Magrath

The Garden City



Municipal Development Plan

Bylaw No. 1221

September 2017

Prepared by



OLDMAN RIVER REGIONAL SERVICES COMMISSION

TOWN OF MAGRATH
IN THE PROVINCE OF ALBERTA

BYLAW NO. 1221

BEING a bylaw of the Town of Magrath in the Province of Alberta, to adopt a municipal development plan for the municipality;

WHEREAS section 632(2) of the Municipal Government Act provides that a municipality in the province with a population of less than 3500 may adopt a municipal development plan by bylaw;

WHEREAS the purpose of the proposed Bylaw No. 1221 is to provide a comprehensive, long-range land use plan pursuant to the provisions outlined in section 632(3) of the Act and that is consistent with the vision and strategies of the South Saskatchewan Regional Plan;

AND WHEREAS the Council of the Town of Magrath has requested the preparation of a long-range plan to fulfill the requirements of the Act and to provide for its consideration at a public hearing;

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Chapter M-26 2000, as amended, the Council of the Town of Magrath in the Province of Alberta duly assembled does hereby enact the following:

1. Bylaw No. 1221 being the new Municipal Development Plan Bylaw is hereby adopted.

2. This Bylaw comes into effect upon third and final reading hereof.

READ a **first** time this 12th day of September, 2017.

Mayor – Russ Barnett

Chief Administrative Officer – Wade Alston

READ a **second** time this 26th day of September, 2017.

Mayor – Russ Barnett

Chief Administrative Officer – Wade Alston

READ a **third** time and finally PASSED this 26th day of September; 2017

Mayor – Russ Barnett

Chief Administrative Officer – Wade Alston

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Part 1

background & contextual information

Part 1

background & contextual information

Introduction

What is the role of a Municipal Development Plan?

A municipal development plan (MDP or Plan) provides direction for future development and land use within a municipality. MDPs are long-range plans that typically incorporate policies concerning land use, infrastructure, economic development, social objectives, environmental matters and financial analysis into a comprehensive document that acts as a framework for sound decision-making. An MDP defines the community's goals and objectives and outlines the policies and actions that will be used by elected officials, administration, taxpayers and developers to achieve these goals. The information contained herein will be used to ensure a consistent and coordinated approach to decision-making within the Town.



Why does Magrath need a Municipal Development Plan?

Prior to 2017, the Municipal Government Act (MGA) required every municipality with a population of 3,500 or more to adopt a municipal development plan. The forthcoming proclamation of Bill 21, the "Modernized Municipal Government Act", will require every municipality to prepare and adopt a municipal development plan.

Adopting a municipal development plan has many benefits to a community. For example, an adopted MDP provides citizens, businesses, investors and adjacent municipalities with a degree of certainty as to the direction of the Town. This certainty allows individuals or companies to invest in the community and build the Town's assets.

The last comprehensive vision for the community was the Town of Magrath General Municipal Plan adopted in 1983. The community has experienced many changes since 1983 and a new long-term vision is needed for the Town.

What public consultation was done for the Plan?

The Municipal Government Act requires that a Town undertake public consultation prior to the adoption of a municipal development plan. The Town of Magrath went beyond the basic minimum requirements by offering a voluntary community survey and facilitating public open houses on October 20, 2016 and September 6, 2017. The plan was finally adopted by Council on September 26, 2017, following a public hearing, and after an extensive 18-month process.

How does the Plan get implemented?

The Plan serves as a guide for decision-making regarding future growth and development in the Town of Magrath. To fully realize many of the policies of the Plan, additional studies and plans may become necessary, as well as

amendments to implementation tools such as the Land Use Bylaw. MDPs typically look forward over a 25+ year horizon – as such, implementation of the Plan will not occur immediately.



Related Plans & Studies

A number of planning documents and studies have been prepared for the Town and are listed here for the convenience of the reader. The relevant policies, findings and recommendations of these documents have been incorporated into this MDP. In some cases amendments to these documents will be necessary to bring them into compliance with the new MDP.

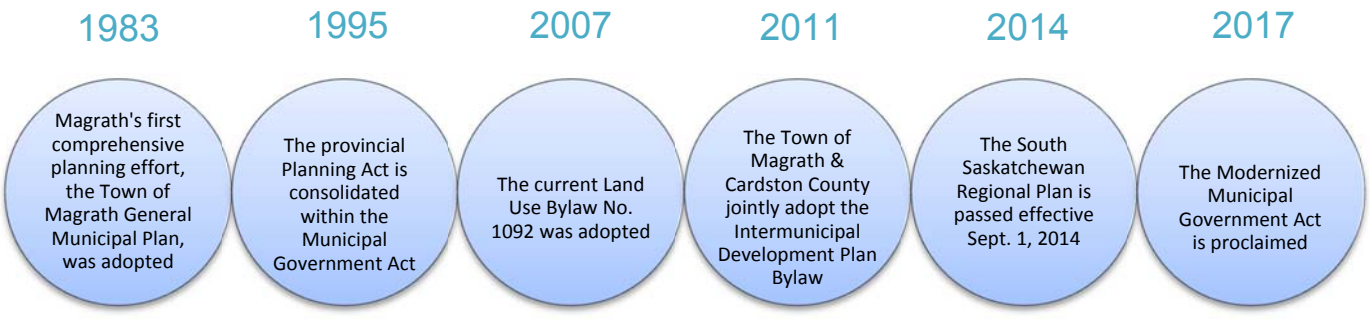
Statutory Planning Documents Adopted by Bylaw:

- Cardston County & Town of Magrath Intermunicipal Development Plan Bylaw No. 1154 (2011)
- Town of Magrath Land Use Bylaw No. 1092 (2007)
- Town of Magrath General Municipal Plan Bylaw No. 1003 (1991)
- Town of Magrath General Municipal Plan Bylaw No. 941 (1983)

Other Documents:

- Ecosystem Health Assessments & Recommendations for Starfield Centre (2016)
- Jensen Dam Emergency Preparedness Plan for Flood Emergencies (2015)
- Integrated Regional Solid Waste Authority Best Practises Model & Management Plan (2015)
- Infrastructure Master Plan (2013)
- Irrigation Headworks Study (2013)
- Confirmatory Sampling of the Former Magrath Sewage Lagoons (2012)
- Town of Magrath Annexation Report (2011)
- Municipal Sustainability Plan (2010)
- East Magrath Storm Water Management Plan (2008)
- Town Council Strategic Planning Workshop Summary (2006)
- Magrath Tourism Action Plan (1991)
- Magrath & District Five-year Recreation Master Plan

Figure 1: Chronology of Planning Events



Organization & Application of the MDP



Part 1 of the plan provides background and contextual information. This section is for information only and should not be interpreted as policy statements.

Part 2 of the plan is the land use strategy that contains a mix of background information, descriptive information, rationale and recommendations. This section is not intended to be interpreted as official policy but as context to guide policy interpretation and implementation.

Part 3 of the plan contains statutory policy statements.

Part 4 of the plan contains appendices (including maps) for information and to support policy objectives.

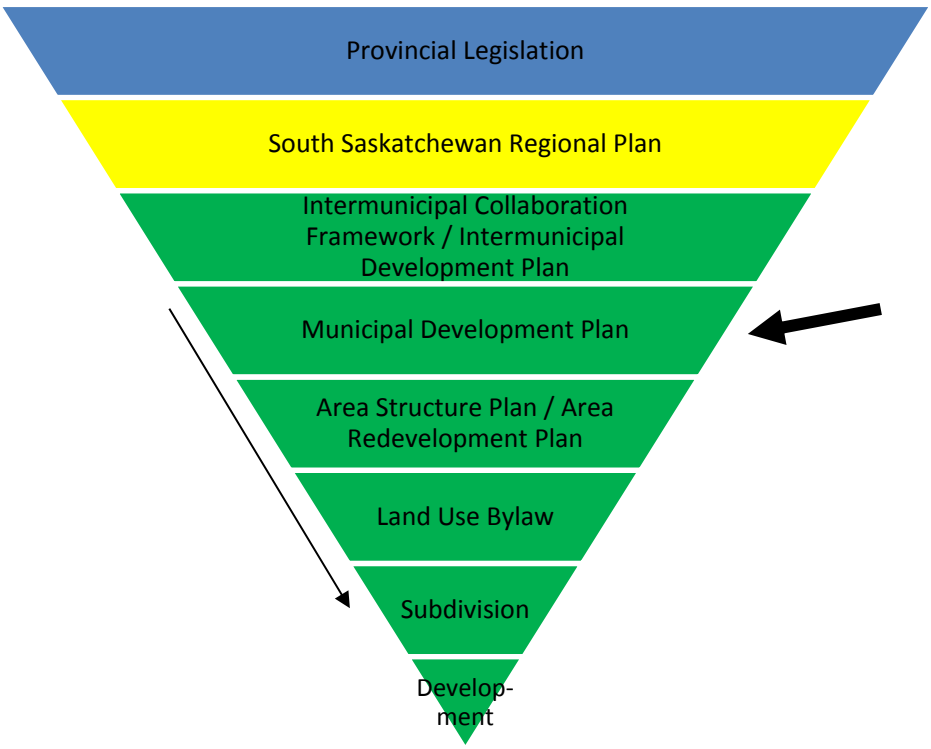
Interpretation

When interpreting the content of this Plan, use of the words, *shall*, *should* and *may* have the following meaning:

- ***shall*** denotes compulsory compliance to a preferred course of action;
- ***should*** denotes compliance is desired but unique circumstances may make compliance impractical, premature or unnecessary; and
- ***may*** denotes discretionary compliance in applying policy.

Legislative Requirements

Figure 2: Planning Document Hierarchy



As illustrated in Figure 2, a municipal development plan sits atop the municipal hierarchy of statutory planning documents.

Specific legislative requirements influencing the preparation of and content within a MDP are as follows.

Municipal Government Act

Pursuant to Section 632(2) a council of a municipality with a population less than 3,500 may adopt a municipal development plan. Forthcoming amendments to the Act will require every municipality to adopt a municipal development plan.

The mandatory and voluntary content requirements for a municipal development are stipulated in Section 632(3), which states that:

A municipal development plan

(a) must address

(i) the future land use within the municipality,

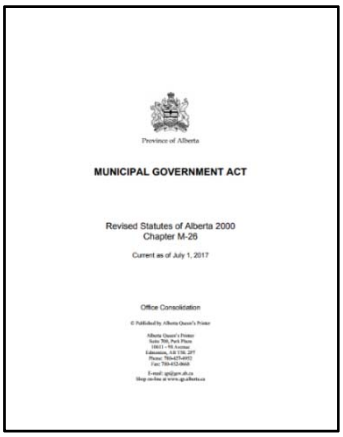
(ii) the manner of and the proposals for future development in the municipality,

(iii) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,

(iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and

(v) the provision of municipal services and facilities either generally or specifically,

Figure 3: Municipal Government Act


Province of Alberta

MUNICIPAL GOVERNMENT ACT

Revised Statutes of Alberta 2000
Chapter M-26

Current as of July 1, 2017

Office Consolidation

(b) may address

(i) proposals for the financing and programming of municipal infrastructure,

(ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,

(iii) environmental matters within the municipality,

(iv) the financial resources of the municipality,

(v) the economic development of the municipality, and

(vi) any other matter relating to the physical, social or economic development of the municipality,

(c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,

(d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,

(e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school authorities, and

(f) must contain policies respecting the protection of agricultural operations.

Figure 4: Alberta Land Stewardship Act


Province of Alberta

ALBERTA LAND STEWARDSHIP ACT

Statutes of Alberta, 2009
Chapter A-26.8

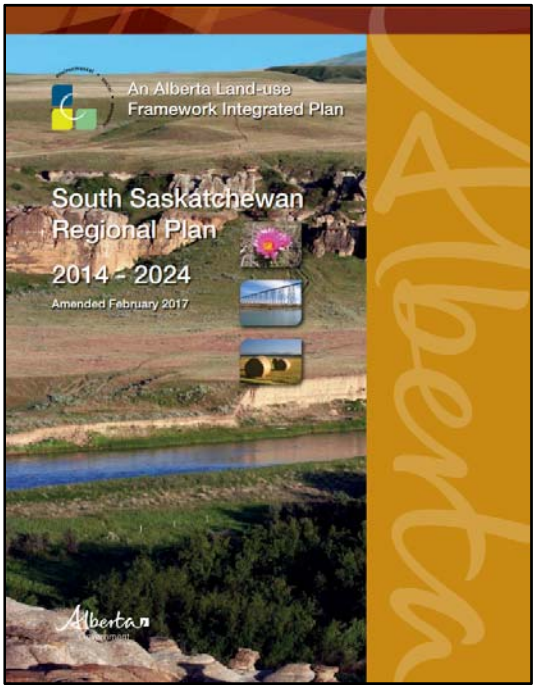
Current as of December 11, 2013

Office Consolidation

South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan (SSRP) is a legislative instrument produced pursuant to Section 13 of the Alberta Land Stewardship Act (ALSA). The SSRP makes use of a cumulative effects management framework to set policy direction for municipalities to achieve desired environmental, economic, and social outcomes within the South Saskatchewan region until 2024.

Figure 5: South Saskatchewan Regional Plan



The SSRP, made up of four distinct parts (Introduction, Strategic Plan, Implementation Plan, and Regulatory Details), is guided by the vision, outcomes and intended directions set by the Strategic Plan portion of the document. The Implementation Plan establishes the objectives and strategies to be implemented, in order to achieve the regional vision.

Pursuant to Section 15(1) of the ALSA, the Regulatory Details portion of the SSRP are enforceable as law and bind the Crown, decision makers, local governments and all other persons, while the remaining portions of the SSRP are statements of policy, and are not intended to have binding legal effect.

All municipal statutory plans and relevant documents must comply with the SSRP by no later than September 1, 2019. Compliance can be achieved by updating statutory plans, the land use bylaw and other relevant documents, and filing a statutory declaration declaring compliance with the province. The ongoing consideration of what alignment with the SSRP means will continue to occur as the implications of the SSRP are realized at all levels of government in southern Alberta.

