance of 10metres from the high water mark, or greater, as required by a qualified wetlands aquatic environmental specialist.</p>	<p>The SWASP development concept illustrates the 10m setbacks from natural features identified within the Plan Area.</p>
	<p><b>Policy 3.8.1</b> 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.</p>	<p>This SWASP was prepared to meet the requirements of this policy.</p>
	<p><b>Policy 4.1.3</b> Traffic Impact Assessments prepared by a professional Transportation Engineer shall be required for all Area Structure Plans.</p>	<p>A Traffic Impact Assessment was prepared in support of the SWASP and has been submitted under separate cover.</p>
	<p><b>Policy 4.1.5</b> 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.</p>	<p>Section 5.0 of the SWASP outlines policies regarding the transportation and active transportation networks proposed throughout the Plan Area. The transportation policies direct the network to follow the requirements laid out in the Transportation Master Plan to ensure linkages are designed safely and efficiently.</p>
	<p><b>Policy 4.1.6</b> 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.</p>	<p>Policies for the Neighbourhood and Community Nodes identify these areas for higher density development and a mix of uses to support transit hubs.</p>
	<p><b>Policy 4.1.11</b> The planning, design and construction of all roads shall follow the Town of Strathmore standards.</p>	<p>Policies 5.2.2 and 5.2.3 of the SWASP identifies that the road network and affiliated cross section and right-of-ways must follow the Town of Strathmore standards.</p>

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	<p><b>Policy 4.1.17</b> 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.</p>	<p>Policies within Section 5.2 of the SWASP outline the provisions for active transportation network connections throughout the Plan Area including within major road rights-of-way.</p>
	<p><b>Policy 4.2.1</b> 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.</p>	<p>Sections 6.1 and 6.2 of the SWASP outline how the Plan Area will be connected to Municipal water and sanitary infrastructure.</p>
	<p><b>Policy 4.2.5</b> 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.</p>	<p>The SWASP outlines how utility right-of-ways and Public Utility lots are identified in the SWASP.</p>
	<p><b>Policy 4.3.5</b> All storm water facilities shall be designed to enhance the community's open space system, with safety in mind.</p>	<p>Section 6.3 of the SWASP outlines how the stormwater system will be incorporated into the Plan Area and the open space system.</p>
	<p><b>Policy 4.3.6</b> Wherever possible, stormwater 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.</p>	<p>Provisions for the incorporation of wetlands as part of the stormwater management system are included in Section 6.3.</p>
	<p><b>Policy 4.3.8</b> Area Structure Plans shall provide a comprehensive stormwater management plan.</p>	<p>The SWASP's comprehensive stormwater plan is outlined in section 6.3 with a Stormwater Management Report submitted under separate cover.</p>
	<p><b>Policy 4.3.12</b> New and re-development projects are encouraged to utilize and incorporate Low Impact Development techniques to reduce the surface runoff and storm water storage requirements, such as roof top rain harvest for on-site landscape irrigation.</p>	<p>Section 6.3 includes policies for the implementation of Low Impact Development within the Plan Area.</p>
	<p><b>Policy 4.5.4</b> Based on the recommendations of the Fire Chief, future fire hall sites will be identified in Concept Plans or Area Structure Plans.</p>	<p>The Plan Area may accommodate future fire hall sites should the Fire Chief recommend their inclusion in the Development Concept.</p>
	<p><b>Policy 5.2.1</b> The Town shall require developers to hold a minimum of one open house for draft Area Structure Plans to be advertised in the Strathmore Standard.</p>	<p>Section 9.0 of the SWASP outlines the proposed Public Engagement Strategy which includes an open house.</p>



**STRATHMORE**  
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