While the SSRP must be considered in its entirety, its most relevant portions, in the context of Magrath's MDP include:

Section 5 of the Implementation Plan (Efficient Use of Land), which indicates the desired outcome to be:

> *Lands are efficiently used to minimize the amount of area taken up by the built environment.*

Section 8 of the Implementation Plan (Community Development), which indicates the desired outcome to be:

> *Community development needs are anticipated and accommodated.*

While the abovementioned sections and context-specific outcomes of the SSRP are of a broad scope, one or two overarching objectives, and a number of strategies are provided to aid municipalities in achieving the outcomes.

The objectives and strategies focused on the 'Efficient Use of Land' that are primarily relevant to the formation of an MDP include:

> ***Objective***
>
> *The amount of land that is required for development of the built environment is minimized over time.*

Figure 6: South Saskatchewan Regional Plan Area



Strategies

*5.1 All land-use planners and decision-makers responsible for land-use decisions are encouraged to **consider the efficient use of land principles** in land-use planning and decision-making.*

1. *Reduce the rate at which land is converted from an undeveloped state into a permanent, built environment.*
2. *Utilize the minimum amount of land necessary for new development and build at a higher density than current practice.*
3. *Increase the proportion of new development that takes place within already developed or disturbed lands either through infill, redevelopment and/or shared use, relative to new development that takes place on previously undeveloped lands.*
4. *Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.*
5. *Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner.*
6. *Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.*

The objectives and strategies focused on 'Community Development' that are primarily relevant to the formation of an MDP include:

Objective

Cooperation and coordination are fostered among all land-use planners and decision-makers involved in preparing and implementing land plans and strategies.

Knowledge sharing among communities is encouraged to promote the use of planning tools and the principles of efficient use of land to address community development in the region.

Strategies

When making land use decisions, municipalities, provincial departments, boards and agencies and other partners are expected to:

8.1 Work together to achieve the shared environmental, economic and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects.

8.2 Address common planning issues, especially where valued natural features and historic resources are of interest to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries.

8.3 Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest.

8.4 Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs.

8.5 Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands.

8.6 Pursue joint use agreements, regional service commissions and any other joint cooperative arrangements that contribute specifically to intermunicipal land-use planning.

8.7 Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest.

8.8 Coordinate land-use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest.

Municipalities are expected to establish land-use patterns which:

8.11 Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner.

8.12 Contribute to a healthy environment, a healthy economy and a high quality of life.

8.13 Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy. Municipalities are also expected to complement regional and provincial economic development initiatives.

8.14 Feature innovative housing designs, range of densities and housing types such as mixed-use, cluster developments, secondary suites, seniors' centres and affordable housing. Provide the opportunity for a variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.

8.15 Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments.

8.16 Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire.

8.17 Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality.

8.18 Locate school and health facilities, transportation, transit and other amenities appropriately, to meet increased demand from a growing population.

Magrath

The Past

The Magrath area was first surveyed in 1884 when southern Alberta's population was sparse, consisting of a few transient ranchers who had hopes of selling beef to the North West Mounted Police and railway construction crews at Fort Macleod and Fort Whoop-Up. By the late 1880s the first influx of permanent settlers had arrived in the Cardston area. Coal mining at Lethbridge commenced in 1882, but transporting it to eastern markets by barge on river routes had failed; so new ways of shipping it were being explored. This led to construction of a narrow-gauge railway from Lethbridge to Great Falls, Montana, a distance of 200 miles (320 kilometres). A branch line from Stirling to Spring Coulee was completed in 1890 and brightened the prospective future of Magrath.



Charles and Mabel Magrath posed next to an irrigation canal circa 1900. Photo credit Galt Museum & Archives.

Aridity (dryness) of the region was a major constraint and it was not until C. A. Magrath, manager of the Canadian Northwest Irrigation Company, met Charles Ora Card, founder of Cardston, that a new direction in settling the area was undertaken. Card was familiar with irrigation from his experience in Utah, and he was convinced it would work in southern Alberta. In 1890, some prominent leaders of the Church of Jesus Christ of Latter-Day Saints (Mormon) came to the region to begin negotiations for land in return for their expertise and labour in the building of a 115-mile long irrigation canal from Kimball to Magrath. Several years of drought had already been experienced, and C. A. Magrath felt irrigation would attract settlers. The Alberta Railway & Irrigation Company, formed in 1893, provided the impetus for settlement.



Upstream of the St. Mary River irrigation intake circa 1890 - 1905. Photo credit Galt Museum & Archives.



Irrigation canal crossing near Magrath circa 1890 - 1905. Photo credit Galt Museum & Archives.

Formal negotiations with the irrigation company resulted in the Mormon Church agreeing to supply all the labour to dig the irrigation canal in return for 25,000 acres of land and $100,000. The properties consisted of two large tracts located 20 and 35 miles, respectively, south of Lethbridge. Two townsites, Stirling and Magrath, each supporting

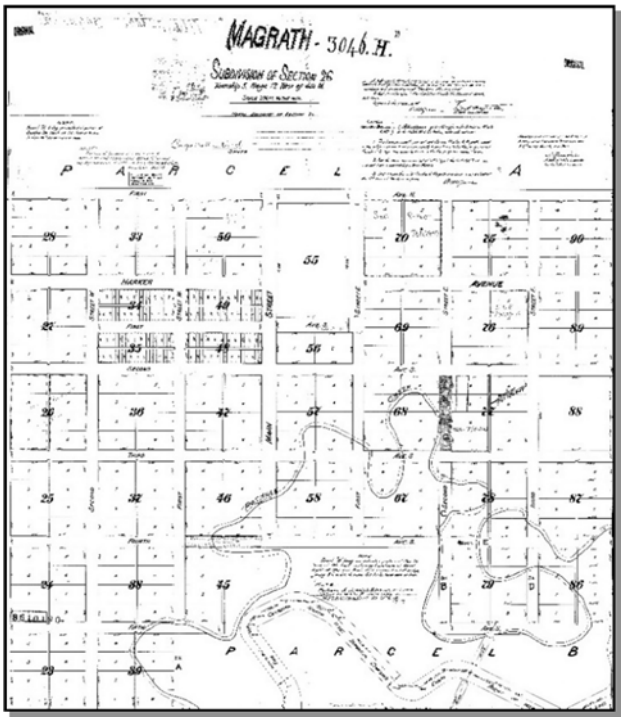
no less than 30 residents, would be established. The irrigation canal would pass near them and terminate at Lethbridge. Work began in September 1898, with Charles Ora Card, general superintendent of the irrigation project, turning the first soil for the canal.

Whenever possible, Mormon church leaders planned and surveyed the townsites that their members would settle in. In Magrath's case, church officials Charles Ora Card and Thomas Duce surveyed and laid out the townsite in 1899. Magrath was the seventh Mormon community formed in southern Alberta between 1887 and 1899.



Charles Heber Dudley and family, Magrath circa 1900. Photo credit Glenbow Archives.

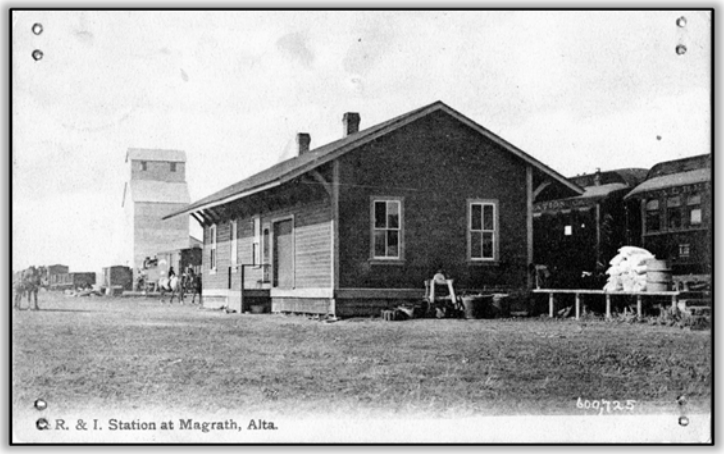
Figure 6: First Registered Plan in Magrath



The first registered plan in Magrath. Plan Number 3046H dated March 22, 1900.

In April of 1899 C. H. Dudley arrived in Magrath and had the distinction of becoming the first resident. The first family to move in were the Fletchers who occupied one of six small houses erected for the settlers. Within eight months, 500 persons had been called in by the church to work on the irrigation canal. Among them were about 80 families who were expected to locate in Magrath. Housing for these early pioneers often consisted of dugouts or tents, mainly because the men were too busy working on the canal to take time to build houses and also because lumber was scarce.

Magrath continued to expand; the townsite was designed in a grid pattern with 10-acre blocks and 100 ft. to 132 ft. wide streets. Trains began arriving on October 7, 1900. It was also about this time, with the completion of the irrigation canal, that flood irrigation for farms in the district began. Settlers came by train or caravan from Utah and Idaho up until 1901. Within months of their arrival they had established a store, residences on both sides of the street, and a huge warehouse for storage of foodstuffs for future distribution. In the centre of town a large building housed the church, meeting hall, school and social centre. Trees were planted and gardens cultivated. Magrath was incorporated as a village on August 20, 1901, with J. J. Head as the first Overseer.



View of the train at the Alberta Railway & Irrigation Company Station in Magrath circa 1909. Photo credit Galt Museum & Archives.

In the early 1900s Magrath was a thriving frontier community. By 1906 it boasted a population of 800, a newspaper (Magrath Pioneer), a schoolhouse, water system, elevator and mill. Also the Deseret Agricultural Society had been founded along with a basketball team. In 1907 Magrath became a town, its first mayor being Levi Harker. A town hall was built the following year, and at this time Magrath's lands and improvements were assessed at $112,000. Irrigation had indeed been a success. Some 3,600 acres, supporting sugar beets and wheat, were irrigated, mostly around Magrath.

Immigration to the Magrath area continued, and in 1909 a group of German Lutherans settled near Spring Coulee, while in 1918 the Hutterites established three colonies in the region: Old Elm, New Elm and Rockport. The influx of beet workers from Hungary (1925 to 1931), and the relocation of large groups of Japanese from the West Coast in 1942, furthered the settlement pattern of the Magrath region.

While Magrath grew steadily, it was not without hardships. The great flood of 1902 caused a lot of damage to the irrigation system, while the elevator fire of 1911 and the great fire of 1926 were serious economic blows to the community. These setbacks did not deter residents from voting in 1922 to establish their own irrigation district encompassing an area of 17,942 acres under the chairmanship of Christian Jensen.

By 1930 Magrath was serviced for electric lights, had organized a hospital district, built a new school, and acquired a road grader. Ten years later, sewer and water systems had been added, a zoning by-law was in force, a library built, a graveled highway finished, and a woolen mill commenced operations. By 1950, Magrath had a natural gas franchise, a new hospital, Jubilee Park, and a canning company. In 1951, after five years of work, the St. Mary's Dam was completed. The dam, located southwest of Magrath near Spring Coulee, is a key facility in the St. Mary River Irrigation District, and made the early canal system of the pioneers obsolete. With its beginnings so closely intertwined with the history of irrigation, Magrath continues to enjoy and reach toward its motto as "The Garden City."



Officials attending the opening ceremonies of the Magrath Jubilee in 1949. Photo credit Galt Museum & Archives.



Deep cut irrigation canal "Pot Hole Division" near Magrath circa 1890 - 1905. Photo credit Galt Museum & Archives.

The Present

Population[1]

Magrath's population change over the years can be characterized as slow steady growth, with an average annual increase of 1.4% over the past 50 years. According to 2016 Federal Census data, the Town's population is 2,374.

Figure 7: Town of Magrath Historic Population

Year	Population	Five year Average Rate of Change (%)	Average Annual Rate of Change (%)
1966	1220		
1971	1215	-0.4	-0.1
1976	1315	8.2	1.6
1981	1576	19.8	4.0
1986	1637	3.9	0.8
1991	1752	7.0	1.4
1992**	1743		
1996	1867	6.6	1.3
2001	1993	6.7	1.3
2006	2081	4.4	0.9
2008**	2254		
2010**	2304		
2011	2217	6.5	1.3
2013**	2376		
2015**	2398		
2016	2374	7.1	1.4
50 year average (1966-2016)		7.0	1.4
25 year average (1991-2016)		6.3	1.3

*** Indicates Municipal Census Information*

Population Age Characteristics[1]

Population age distribution is a key factor in the long-term planning of communities. A good understanding of age distribution enables a community to meet the needs of the current population while planning for future needs.

The Town of Magrath has a relatively young population, with 35.1% (or approximately 820 persons) of the population under 19 years of age, compared to significantly less in the region and the province respectively. At 47.3% (or approximately 1140 persons), the 20-64 workforce age population is slightly less than in the region, and considerably less than in the province as a whole. The Town's 65+ population, at 17.7% (or approximately 420 persons), sits at slightly less than the region and slightly more than the provincial average. Average age in Magrath is 37.8 years.

[1] Based on 2016 Federal Census

Figure 8: Comparison Population Age Distribution

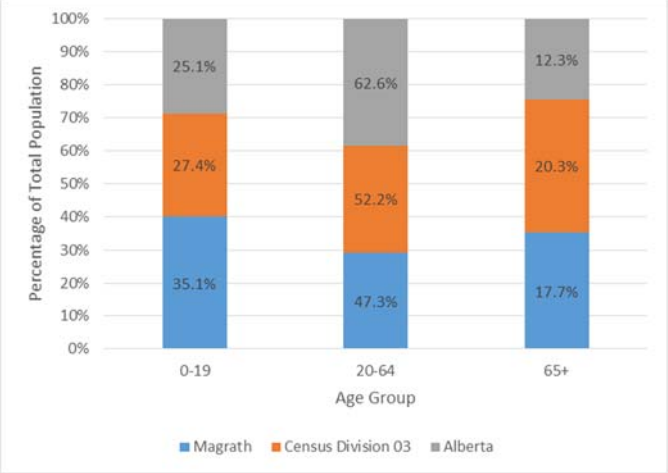
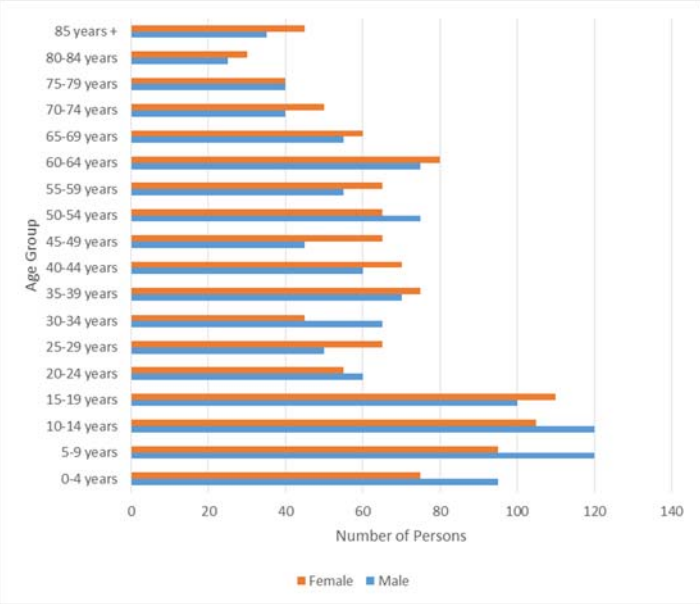


Figure 9: Magrath Population Age Distribution Comparison



Education[2]

Magrath has a well-educated population with over 90% of its population between 25 and 64 years of age having completed high school. In addition, approximately 64% of Magrath's population aged 25 to 64 years of age hold a certificate, diploma or degree from a trade school, college or university.

Employment[2]

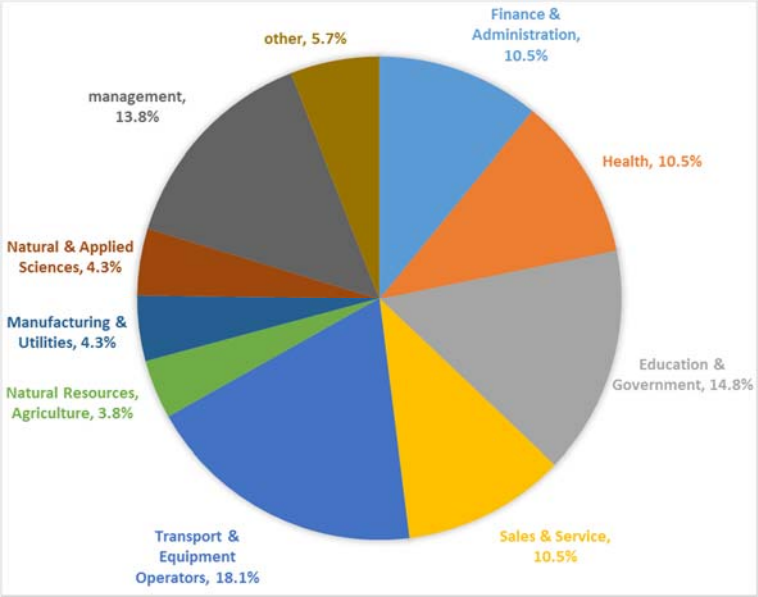
According to the 2011 National Household Survey, Town residents were employed in a wide variety of fields. The leading occupational field was found to be transport and equipment operators (18%), followed by education and government (15%), management (14%), and finance and administration, health, and sales and service (all at 10.5%). It is worth noting that previous assessments of employment, like the 2006 federal census, found widely different results in employment data for the Town of Magrath than the 2011 NHS.

Magrath can be characterized, at least to some degree, as a "bedroom community[3]." It follows that the average commuter time found by the 2011 NHS is 25.0 minutes (the approximate driving time to Lethbridge), which suggests that a significant portion of the work force commutes to Lethbridge for employment.

[2] Based on the 2011 National Household Survey (the voluntary successor to the previously mandatory long-form census questionnaire) of the Federal Census. The 2011 NHS Survey had a sampling rate of 1/3 households in Canada, and a non-response rate of 46.4% in Magrath, meaning that only approximately 15% of households responded to the survey in Magrath.

[3] Bedroom community refers to a community that is largely residential in make-up and is situated within the commuter shed of a larger center (i.e. Lethbridge).

Figure 10: Magrath Resident Employment Distribution



Workplace Location

In 2006[4] approximately 64% of working residents were employed at a usual workplace, 19% had no fixed workplace address, 16% worked at home and 1% worked outside Canada.

From the 64% of residents working at a usual workplace, approximately 55% were employed within the Town. The remaining workers commuted within Cardston County (7%) or beyond both the Town and County (38%).

Mode of Transportation to Work[4]

Magrath, as a small urban centre, has the opportunity to provide for a variety of modal transportation options, including walking, cycling and driving. For those individuals employed within the Town, the relatively small size of the community makes it reasonable to use a variety of modes to get to and from work; whereas residents employed outside of the Town must rely on a personal vehicle or car pooling.

The 2006 Federal Census revealed that 82% of Magrath's employed residents drove a personal vehicle, 11% walked or cycled, 6% car pooled and 1% used other methods to get to work. Although a significant number of Magrath residents drove their own vehicle to work, the proportion of residents who reported walking and cycling to work was 4% above the provincial average.

Income[2]

The results of the 2011 National Household Survey found that the average individual income in Magrath was $37,322 and the average household income was $81,820.

In comparison, individual incomes in the Town are slightly higher than the regional average of $30,479, and slightly lower than the provincial average of $42,962. With respect to household incomes, the Town averages significantly

[4] Based on 2006 Federal Census

higher than the regional average, at $61,383, and is nearly on par with the provincial average of $83,011. It is noted that comparisons with provincial average do not take into consideration the lower cost of living in Magrath.

Municipal Assessment

Municipal assessment is an indicator of the combined market value of all assets within a municipality. The distribution between different types of assets, such as residential and non-residential, indicates the level of asset diversification within a community. A community dominated by one type of assessment may want to pursue diversification of its tax base.

According to the Government of Alberta 2017 Equalized Assessment Report, the Town of Magrath had a total assessment of just over $197 million, with approximately 93% generated from residential assessment. Looking back, the residential portion of municipal assessment has grown from 85% in 2001 to over 93% in 2017, while non-residential assessment dropped from 12% to 5% over the same time period.

Figures 11-13 contain assessment information for similar communities within the region. In terms of total assessment dollars per capita, Magrath has a deficit of $8,793 when compared to the average of similar communities in the region. Magrath's assessment ratio, of 93.3% residential to 4.8% non-residential to 1.9% other, contains a higher than average residential component and a lower than average non-residential component than similar communities in the region.

Figure 11: Magrath Equalized Municipal Assessment

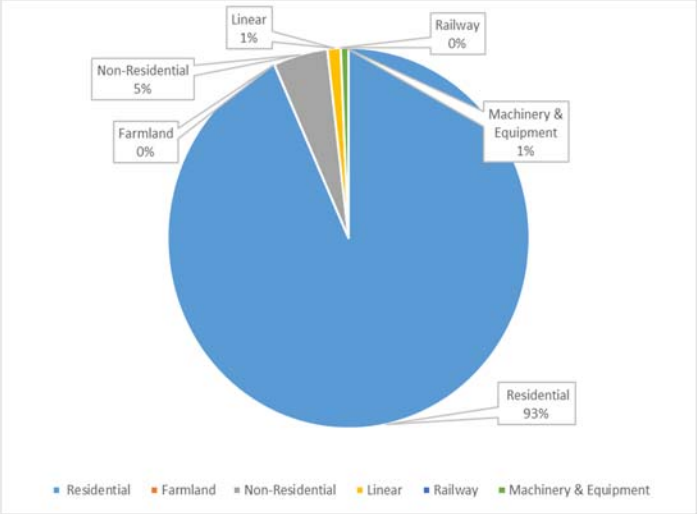


Figure 12: Equalized Municipal Assessment Comparison

Municipality	% Residential	% Non-Residential	% Other
Magrath	93.3%	4.8%	1.9%
Cardston	86.3%	12.2%	1.6%
Coaldale	89.3%	9.5%	1.2%
Coalhurst	95.3%	3.6%	1.2%
Fort Macleod	76.4%	20.4%	3.2%
Raymond	93.7%	4.8%	1.5%
Stirling	97.5%	1.4%	1.2%
Average	90.2%	8.1%	1.7%

Figure 13: Equalized Municipal Assessment Detailed Comparison

Municipality	Population (2016)	Residential	Farmland	Non-Residential	Linear	Railway	Machinery & Equipment	Grand Total	Assessment per Capita
Magrath	2,374	$183,905,707	$37,970	$9,560,586	$2,326,460	$0	$1,353,980	$197,184,703	$83,060.11
Cardston	3,585	$279,697,120	$68,000	$39,455,671	$4,792,700	$5,320	$254,140	$324,272,951	$90,452.71
Coaldale	8,215	$760,598,551	$90,580	$80,554,828	$8,166,550	$256,630	$1,846,840	$851,513,979	$103,653.56
Coalhurst	2,668	$217,919,840	$45,740	$8,118,540	$2,155,660	$432,570	$17,450	$228,689,800	$85,715.82
Fort Macleod	2,967	$260,953,444	$158,800	$69,583,387	$9,141,810	$492,380	$1,251,410	$341,581,241	$115,126.81
Raymond	3,708	$275,060,371	$77,560	$14,012,391	$3,519,310	$12,690	$749,090	$293,431,412	$79,134.69
Stirling	978	$81,799,419	$11,440	$1,147,930	$977,470	$0	$0	$83,936,259	$85,824.40
Average	**3,499**	**$294,276,350**	**$70,013**	**$31,776,190**	**$4,439,994**	**$171,370**	**$781,844**	**$331,515,764**	**$91,853**

Housing

Like most of the small urban municipalities in southern Alberta, Magrath has a high proportion of single detached dwellings (89.4%[1]). Although down from 90.5% in 2011, likely owing to an increased number of non-single detached new dwelling unit approvals (i.e. basement suites, semi-detached dwellings) over the past few years, Magrath is still disproportionately represented by single detached dwellings. Average household size, at 3.0 persons per dwelling unit, is typical for the region, but considerably more than the provincial average of 2.6 and the national average of 2.4. Over 85%[5] of the homes in Magrath are owner-occupied and approximately 90% of all homes are in a good state of repair (not requiring major repairs).

The average market value[2] (owner estimated) of dwellings in Magrath is $310,837, with a median value of $250,781. According to Multiple Listing Service (real estate) data averaged over the past 5 years, the average sale price of a single detached dwelling in the Town is $197,000, with an average of $88/square foot. A review of available sales data indicates a significant positive trend towards an increase in sales price and square footage price over the past 5 years.

Figure 14: Comparison of Dwelling and Population Characteristics (2016)

Type of Dwelling	Magrath	Cardston	Coaldale	Coalhurst	Fort Macleod	Raymond	Stirling
Total Occupied Private Dwellings	755	1,175	3,010	940	1,225	1,135	310
Single-detached house	89.4%	90.6%	77.2%	78.7%	78.4%	92.5%	87.1%
Semi-detached house	2.6%	2.1%	4.0%	4.3%	2.4%	1.8%	0.0%
Row house	0.0%	5.1%	3.8%	6.4%	2.4%	1.3%	0.0%
Apartment in a building that has fewer than 5 storeys	2.6%	1.3%	4.3%	0.0%	3.7%	0.0%	1.6%
Apartment in a building that has 5 or more storeys	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%
Apartment or flat in a duplex	0.7%	0.9%	1.7%	0.5%	1.2%	1.8%	1.6%
Other single attached house	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Movable dwelling	4.0%	0.0%	9.0%	10.6%	10.6%	2.6%	8.1%
Other Characteristics							
Average household size	3.0	2.9	2.7	2.9	2.3	3.2	3.2

[5] Based on 2011 Federal Census

Subdivision Activity

Subdivision is the separation of a portion of a parcel of land to obtain separate titles to the respective portions of the land. Subdivision is an important step in the development process as it creates the legal titles necessary for future construction on the subdivided lots.

The Town of Magrath has witnessed many ups and downs in subdivision activity over the last 10 years. The early 2000s saw a small growth spurt in subdivision activity, but were succeeded by a sharp decline in 2003 and 2004. In 2005, subdivision picked up again and rose dramatically to peak in 2007, where 76 lots were created. 2008 saw a radical decline in subdivision, since when an average of approximately 10 lots have been created per year.

Figure 15: Subdivision Activity

Year	Number of Applications	Proposed Use of Lots						Total Lots
		Residential	Country Residential	Institutional	Commercial	Industrial	Recreational	
2016	5	9				1		**10**
2015	3	6		1		9		**16**
2014	3	1	6			4		**11**
2013	7	9		2		1	1	**13**
2012	6	6			1	1		**8**
2011	3	19		1				**20**
2010	7	11				1		**12**
2009	2	4						**4**
2008	5	9						**9**
2007	14	57				19		**76**
2006	6	21				1		**22**
2005	4	14						**14**
2004	2	2						**2**
2003	0							**0**
2002	6	26				1		**27**
2001	5	15						**15**
2000	1	16						**16**
1999	5	5				1		**6**
1998	2	3						**3**
1997	3	3						**3**
Total	**84**	**236**	**6**	**4**	**1**	**39**	**1**	**287**

Development Activity

Development activity in the Town is reflected in figures 16 and 17 below. Since 2010 there have been an average of 10.7 new houses developed in the Town. Non-residential development fluctuates considerably from year to year. 2016 was a major non-residential development year marked by projects like the Magrath School Modernization, Diamond Willow Lodge and the Innovation Centre (career & technology studies) projects.

Figure 16: New Housing Starts

Year	Stick Built	Moved In Dwellings	Manufactured Homes	Secondary Suites	Total
2016	8	2		2	12
2015	18	2		2	22
2014	8			1	9
2013	10		1	1	11
2012	7		1		8
2011	18				18
2010	14		1		15

Figure 17: Estimated Development Values

Year	Residential	Commercial / Industrial	Total
2016	$3,625,400.00	$860,000.00	$4,485,400.00
2015	$4,156,274.00	$29,729,000.00	$33,885,274.00
2014	$2,459,000.00	$600,000.00	$3,059,000.00
2013	$2,245,000.00	$1,700,000.00	$3,945,000.00
2012	$1,830,000.00	$1,100,000.00	$2,930,000.00
2011	$4,695,000.00	$211,000.00	$4,906,000.00
2010	$3,355,000.00	$550,000.00	$3,905,000.00

Municipal Servicing & Facilities

Transportation



Magrath's road network consists of a grid pattern with roads running primarily north-south and east-west. The Town is accessed from Highway 5 on the north and Highway 62 (1st Street), which runs down the centre of the Town. Magrath has approximately 304,000 m² of road surface, of which 59.1% are hot mix asphalt roads, 7.1% are cold mix asphalt roads and 33.8% are gravel roads. There are 10,500 m² of concrete sidewalks in the Town. Additional road and sidewalk construction will be necessary in tandem with future growth. The Magrath Regional Trail System, which currently provides approximately 5.4 km of trail in the Pothole Creek Valley, is planned to expand to provide a complete peripheral trail, consisting of nearly 27 km of trail, in and around the community.

Sanitary Sewer

The sanitary sewage collection system in the Town of Magrath consists of a typical network of gravity flow pipes to one of three lift stations. Two force mains extend outward from the Town to the northeast, where the Town's lagoons (wastewater stabilization ponds) are located in the NE¼ 6-6-21-W4M. The lagoon treatment system consists of four anaerobic cells, one facultative cell and one storage cell. According to Alberta Environment regulations, the Town is allowed to release effluent into Pothole Creek once a year between late spring and fall.

As the Town grows, additional sanitary lines and a new lift station will be required to support growth. Despite issues with inflow/infiltration (surface drainage into, and downspout/foundation drain connections to sanitary system), the Town's existing sanitary sewer network, with upgrades where necessary, should be sufficient to support growth over the next 25 years.

Storm Sewer

Magrath has a moderately undulating topography with most of the lands within the Town draining toward the northeast, save for the lands bordering Pothole Creek. The Town's stormwater management system consists of both overland (surface drainage along curbs and gutters in paved roads, and swales and ditches along unpaved

roads) and underground piped drainage. The underground storm sewer network in the Town is limited, having first been introduced only in the 1990s.

The Town's recently constructed open channel stormwater canal and wetland, lying in the northerly area of the community, will offer major relief of stormwater issues within the Town and County. Additional stormwater management works, including pipes and ponds, will be required to support new development in the future.

Water

The Town has both a potable and a raw (irrigation) water distribution system. The provision of water is administered by the Magrath & District Regional Water Services Commission. A main supply line carries water from the water treatment plant located 9 km south of Town. The water system is owned by the Commission until it reaches the Town boundaries and is then distributed to the citizens through the Town-owned distribution system utilizing the Town's water license. The Town holds sufficient water license to service the expansion of the Town through infill within its current boundaries and could also accommodate significant further expansion through annexation should this occur in coming years. Existing system deficiencies including fire flow requirements and stagnation issues are expected to be alleviated as the proposed distribution grid expands (including main lines, hydrants and other fixtures as envisioned in the Infrastructure Master Plan).



Shallow Utilities

The Town of Magrath does not operate their own shallow utilities. Rather, they are serviced by private companies in the region. Natural gas lines are operated by Atco Gas, electrical lines are provided by Epcor. Residents may choose from a multitude of providers through locked-in contracts or variable rate services. As for internet/phone/cable, residents have the option of Shaw, Telus, or Axia for service providers.

Garbage Collection

The Town provides garbage carts (65 gallon or 95 gallon) and weekly garbage collection. Garbage is disposed of at the Magrath Transfer Station located in the southeast corner of the Town.

Recycling

Recycling facilities are provided at the Old Town Shop located near the Transfer Station. Southern Alberta Society for the Handicapped (SASH), a registered society providing disability support services, offers a blue-box recycling program for the community.

Health Services

The Magrath Community Health Centre provides an array of medical services to the community in addition to the full services of nearby hospitals in Raymond, Cardston and Lethbridge. Health clinics in the Town currently include a medical clinic, chiropractor services, dentistry, podiatry and massage therapy.



Magrath Municipal Hospital circa 1981.
Photo credit Galt Museum & Archives.

Emergency & Protective Services

The Town provides its own fire and EMS services through a fleet of two engines, two rapid response vehicles, one tanker, one rescue vehicle, one

medical vehicle, one command truck and a 23 person volunteer team. Basic life support level ambulance services are delivered through Alberta Health Services. The RCMP Detachment (located in Raymond) provides policing services to the community.

Family & Cultural Services

Family, Community and Support Services (FCSS) is operated by the Town of Magrath and provides social interaction programs for children, youth, adults and seniors. Some of the programs include Stay & Play, Parent Preschool Program, Band camps, various drop-in clubs (knitting, Lego, music) as well as access to counseling services.

The Magrath Cultural Arts Association produces annual community theatre productions while the Magrath Museum and History Association has ongoing displays and lecture series on the history of Magrath.



The Magrath Public Library provides weekly story time for young children and is a full service library which participates in the Chinook Arch Regional Library System in sharing books and audio/visual materials throughout the region. With the Magrath School Modernization project, the Public Library will relocate and be co-tenants with the school library to create one community library in a central location.

Education

The Magrath Elementary and Jr./Sr. High Schools are part of the Westwind School Division with administrative offices in Cardston. The Magrath School contains all grades from Kindergarten through Grade 12 and also houses a preschool program. In 2016 - 2018 the school underwent a modernization program that was projected to meet the demands of student enrollment for up to 25 years.

Recreation & Parks

The Town of Magrath prides itself on the quality of its sports fields and facilities. Sports fields currently include six baseball/softball diamonds, two soccer fields and one combination soccer/football field. The Town also operates one outdoor 25 m lane pool along with a small toddler pool and a 1-sheet indoor hockey arena. The Magrath Curling Club operates a 2-sheet indoor curling rink that services the community of Magrath and the surrounding area.



The Town's three main playgrounds are located at the school grounds in central Magrath, the Fish Pond Park (Terry Trainer Memorial Playground) and in the Lion's Park in the southwest. Access to a playground in the northern sector of Town is limited, with the closest major playground being located at the school grounds.

Campgrounds

The Town's Jubilee Park Campground, located west of the fish pond off of Highway 62, features 18 sites (11 with 30 amp power service), a washroom and camp kitchen building, and the nearby amenities of the Magrath Regional Trail System. The Covered Wagon RV Park, located at the south end of Town adjacent to the trail system, features a serene environment with mature trees and the nearby solitude of nature. The Park offers sites for tenting and full service cabins in addition to RV sites.

Regional Servicing & Facilities

Chief Mountain Regional Solid Waste Authority

The regional waste authority includes 12 member communities and operates the Chief Mountain Landfill and 17 transfer stations including the one in Magrath in addition to special waste and recycling initiatives.

Chinook Arch Regional Library System

The Magrath Library is a member of the Chinook Arch Regional Library System, giving members access to nearly 900,000 collections across 33 libraries in southern Alberta. The Magrath Public Library was established in 1937, and currently operates out of the recently remodeled Magrath School.

Oldman River Regional Services Commission

The Oldman River Regional Services Commission, initiated in 1955 as the Oldman River Regional Planning Commission, provides land use planning, development and geographic information services to 41 member municipalities in southern Alberta. Magrath has been a member of the Commission since 1973.

Ridge Regional Public Safety Services

The Ridge Regional Public Safety Services initiative, founded in 2012, offers Peace Officer and Bylaw services through regional collaboration. Magrath, Milk River, Raymond, Stirling and the County of Warner are members.

SouthGrow Regional Initiative

The Town is part of this 23 member regional economic development initiative to help communities further their economic development and improve the high quality of life in the region.

The Future

This Plan provides a framework for the future growth and development of the Town of Magrath. Understanding potential future scenarios is one key step to creating a viable plan for Magrath's future.

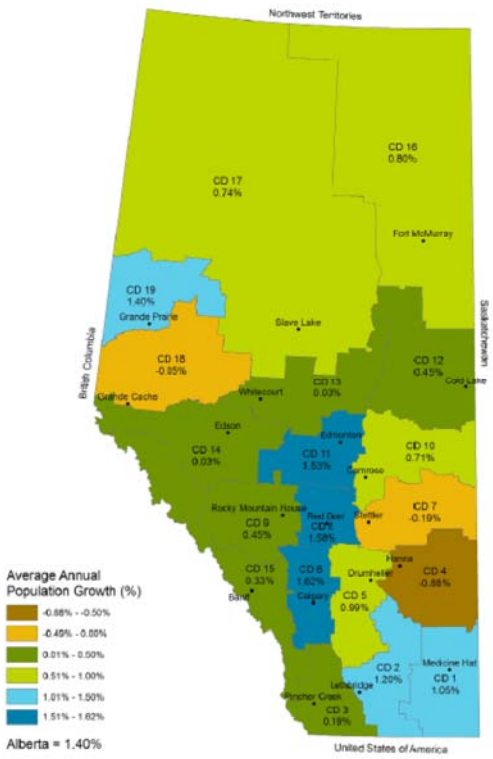
Future Population Growth

Population projections are mathematical extrapolations based on a community's historic growth rate and demographic composition. Since the future is uncertain, a range of mathematical formulas are used to determine potential population scenarios. Typical mathematical formulas include: arithmetic, logarithmic, cohort (5, 10 and 20 year), and annual linear growth rate. Together these give a range of potential projections for the Town.

Magrath's population growth rate has been very consistent over the last few decades, with annual growth rates fluctuating between 0.9% and 1.4%. Future growth projections for the year 2041 range from a low of 3,044 for the 1% growth rate, to a high of 3,895 for the 2% growth rate. In either circumstance, the Town can expect continued stable population growth that will support and build the community.

Provincial population projections, prepared by the Government of Alberta Office of Statistics and Information, predict that the province will grow by about 1.8 million people, or an average annual growth rate of 1.4%. This projection is considerably slower than the 2.0% growth witnessed over the 1991 to 2016 period and is due to moderating net migration, lower fertility rates and population aging.

Figure 18:
Provincial Population Projections (25 year)



Regional population projections for Census Division 03 (of which Magrath is located in the northeast corner) suggest a low annual growth rate of only 0.19%. However, it is expected that Magrath's population growth will be closer to the 1.2% annual growth that is projected for Census Division 02, which is more reflective of the Lethbridge economic area.

Figure 19: Magrath Population Projections

Year	Population	1.0% Annual	1.5% Annual	2.0% Annual	Arithmetic	Logarithmic	Cohort (5 year)	Cohort (10 year)	Cohort (20 year)
1996	1867								
2001	1993								
2006	2081								
2011	2217								
2016	2374								
2021		2495	2557	2621	2478	2503	2507	2523	2506
2026		2622	2755	2894	2602	2655	2619	2648	2612
2031		2756	2968	3195	2725	2815	2716	2759	2703
2036		2897	3197	3528	2849	2985	2816	2871	2802
2041		3044	3445	3895	2973	3166	2909	2978	2909

A reasonable population forecast for the Town, in light of historical population growth, population projections[6] and other factors and trends, is for 2.0% annual growth.

Existing Land Use Districting

Land use districting (zoning) is established under the Land Use Bylaw (see Map 11 – Land Use Districting). Currently, residential zoning represents the vast majority of land use districting, at 68.7%, or 311 ha (775 acres), in the Town. It should be noted that the residential figure is higher than actual existing/projected future land use given the "large lot residential" allocation that is bestowed on much of the Galt Canal Nature Trail and Pothole Creek Valley lands. Industrial, at 10.5%, or 46 ha (114 acres), and Institutional/recreational, at 10.2%, or 47 ha (117 acres), come in at a distant second and third respectively. Agricultural (urban reserve) takes up 8.8%, or 40 ha (98.86 acres), while Commercial districting occupies 1.9%, or 8 ha (21 acres).

The districting illustrated in the figures below reflects Magrath's prevailing identity as a predominantly residential community with limited services and large amounts of park and green space.

Figure 20: Detailed Breakdown of Land Use Districting

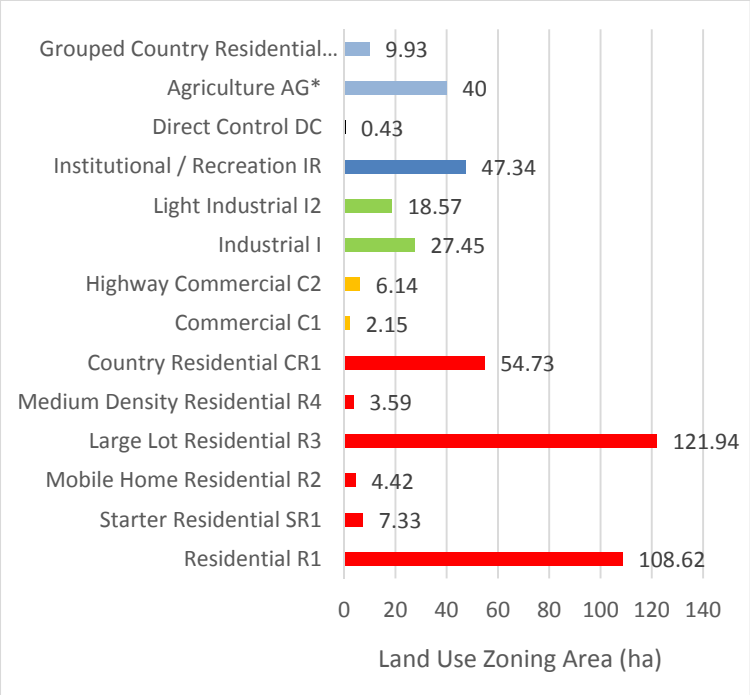
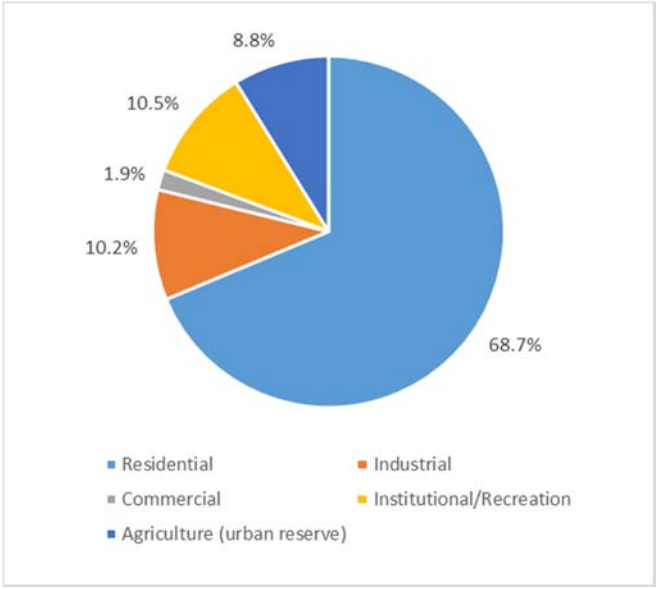


Figure 21: Grouped Breakdown of Land Use Districting



Future Residential Land Use Requirements

It is anticipated that approximately 504 new dwelling units will be needed to house an additional 1521 persons living in Magrath in the year 2041. Two land use scenarios are used to anticipate the land base required to support 504 new dwelling units. If development is to continue at the Town's estimated current residential density of approximately 2.5 units per net[7] acre (or an average of 11,200 sq. ft. lots), approximately 202 additional acres of land will be needed to support future growth. Using the higher density scenario of 5.5 units per net acre (or an average of 5,500 sq. ft. lots), approximately 101 acres will be needed in support of future growth.

[6] The Infrastructure Master Plan also uses a 2.0% annual growth projection.

[7] Net residential acreage is a figure that takes into account 35% of the gross land area for roads, utilities and reserve.

It is important to note that the aforementioned projections are predicated on naturally unforeseeable factors. Given that dwelling units will be developed in a variety of forms – including secondary suites, apartments, row housing, etc. – in addition to the traditional single detached dwelling form, calculating an average area per dwelling unit is a generalized estimation.

The lands shows on Map 6 – Future Land Use Concept as "Residential," represent approximately 107 ha (265 ac). Of these area approximately 25% are developed, leaving approximately 80 ha (200 ac) for future residential development.

Figure 22: Residential Land Use Projections

Year	Population Growth			Assumed Persons per D.U.	Total Required D.U.s		Existing D.U.s	New D.U.s Needed		Land Area Required at 2.5 UPA		Land Area Required at 5 UPA	
	Low (1%)	Average (1.5%)	High (2%)		Average	High		Average	High	Average	High	Average	High
2016	2374	2374	2374										
2021	2495	2557	2624	3.0	852	875	794	58	81	23	32	12	16
2026	2622	2755	2894	3.0	918	965	794	124	171	50	68	25	34
2031	2756	2968	3195	3.0	989	1065	794	195	271	78	108	39	54
2036	2897	3197	3528	3.0	1066	1176	794	272	382	109	153	54	76
2041	3044	3445	3895	3.0	1148	1298	794	354	504	142	202	71	101

Future Industrial Land Use Requirements

The Town's existing ratio of industrial zoned land, at 19.4 ha (47.9 acres) per 1000 people, can be used as a metric to assist in forecasting future industrial land use needs. Amongst multiple methods of calculating future industrial land demand, the "land per capita" method is a reliable method for cursory analysis purposes. Recognizing that a considerable proportion of the industrial zoned lands are vacant or undevelopable (i.e. east end of former sewage lagoon parcel), and in view of the observed ratio found throughout the region, a ratio of 10 ha (30 acres) industrial zoned lands per 1000 persons is thought to be appropriate for future planning purposes. Accordingly, an additional 20 ha (49 acres) will be required in order to accommodate a population of 3895 in 2041.

As there is no additional land base available to support this type of land use within the Town's corporate limits, annexation may be required within the 25 year growth window. (See Map 12 – Annexation History).

Future Commercial Land Use Requirements

Growth in the Town's commercial sector is very slow, especially when compared to residential growth. This owes to the prominent retail and service sector in nearby Lethbridge, where it is thought that the majority of resident generated retail expenditures are captured. The Town's two commercial districts represent 1.9% of zoned lands within the community. This is less than the observed North American average, which is thought to lie in the range of 3-4%. The Town's existing ratio of commercial zoned land is 3.5 ha (8.6 acres) per 1000 people. In order to capture a higher proportion of commercial expenditures from residents of the Town, it is suggested that a slightly larger degree of commercial lands – 4.0 ha (10 acres) per 1000 people – be used for future growth planning purposes. At this ratio an additional 7.3 ha (18 acres) of land will be required to support Magrath's projected 2041 population of 3895.

There is a small amount of land base allocated for potential highway commercial purposes (See Map 6 – Future Land Use Concept: "Special Planning Area").

Part 2

land use strategy guide

Part 2

land use strategy guide

Vision & Guiding Principles

Vision Statement

"To promote, protect and beautify Magrath, making it a sustainable home town of choice for families and businesses."

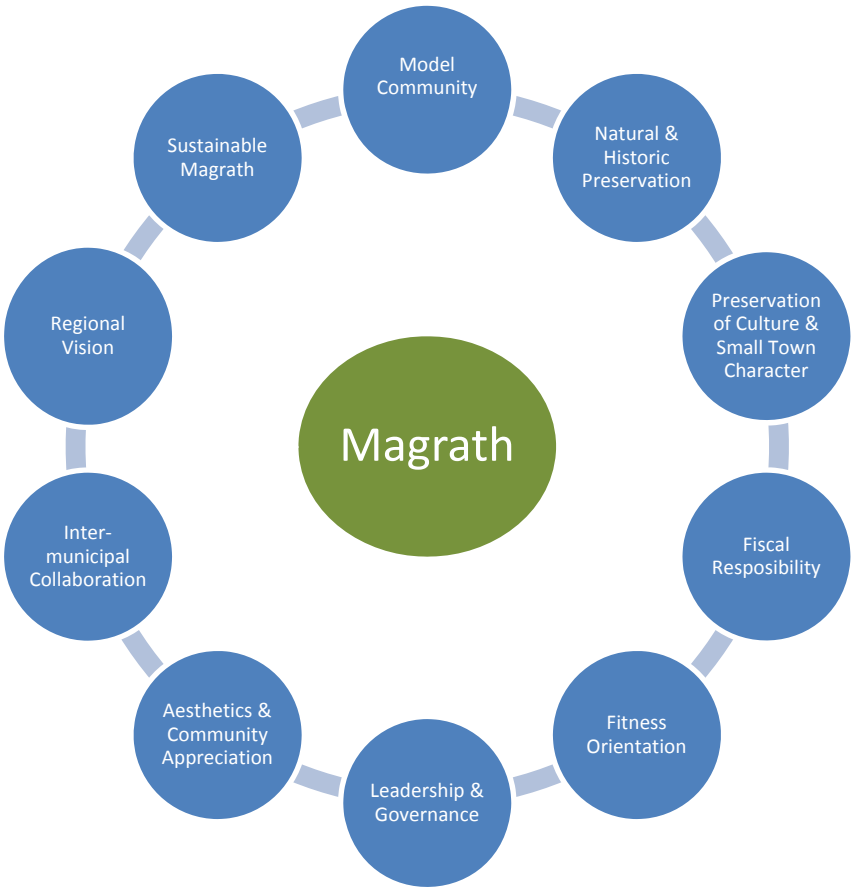
The MDP's Vision Statement encompasses the type of community residents want to achieve. The vision statement was derived through community consultation and borrows from the results of numerous vision finding exercises and statements over the years.

Guiding Themes

Magrath residents enjoy the small town feel and friendly atmosphere that characterizes the Town. They appreciate and support the connections to the natural environment, the trail and open space systems, and the amenities and service opportunities that are available. Residents envision upgrades to the current transportation infrastructure and increased opportunities for local employment and services.

The prevailing thoughts, feelings and sentiments mentioned above can be reduced to 10 guiding themes.

Figure 23: MDP Guiding Themes



Community Land Use Strategy

Map 6 illustrates the long-term land use patterns for the Town and allocates land uses to specific areas of the Town.

The Town of Magrath takes significant pride in being known as "The Garden City." The presence of tree-lined streets, numerous gardens, a beautiful golf course, and extensive park and trail system make Magrath a visually attractive community. Enshrining these values in the Municipal Development Plan will ensure that Magrath continues in the right direction as it develops.



Approach to Growth

The Town of Magrath has experienced stable and continued population growth over the last few decades. Looking to the future, the Town should expect to see a continuation of this trend. As the Town grows, new development will be required to accommodate the increased demand for residential, commercial and industrial uses.

It is important to create a growth strategy at this time to set the framework for sound decision-making, consistency and certainty for residents, developers, business and industry.

Principles for Magrath's Growth Management Strategy:

(a) maximize the use of existing land before requesting new lands through annexation;

(b) promote efficient and rational development;

(c) build on and support existing strengths and assets;

(d) provide quality municipal and community services for residents and businesses;

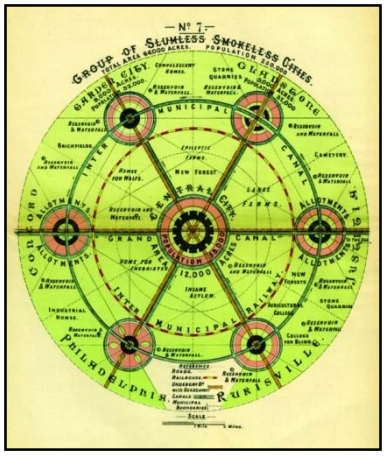
(e) create an aesthetically pleasing Town;

(f) provide adequate park & open space and recreational opportunities for Town residents

(g) balance urban development with preservation of natural areas; and

(h) minimize land use conflicts and environmental impacts.

Figure 24: Garden City Movement Illustration



Garden City Movement

The "Garden City" movement was Ebenezer Howard's conceptual solution to the harsh existence experienced by residents in dense, over-crowded, and impoverished cities like London in the late 1800s. The consequences of urban congestion, including higher mortality rates and poverty, were contributed to a lack of pure air, water and sunlight. Garden cities were intended to be planned communities surrounded by "greenbelts," containing proportionate areas of residential, industry and surrounding agriculture, which would help alleviate the symptoms of urban squalor. Garden City principles have influenced new town

development and urban planning generally over the past century, and continue to be relevant in transforming existing urban spaces and communities throughout the world.

Garden City Planning Principles in the Magrath Context

Magrath's adoption of the Garden City theme in its tourism and branding is a product of its location next to the lush Pothole Creek valley and the community's founding as a new town at the same time that the Garden City movement was taking shape in England. Magrath's conception and development, in fact, was funded by British capital and the immigrant Englishman, David Elton, K.C., gave Magrath this name in 1905. The Garden City notion of town and country convergence, being a less-crowded, well-treed, self-sufficient, and environmentally-friendly community is certainly true of Magrath. Magrath's historical grid, however, is the primary determinant of the layout of the Town adapted from a similar Mormon model community tradition called the 'Plat of Zion.' (The nearby Village of Stirling was built at the same time as the Town of Magrath and has been designated as a National Historic Site commemorating this same grid-based pattern.) The applicability of "Garden City" planning in streetscape terms, which utilizes a concentric design, is therefore limited in Magrath. What is applicable is the idea of a garden-like serenity, utopian social experimentation, and connection to nature within its urban environment. Urban forestry, parks/open spaces and stormwater retention areas are common urban amenities that help achieve Garden City outcomes. In summary, the Garden City planning principles of focus for the Town of Magrath are thought to be urban forestry, progressive social principles, affordable housing, balanced residential densities, clean industry, high proportions of park and open spaces offering exposure to sunlight and access to water, and the provision of a peripheral greenbelt and trail system around the community.

Future Development Outlook

A few important notes mark Magrath's future development outlook. Residential development is expected to continue to be the main form of development in the Town. The Town has a strong "family-friendly" identity and supporting amenities that helps retain and attract many individuals and families looking for a positive living environment.



Non-residential development will continue to be modest, which is a direct result of the Town's proximity to Lethbridge (the major service centre of the region). Lethbridge contains a major shopping area at the southerly edge of the city, including anchor tenants like Wal-Mart, Home Depot, Costco, and many others. From the intersection of Highways 5 and 62, the south Lethbridge shopping centre is only 29 km or about a 17 minute drive. As a result, large-scale retail highway commercial is not likely to occur in the foreseeable future in Magrath. However, recent innovative business starts like the AgSpectra group's "Starfield Centre" (greenhouse and permaculture) and Surex Direct (online based insurance brokerage) suggest that more employment opportunities and spin-off businesses may be coming to the Town of Magrath in the future. The new Magrath CTS (career & technology studies), which will provide both curriculum and community services including an Agriculture Education Partnership Program, should assist in facilitating growth in the agricultural diversification sector, which will bode well for the future of the community.

The tourism outlook for Magrath and region looks positive, and it is expected that slow and steady growth will accumulate thanks to new attractions coming online like the expanded Magrath Regional Trail System (including the Galt Canal National Historic Site), the annual inter-community Chautauqua event, and the increasing prominence of the “Mormon Trail” driving tour and tourism initiative.

Part 3

statutory policy statements

Part 3

statutory policy statements

1. Implementation, Interpretation & Procedural Policies

Policy Goal

To appropriately prepare, adopt and implement the MDP and to leave a transparent trail of the decision making process that led to adoption.

Background & Issues

The plan preparation process requires input from affected agencies and stakeholders prior to adoption. Implementing the plan involves aligning all applicable documents, policies and plans and will require time and effort by Council and administration. Interpretation of MDP policies is sometimes difficult given the general nature and sometimes imprecise syntax characteristic of policy type documents. Amending the plan may be necessary from time to time. Although it is Council's intention to see the vision of this Plan followed through it is noted that Section 637 of the MGA does not require the implementation or execution of the projects and intentions contained herein.



Policies

Referrals

1. The MDP was referred to the following entities prior to adoption. Any proposed amendments to this plan shall be referred for review and comment to:
    a. Cardston County *(per Policy 7.3(a) of the Cardston County/Town of Magrath Intermunicipal Development Plan);*
    b. Westwind School Division;
    c. Alberta Transportation;
    d. Alberta Environment & Parks;
    e. any other stakeholders or agencies as deemed necessary.

Document Alignment

2. All existing policies, plans and documents shall be reviewed and amended (where necessary) so to align with the MDP. All future policies and statutory plans shall conform to the goals and policies of the MDP.

Policy vs. Regulatory

3. This MDP states goals and does not legally regulate the matters that it addresses.

Amendment Guidance

4. Where there is a question as to whether or not an amendment to the MDP is necessary in order to allow for an application (i.e. development, subdivision, land use bylaw amendment) to be approved, or a

statutory plan to be adopted or amended, the question shall be (where appropriate) referred to Council for an opinion on the same.

Assignment

5. Council shall assign specific tasks to various boards, agencies and committees related to the implementation, monitoring and review of specific MDP policies.

Participatory Planning

6. The Town shall facilitate the involvement of stakeholders in the formulation of, and response to, community development plans and proposals and strive to involve all persons within the town including those who might not normally express their views on planning and development matters.

Interpretation

7. Unless otherwise required by the context, words used in the present tense include the future tense, words used in the singular include the plural, and the word person includes a corporation as well as an individual. Unless otherwise stipulated, the *Interpretation Act, Chapter I-8, RSA* 2000 as amended, shall be used in the interpretation of this bylaw. Words have the same meaning whether they are capitalized or not.

References

8. All references to a specific agency, body, or department were accurate at the time of writing. It is understood that entities change names from time to time. All references throughout the Plan shall therefore be considered to be applicable to the relevant entity.

Map References & Depictions

9. The geographical or relative boundaries or any variable presented on the maps contained in this Plan shall be interpreted as a general approximation and not an accurate depiction of its actual or full extent.

2. General Growth & Development Policies

Policy Goal

To specify general policies that apply to all types of development within the entire community. To address various matters including specific legislative requirements, non-conforming uses and other matters. To establish triggers for when more detailed planning study is necessary and requirements for inclusion within the same.

Background & Issues

The Town looks to grow in a rational and economical manner while addressing specific planning challenges and opportunities in the Town and having regard for provincial goals and regulations. To better balance the community profile will require the promotion of non-residential uses and services to support a fast growing residential sector. Current challenges resulting from historical decisions are a reality for every municipality, but precedent issues like these should not preclude the Town from taking a leadership role and making the best land use and development decisions moving forward.



Policies

General Growth Development

1. Ensure that new growth and development occurs in an efficient, logical and fiscally sound manner, in consideration of infrastructure, land carrying capacity and physical constraints. The proper sequencing of development is important, and should follow the general best practice of ensuring new development extends directly from already built-up areas, with little or no undeveloped lands in between.
   SSRP Compliance Link: Use Land Efficiently (5.1)

Future Land Use Map *(see map 6)*

2. The Future Land Use Concept Map establishes, generally, the future primary land use for certain areas of the Town. Future growth shall be directed to these areas provided they are determined to be suitable for development and can be serviced with municipal infrastructure.

Proposals for Future Development

3. All proposals for development (including development, subdivision, land use bylaw and statutory plan applications and amendments) shall be required to submit all information necessary for the approving authority to make an informed decision, and shall be made in the manner specified by the approving authority.

Guidance for Decision Makers

4. In making decisions on applications, the Subdivision and Development Authority(s) and the Subdivision and Development Appeal Board are advised to have regard and be sensitive to historical decisions but not feel bound by precedent in endeavouring to make the best planning decision possible.

Garden City Planning

5. The Town shall pursue initiatives that instill and reinforce the "Garden City" branding and motif, including but not limited to public programs like urban forestry, a peripheral greenbelt, civic gardens and both consistent and minimum landscaping requirements in the Land Use Bylaw.

Highway 62 Corridor

6. Lands and developments located immediately adjacent to or readily viewable from the Town's primary access corridor, Highway 62, shall have a high design and appearance focus. Land uses adjacent to the Highway 62 corridor shall be compatible with the transportation function of the Highway.
   SSRP Compliance Link: Building Sustainable Communities (8.38)

Existing Non-Conforming Uses

7. Historical developments that are deemed legally non-conforming uses but have become incompatible with adjacent land use shall be encouraged and incentivized (where necessary) to relocate to an appropriate land use district. It is important that incompatible non-conforming uses be monitored on an on-going basis to allow for action when possible.

Sour Gas Facilities

8. The Subdivision and Development Authority(s) shall, in accordance with the Subdivision and Development Regulation, refer all applications that are located within 1.5 km and that result in a "permanent additional overnight accommodation" or "public facility" (as defined by the Alberta Energy Regulator), of a sour gas facility, to the AER, and shall not approve an application for subdivision or development that does not conform to the AER's setback requirements. See Appendix B.

Land Use Adjacent to Transfer Station

9. Land use and development within 300 m of the Magrath transfer station shall be in accordance with Section 13 of the Subdivision and Development Regulation.

Protection of Agricultural Operations

10. Agricultural operations compatible with urban settlement shall be supported through the regulation of land use in the Land Use Bylaw. The Town recognizes the relevant provisions of the Agricultural Operations Practises Act (AOPA) regarding "right to farm" legislation and its own agricultural history.
    SSRP Compliance Link: Building Sustainable Communities (8.20)

Keeping of Livestock

11. The keeping of livestock shall be regulated by separate bylaw and may be supported on lands prior to the lands being needed for urban development.

Area Structure Plans

12. An area structure plan, being a document adopted by bylaw pursuant to Section 633 of the MGA, may be required in support of a land use bylaw amendment or subdivision application when any of the following apply:
    a. the area of land subject of the proposal exceeds 4.0 ha (10 acres) or one full Town block;
    b. where, at the discretion of Council, circumstances require the benefit of a comprehensive planning process.

Conceptual Schemes

13. A conceptual scheme, being a comprehensive development strategy, should be required in support of a land use bylaw amendment or subdivision application where necessary at the discretion of Council or the Subdivision and Development Authority(s), and shall normally address the following matters:

a. provision of roads and utilities;
b. stormwater management including topography and site grading;
c. compatibility of intended land uses with adjacent land uses;
d. building locations including setbacks.

Subdivision Applications

14. Applications for subdivision must demonstrate consistency with the Town's adopted statutory plans, policies and the Land Use Bylaw.

Subdivision Endorsement Extensions

15. An individual subdivision endorsement extension may be issued by the Subdivision Authority for a period not exceeding one year provided that the total time elapsed from the date of decision on the original subdivision does not exceed five years.

Intermunicipal & Regional Coordination

16. The Town shall continue to work with Cardston County to manage land use and development in the intermunicipal fringe through the Intermunicipal Development Plan and will explore shared services opportunities and regional partnerships that work towards the objectives and desired outcomes in the South Saskatchewan Regional Plan.
    SSRP Compliance Link: Building Sustainable Communities (8.7)

Future Annexation *(see map 12)*

17. In view of the current inventory of lands available for residential development within the Town's corporate boundaries and having regard for population projections for the Town, the annexation of lands for residential purposes should not be necessary in the foreseeable future. The limited availability of lands for non-residential development may require the Town to pursue annexation for non-residential purposes in the foreseeable future. Any future annexation proposal shall be required to follow the process outlined in the Intermunicipal Development Plan including the requirement for a growth study to be prepared.
    SSRP Compliance Link: Use Land Efficiently (5.1)
    Linked Policy 3.2

3. Residential Development Policies

Policy Goal

To provide policies that support sustainable residential development and facilitate the development of a range of high-quality housing options and lot sizes with an overall density supportive of the long-term prosperity of the Town.

Background & Issues

Residential development is the predominant form of development in the Town and single detached dwellings represent the vast majority of residential development. Continuing to offer large lot development is important to the Town but must be balanced with other more compact forms of residential development. The undertaking of this MDP provides a timely opportunity to pursue the goals of the recently adopted South Saskatchewan Regional Plan (SSRP). The SSRP is clear that communities must develop at a higher density than current practice.



Instead of fighting its identity as a primarily commuter/bedroom community, the Town should take a balanced approach towards embracing it. The challenge is that bedroom communities exist largely because of the availability of cheaper land and larger lots. While the demand for large lots is still strong in Magrath, it appears that this demand is on the downward trend. Secondary suite approvals and the increasing prevalence of the Starter Residential (SR1) land use district are signs that the housing market is starting to respond to increasing land prices and development pressures.

Policies

General Residential Development

1. Future residential development shall strive to create safe, attractive, residential environments secure from incompatible land uses that are compatible with the existing historic, natural, and cultural quality of existing residential neighbourhoods.

A Move Towards Balanced Residential Densities

2. The Town is committed to increasing residential densities while continuing to provide opportunity for large lot development in keeping with the Town's historical settlement pattern. The Town's goal is to work towards an average residential density[8] of five dwelling units per developable acre, which will be delivered through a variety of dwelling unit styles (single detached dwellings, row housing, secondary suites, apartments etc.).
   SSRP Compliance Link: Use Land Efficiently (5.1)

[8] Average density is a measure of the total number of residential dwelling units over an area of land. The Town's current average density is estimated at 2.5 - 3.5 units per developable acre, or 7,800 ft.² to 11,200 ft.² lots in a typical single detached dwelling land development scenario. It is important to note that in calculating average residential density throughout the community a higher density development like an apartment building will significantly offset a lower density development like a large lot subdivision. See Appendix E – Residential Dwelling Unit Density Calculations – for more information.

Redistricting in Support of MDP Outcomes *(see map 6 & 11)*

3. The very low density residential districting (zoning) allocated for the future "residential" areas in Map 6, should be considered for redistricting to a "holding district" (i.e. urban reserve/ transitional/agricultural) in order to preserve these areas for a residential density that supports the outcomes envisioned in this plan.
   SSRP Compliance Link: Use Land Efficiently (5.1)

Maximum Lot Sizes

4. In addition to minimum lot sizes, the concept of maximum lot sizes for residential districts shall be explored through the consideration of amendments to the Land Use Bylaw with the aim of limiting the upper range of lot sizes in effort to better manage residential densities.
   SSRP Compliance Link: Use Land Efficiently (5.1)

Secondary Housing

5. As another means to increase residential densities in the Town, secondary housing opportunities should be expanded. This will occur through the consideration of amendments to the Land Use Bylaw to allow for detached secondary suites and garage suites on lots of an appropriate size. Secondary suites within the principal dwelling shall continue to warrant consideration in all appropriate residential land use districts.
   SSRP Compliance Link: Building Sustainable Communities (8.14)

Housing Stock Diversification

6. Diversification of the Town's housing stock shall take place through a proportionate increase in various types of multi-unit and alternative (non-single detached) housing that caters to broad socio-economic and demographic groups. The Town shall strive to deliver a housing mix[9] of 75% single detached dwellings to 25% non-single detached dwellings including at least 15% multi-unit[10] dwellings.
   SSRP Compliance Link: Building Sustainable Communities (8.14)

Infill Development[11]

7. Residential infill development shall be promoted throughout the community. Infill development shall be appropriately designed so to provide continuity with the streetscape and respect mature neighbourhoods by being compatible in height, scale, mass and design to existing dwellings in the neighbourhood, while bearing in mind modern day housing trends.
   SSRP Compliance Link: Use Land Efficiently (5.1)

Multi-Unit Dwelling Development & Locational Criteria

8. Multi-unit developments (which may include seniors or inclusionary housing) shall:
   a. be designed in a manner to be complementary to existing residential developments using high quality building materials, contextual landscaping, and including sophisticated architectural features;
   b. be located adjacent to or in close proximity to green space or park areas, or, alternatively, provide sufficient recreation/open space on site;
   c. be dispersed throughout the community and not segregated to an individual area;

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[9] Being the ratio of single detached dwellings to non-single detached dwellings (including all forms). The Town's current ratio of single detached to non-single detached is estimated at 85% to 15%.

[10] Multi-unit dwelling means a building containing three or more separate dwelling units.

[11] Infill development means the development or redevelopment of vacant or under-used parcels within urban areas that are already largely developed.

d. be permitted to locate within primarily low density residential blocks provided that the building and site design, traffic implications and any other matters are deemed to be compatible with the primarily low residential character of the block;
e. be preferred, generally speaking, in locations adjacent to the downtown, parks, trail system and schools.

SSRP Compliance Link: Building Sustainable Communities (8.14)

Seniors Housing

9. Opportunities for housing that caters to all segments of the seniors demographic (young-old to the very elderly) and facilitates aging-in-place, shall be supported especially in locations within or adjacent to the downtown and the Magrath Community Health Centre (hospital). The Town shall support the future development of a modular home park that caters to the middle-age and seniors population by offering accessible (physically and financially) housing.

SSRP Compliance Link: Building Sustainable Communities (8.14)

Prevalence of Inclusionary Housing[12]

10. Every neighbourhood/subdivision within the Town shall include a realistic opportunity for the development of an appropriate amount of inclusionary housing.

SSRP Compliance Link: Building Sustainable Communities (8.14)

Inclusionary Housing[13] ***Development & Locational Criteria***

11. Inclusionary (affordable) housing is encouraged to locate in all parts of Town, with a focus on locations adjacent to schools, parks, playgrounds and the downtown, while avoiding an over-concentration in any one area. Inclusionary housing shall be of a high quality that is visually indistinguishable from neighbouring market housing.

SSRP Compliance Link: Use Land Efficiently (8.14)

Factory Built Housing

12. Factory built housing shall consider unique site conditions and shall employ design measures and construction materials so to be consistent with the visual standards and architectural design treatments of surrounding dwellings. In some cases, a pre-fabricated development may not be appropriate and a custom development solution may be necessary. Factory built housing shall be regulated through clear standards in the Land Use Bylaw which may also limit this "use" to certain land use districts.

SSRP Compliance Link: Use Land Efficiently (8.14)

Home Occupations

13. Home occupations shall continue to warrant consideration on a case-by-case basis. It is critical that home occupations be carefully regulated to limit their size and scope so as not to create land use conflict within the primarily residential areas that they are located in.

[12] Means housing that is accessible by all economic segments of the community and specifically for households earning 50% or less than the median household income in the Town.

[13] Inclusionary housing means housing that costs less than 30% of a household's pre-tax income or as defined by the Province of Alberta.

4. Historical Block Subdivision Policies

Policy Goal

To effectively manage the subdivision of Magrath's historical blocks while providing access routes and the opportunity for logical resubdivision where appropriate.

Background & Issues



The Town was originally subdivided into 4.0 ha (10 acre) blocks, or 201 m (660 ft.) x 201 m (660 ft.), consistent with the "Mormon Grid" used in places like Salt Lake City, Utah. While these block dimensions were fitting for urban life in the early 20th century, the dimensions are challenging for modern urban development. This is because the blocks are too big for typical urban development – resulting in overly deep lots and walkability problems. As such, intervening roadways are typically necessary to facilitate conventionally-sized urban development.

The Town has been effectively managing historical block subdivision for some time, even in the absence of formal policies respecting the same. In the past, it was common to see all or a portion of a block (often the corner lot) subdivided by an individual landowner and a portion of a future intervening roadway dedicated. Fragmented blocks are challenging, as they require agreements between landowners with respect to capital costs and timing. The advancing of costs necessary to complete a subdivision often results in an opportunity for an adjacent landowner who may not be involved at this time. In order to fairly and equitably distribute costs, the Town is often asked to intervene by using measures like "endeavour to assist" agreements – which provide a mechanism for a developer to be compensated for initial up-front costs.

Policies

Town Leadership

1. The Town will take a leadership role in encouraging infill and historical block development by:
    a. educating landowners about the opportunities for infill;
    b. encouraging landowners to pursue infill subdivision and development where appropriate;
    c. investigating options for alternative lot sizes and lot configurations;
    d. facilitating a coordinated approach to the provision of necessary infrastructure.

SSRP Compliance Link: Use Land Efficiently (5.1)

Application Requirements for Subdivision of Historical Blocks

2. An area structure plan or conceptual design scheme may be required in support of a land use redesignation or subdivision application and shall, in addition to any other requirements, show the proposed road network, utility servicing plan, stormwater management, lot configurations, overlay plan (if applicable) and reserve dedication.

Planning Requirements for Subdivision of Historical Blocks

3. For any subdivision within a historical 4.0 ha block, the following shall apply:
    a. all new lots must have frontage on a registered roadway (access by laneway alone will not be permitted);
    b. dedication of additional right-of-way will be required adjacent to existing laneways to allow widening to a typical road standard, unless determined otherwise by the Town;
    c. dedication of utility right-of-way for shared trench utility corridor if services are not to be located within the road right-of-way;
    d. subdivision of the rear portion (see Figures 25A, 25B and 25C) of a lot within an infill block will only be permitted provided:
        i. adequate right-of-way has been obtained within the entire block or as approved in an infill overlay plan (see Figure 25D); and
        ii. a local improvement plan is designated in accordance with Part 10, Division 7 of the MGA to provide for the necessary infrastructure to serve the development, unless a developer chooses to enter into a development agreement for all necessary improvements within the block.

Road Dedication

4. The Subdivision Authority shall require land to be dedicated for future road purposes, where necessary (see Map 8), pursuant to Section 662 of the MGA. The amount of land required shall be at the discretion of the Public Works Manager, typically a total width of 16.76 m (55 ft.).

Planning for Future Resubdivision

5. The subdivision of a historical block at a lower density than is envisioned in this Plan or as prescribed in the Land Use Bylaw may be allowed provided that the opportunity for future resubdivision is preserved by ensuring future lot lines, roadways, and building position and orientation is planned for. This is to be achieved through an overlay plan registered on title by way of a restrictive covenant, to be registered on title in favour of the Town of Magrath pursuant to Section 651.1 of the MGA, including a professionally prepared overlay plan that illustrates:
    a. the full build-out lot layout including property lines;
    b. the future road network and utility corridors;
    c. building envelopes for the proposed and future lots and required building orientation (See Figure 25D).

Paying for the Cost of Historical Block Subdivision Servicing

6. The Town shall support the efforts of developers in extending services and roads to re-subdivided historical blocks through the appropriate use of established methods like a special tax (Part 10, Division 5 of MGA), local improvement tax (Part 10, Division 7 of MGA), endeavour to assist provisions in development agreement (Section 655 of MGA) or any other innovative or collaborative method to facilitate the full extension of services at a standard acceptable to the Town.

Figure 25: Planning Requirements for Subdivision of Historical Blocks

Figure 25A

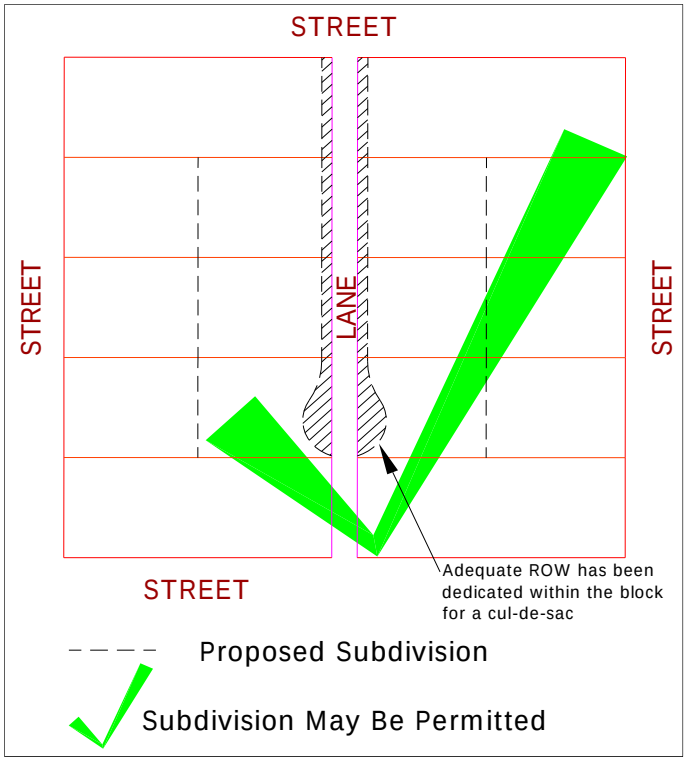


Figure 25B

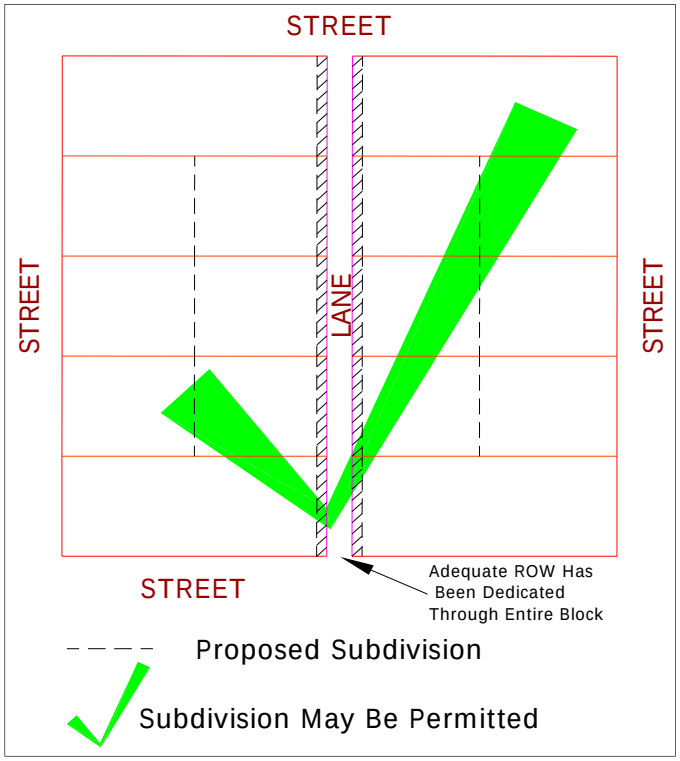


Figure 25C

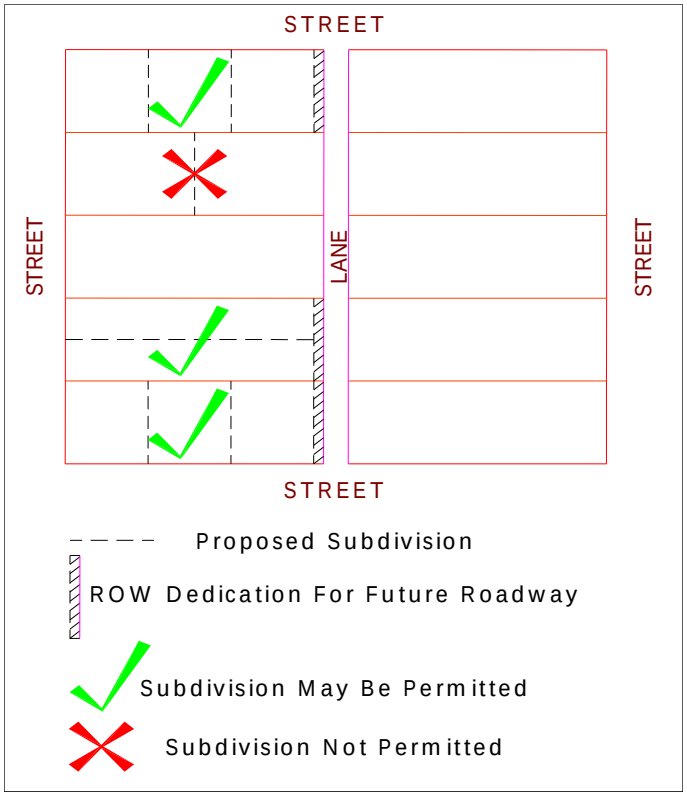
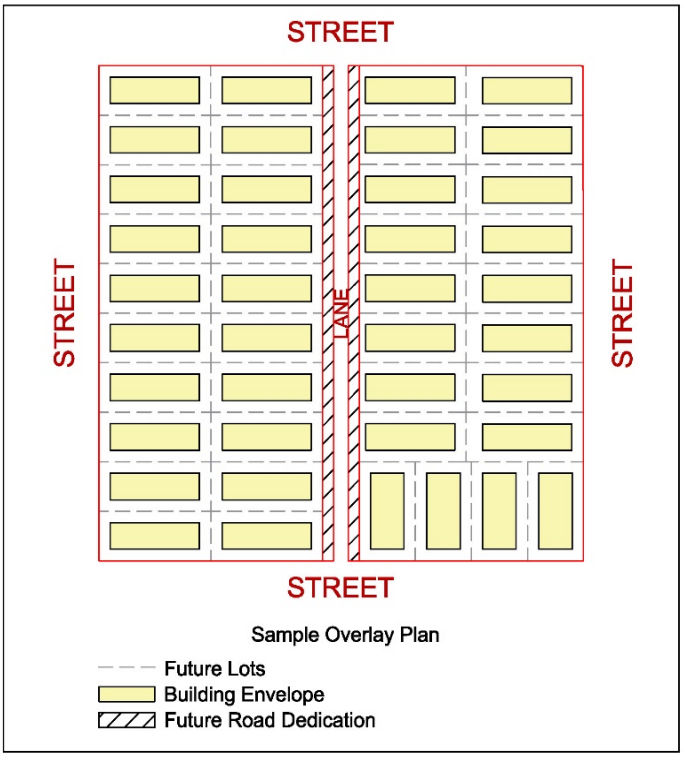


Figure 25D



5. Commercial Development & the Downtown Policies

Policy Goal

To create a municipal environment that retains and attracts a wide range of commercial businesses and to strengthen the role of the downtown area and enhance its image, thereby working towards a sustainable municipal tax ratio of 85:15 residential to non-residential.



Downtown Magrath 1981. Photo credit Galt Museum & Archives.

Background & Issues

Commercial development in the Town is limited largely due to the influence of the City of Lethbridge and its role as a regional service centre. Commercial service industries are faced with a small consumer base and competition with services offered in Lethbridge and other nearby communities. Retail industries also struggle with a small consumer base exacerbated by the increasing prevalence of alternative retailing (i.e. online sales). Commercial development in the Town is mostly limited to the downtown area with some commercial businesses further north on 1st Street W (Highway 62) and a pocket of highway commercial zoning adjacent to 4th Street W and Highway 5. Aside from a few historically and/or architecturally significant buildings in the commercial core, the building stock and form is not very memorable. A downtown's strength is in its role as a central congregation area for retail, eating establishments, offices, personal services and other compatible, pedestrian oriented uses. Revitalization efforts should be employed to build towards a "sense of place" typical of successful downtown areas.



Downtown Magrath 2017

Policies

General Commercial Development

1. Future commercial development shall be encouraged to locate in existing commercial areas, including the downtown and other designated commercial areas, through the development of vacant sites and the redevelopment of existing sites wherever possible. New commercial shall achieve a high standard of quality and appearance by using high quality building design and materials, landscaping, segregating and screening storage areas, and accommodating active transportation.

Downtown Business Diversification

2. Opportunities for "fine grain" (i.e. small storefront) specialty service/retail/entertainment uses should be facilitated so to provide for business diversification through the incubation of fledgling business concepts.

Decision making and new initiatives should as much as possible try to maximize the benefit/exposure of businesses centrally congregated within the downtown area. In light of the Town's geo-economic relationship with adjacent communities, there would be benefit in pursuing a market/retail analysis to understand the extent of "retail and service leakage" that is lost locally and which could be targeted so to diversify the business base within Town.

SSRP Compliance Link: Building Sustainable Communities (8.13)

Downtown Area & Downtown Placemaking

3. Downtown developments and infrastructure investments shall aim to create an environment that evokes a memorable "sense of place[14]" and a focal point within the community by considering the following:
    a. promote active pedestrian activities such as sidewalk patios, requiring parking lots for new development to be located at the rear of buildings, and promote development with minimal to zero setbacks;
    b. provide permanent street furniture;
    c. explore streetscaping opportunities to create a visually pleasing, pedestrian oriented experience;
    d. promote barrier free design (universal accessibility);
    e. require adherence to best practices for Crime Prevention Through Environmental Design (CPTED) site development standards;
    f. support a mix of uses including residential developments above the street level;
    g. requiring a high degree of focus on architectural design of building façade and front setback areas;
    h. encourage the revitalization of existing, underutilized or vacant commercial properties.

Downtown Fringe *(see map 7)*

4. The primarily residential areas within and adjacent to what is commonly considered as the downtown (2nd Street W to Centre Street, and Harker Avenue to 1st Avenue South) should warrant consideration for appropriate non-residential uses, including home occupations and multi-family development, complementary to the existing downtown core.

Civic Avenue Corridor *(see map 7)*

5. The Civic Avenue corridor, between 2nd Street W and Centre Street, is the primary east-west downtown artery and shall be used for non-residential development and medium/high density residential development. The Town should consider acquiring property along this corridor for future use as a pocket park (preferably between 1st Street W and Centre Street) which will provide amenity space for downtown users and to support higher density residential developments in the area.

Special Planning Area *(see map 6)*

6. The two "special planning areas" depicted on Map 6 are designated in light of their visibility from the highway and proximity to the future realignment of the 4th Street E/Highway 5 intersection. In light of the considerable expanse of lands required for highway commercial developments, and the limited availability of the same within the Town, one of these areas may be considered for future highway commercial use, following the realignment of the 4th Street E/Highway 5 intersection and provided that sufficient access (i.e. potential service road dedication and space for maneuvering) is available.

    SSRP Compliance Link: Building Sustainable Communities (8.13)

    Linked Policy 9.8

[14] Those characteristics that make a place special or unique, as well as to those that foster a sense of authentic human attachment and belonging.

6. Industrial Development Policies

Policy Goal

To maintain existing industrial developments while focusing on encouraging a range of compatible new industrial developments and thereby working towards a sustainable municipal tax ratio of 85:15 residential to non-residential.

Background & Issues



Limited industrial development exists currently in the Town. Existing developments are concentrated in the north end of the Town within and adjacent to "elevator row" and on the east side of the community in the Town's industrial park. Isolated industrial type developments exist within the Town, most of which are "home occupations" that have outgrown their historical approvals (or absence thereof).

The Town looks to focus on its newly expanded, fully-serviced industrial park located on the east end of Town. Sufficient space exists in the industrial park for the near future, but the Town would be wise to pursue an industrial lands strategy to formalize what type of, and where, additional industrial land use will be located. Opportunities to promote and capitalize on the natural resources available within the region, especially in light of the recently approved Magrath CTS (career & technology studies) centre, which will provide both curriculum and community services including an Agriculture Education Partnership Program, should be explored.

Policies

General Industrial Development

1. Future industrial development shall be promoted within comprehensively planned industrial areas (i.e. the newly emerging Town industrial area east of 4th Street E), thereby limiting isolated industrial development. Industrial sites shall be developed to a high standard by using high quality building design and materials, landscaping, segregating and screening storage areas, and accommodating active transportation.
   SSRP Compliance Link: Building Sustainable Communities (8.15)

Industrial Use in Proximity to Other Land Uses

2. Where industrial development exists or occurs adjacent to non-industrial uses the Town shall, where possible, require the provision of sufficient screening and/or buffering to minimize potential impacts on non-industrial properties. This can include, but is not limited to, municipal reserve (MR) buffer dedications, landscaping, fencing and berms. Where fencing is utilized, it shall be of a high quality, low maintenance material.
   SSRP Compliance Link: Building Sustainable Communities (8.15)

Industrial Use Allocation

3. A range of industrial land uses, from heavy (and potentially nuisance emitting) industrial, to low impact business park uses, shall be supported where compatible with adjacent land uses. Generally, the location of heavy industrial uses shall be furthest from nearby non-industrial use thereby providing an appropriate transition to other land uses.

Industrial Land Availability

4. The Town shall seek to ensure the availability of competitively priced, readily developable industrial lots (keeping in mind the sufficient lead time that is required to develop new lands) that accommodate a wide range of compatible industrial developments. New future industrial areas shall consider setting aside lands exclusively for heavy/noxious industrial uses – thereby safeguarding the limited opportunity that may arise for this type of land use by limiting the potential for land use conflict and underutilization (i.e. occupation by lower-order uses).

Industrial Innovation & Sustainability

5. The Town supports industrial development which demonstrates the pursuit and achievement towards environmental sustainability and technological advancement. Sourcing local inputs and clustering industries which make use of each other's outputs are examples of actions that should be supported and, where appropriate, incentivized.

Local Food Production & Value Added Processing

6. The Town shall encourage developments which provide local food production and food-processing industries which utilize local and regional agricultural products provided these developments are compatible with an urban environment.

7. Parks, Recreation and Open Space Policies

Policy Goal

To provide a comprehensive and complementary network of community parks, recreation areas and open spaces that facilitate a wide range of recreational opportunities and environmental objectives, and are conveniently located so as to provide ready access from all parts of the community.

Background & Issues

The Town offers an array of recreational facilities and programs for its residents. When quantified, the amount of park and recreation space in the Town appears consistent with generally accepted best practices. In order to provide readily accessible park spaces to all areas of the growing community, additional park space is sought in certain communities. It must be noted that should Council wish to formalize future park or open space land use through rezoning to a public or similar land use district in the Land Use Bylaw, MGA Section 644(1) Acquisition of Land Designated for Public Use may apply.



The Pothole Creek valley contains high amounts of biodiversity, a regional water source, and habitat lands, and is for the most part undeveloped. It is critical that the Town takes an active role in demonstrating and advocating proper watershed management. Over-grazing and vegetation removal over the years in the creek valley has changed the landscape, and these activities should be reversed by re-establishing vegetation (i.e. poplars and willows). This will allow the area to better function as a wildlife corridor and to also serve as a peripheral greenbelt consistent with the "Garden City" planning concept.

Policies

General Parks, Recreation & Open Space

1. The Town shall endeavour to provide a range of facilities, parks and open space that provide opportunity for both passive and active recreation and organized/unorganized sports and activities that are accessible to people of all ages. The parks system should be appealing and inviting to users of all ages and should add significantly to residents' quality of life.

Landscaping of Park Areas

2. All park, recreation and open space areas shall be furnished with a variety of tree and shrub plantings to increase the attraction and usability of the areas and to align with the "Garden City" concept.

Paying for New Recreational Facilities

3. New major recreational facilities for the primary purpose of active recreation/leisure should be justified based on reliance upon the "user pay" methodology.

Access to Park Space *(see map 5)*

4. It is the goal of the Town to provide an appropriate park space[15] within 400 m (1312 ft.) walking distance of every residence.

New Park Space *(see map 5)*

5. New park space shall be acquired, through municipal reserve dedication or other means, in order to provide a full complement of strategically located park spaces for recreation and leisure including, but not limited to, the following:
    a. pocket scale park (±1.0 to 2.0 acre) in northeast area with children's play equipment and direct connection to the trail system;
    b. pocket scale park (±1.0 to 2.0 acre) in northwest area with children's play equipment and direct connection to the trail system;
    c. pocket scale/linear park (0.1 to 0.5 acre) in downtown area with bandstand;
    d. community scale park (8 to 10+ acres) in Pothole Creek valley (naturalized/wilderness type) to be integrated and incorporated into the trail system;
    e. future park space will be needed in support of future development in the northeast and southwest areas of the Town.

Open Space Areas

6. The privately owned areas depicted on Map 6 as "Open Space," being, generally, Blocks C, G and K, Plan 3985J & Lots 5-8, Block 1, Plan 3985J; and portions of Blocks 78, 79, 86 and 87, Plan 3046H, should be left in their natural state or only considered for low-impact, primitive type land use (i.e. passive recreational use[16]) given their low-lying location, and the public amenity derived from providing wide open viewscapes adjacent to the trail.

Pothole Creek Valley *(see map 6)*

7. The Town should aim to acquire or control (i.e. conservation reserve or environmental reserve easement), over time, the lands within the Pothole Creek valley, including the lands shown on Map 6 (east of Highway 62) as "Community Park" and "Open Space." Future passive recreational use[16] in the valley will be considered only on a limited basis provided the habitat and wildlife corridor function of the valley remains intact, and that the watershed is protected. Non-invasive land uses that preserve, interpret and restore elements of the natural environment in the creek valley should be encouraged where appropriate.



Pothole Creek Valley circa 1981.

SSRP Compliance Link: Building Sustainable Communities (8.29)
Linked Policy 10.2

[15] Appropriate park space means a public area that provides, at a minimum, space for passive (i.e. unorganized) recreation, gathering space and typically playground equipment for smaller children (i.e. ages 2-8).

[16] Passive recreational use means outdoor leisure activities that can be carried out with limited developments and buildings, and disruption of topography. Typically including activities like hiking and bicycling, and accommodating uses like parks and sports fields.

Magrath Regional Trails *(see map 9 & 10)*

8. Trails are an integral part of the Town's open space and recreation strategy and the Town shall work to implement the strategies and recommendations contained within the Magrath Regional Trails Master Plan, which are hereby adopted as municipal policy. This includes the potential for developer cost contribution towards trail development, which is explored in more detail in the Trails Plan.
   SSRP Compliance Link: Outdoor Recreation and Historic Resources (6.1)

Future Land Use Adjacent To The Trail *(see maps 6, 9 & 10)*

9. Land use planning adjacent to trail corridors shall endeavour to take full advantage of the trail. Ear-marking and setting aside space for land uses like schools, child care facilities, assisted living facilities and other more intensive uses (i.e. other than low density residential) immediately adjacent to the trail will allow for a fuller utilization of the trail and a direct benefit to more individuals.

Park, Recreation & Open Space Inventory

The following park and open space inventory is displayed for information and to assist in planning for new parks and open spaces. See Map 5 for the location of the park and recreation areas noted below.

Regional Park (typically 40 acres or greater)

Very large park spaces that serve both the Town and the Region, include a variety of specialized facilities for active and passive recreation including sport and day use facilities, and often including natural areas.



1. Galt Canal Nature Trail / Balderson Nature Preserve / Campground / Irrigation Park (multi-use area including trail system, Galt Canal Provincial Historic Site, campground and community kitchen, interpretive irrigation park, etc.) containing approximately 90 acres and located primarily in Cardston County;
2. Magrath Golf Club (18-hole public course including pro-shop, driving range and practice green) containing 175 acres and located primarily in Cardston County;

Community Park (typically 5 to 20 acres)

Large parks that host an array of recreational opportunities including specialized/sport specific facilities that serve the entire community.



3. Cook Centennial Field (2 softball/slow-pitch diamonds and 1 youth soccer pitch) containing 11.7 acres;
4. Tanner Park (wetland area including boardwalk and sitting areas) containing 5.0 acres;
5. Jubilee Park (limited play equipment, fishpond, softball diamond to north) containing 5.0 acres;
6. Civic Block (1 baseball diamond, 2 little league diamonds, track and field, 1 adult soccer pitch, skate park, outdoor swimming pool, arena with hockey rink) containing 9.0 acres;

Neighbourhood Park (typically 1.5 to 3 acres)

Mid-sized parks that often include passive and active play opportunities and related amenities easily accessed by residents of a neighbourhood.



7. School Site (large open space area and variety of children's play equipment) containing 2.2 acres;
8. Tennis Courts (2 tennis courts and open space area) containing 1.2 acres;

Pocket/Linear Park (typically 0.5 to 1.25 acres)

Small parks that are scattered throughout a community featuring green space and often featuring play equipment for small children.



9. Alston Scout Park (sitting areas, decorative landscaping, open space) containing 1.0 acres;
10. Lion's Park (variety of play equipment and sitting areas) containing 0.33 acres;
11. Mercer Grove (sitting area, mature trees, open space) containing 0.25 acres.

8. Municipal, Environmental, School & Community Reserve Policies

Policy Goal

To provide direction to ensure the provision of reserve is appropriately dealt with, either at the time of subdivision or by bylaw, with strategic regard for reserve form and location. To ensure reserve lands are used for their designated purpose in the Municipal Government Act.

Background & Issues

The Municipal Government Act provides for the allocation of reserve lands for things like parks and schools, and also to protect environmentally sensitive and culturally significant areas. The 10% municipal reserve requirement has typically been taken as cash-in-lieu in the Town. At present the Town has only three limited Municipal Reserve (MR) parcels containing a total of 2.66 ha (6.59 acres). Additional MR lands will accumulate as subdivision occurs in the Town's undeveloped blocks. Long-range planning is necessary to ensure reserve lands and money-in-lieu are combined to facilitate the assembly of large sites for park and school use.



At this time, according to the Westwind School Division, there is sufficient space within the newly renovated Magrath School to accommodate school growth into the foreseeable future (see student enrolment projections in Appendix C). The School Division is uncertain of where and when a future school site may be needed. Moving forward it is suggested that school needs be closely monitored and that school site needs be solidified in a future joint use and planning agreement that will be a mandatory requirement upon proclamation of the recently approved amendments to the Municipal Government Act.

Policies

Municipal Reserve Dedication

1. At the time of subdivision the Subdivision Authority shall, subject to the relevant provisions of the MGA, require 10% of the total pre-subdivided area of the parcel(s) being subdivided to be provided as municipal reserve (MR), less any lands dedicated as environmental reserve (ER).

Municipal Reserve Land Dedication Criteria

2. Land may be taken to satisfy the municipal reserve (MR) requirement where there is a demonstrated need, or where pre-planning has taken place, for any one of the following:
    a. a public park or public recreation/amenity area;
    b. trail linkages and corridors as identified in the *Magrath/Cardston County Intermunicipal Trails Master Plan;*
    c. for school board purposes in consultation with the Westwind School Division No. 74;
    d. as a buffer between the built and natural environments or between different land uses;

    and provided that the lands to be dedicated as MR do not consist of slopes in excess of 15%, are not susceptible to flooding, and are not encumbered in any way so to limit the usability of the lands.

Municipal Reserve Cash-In-Lieu of Land Dedication Criteria & Use

3. Cash-in-lieu of land may be taken to satisfy the municipal reserve (MR) requirement where there is not a demonstrated need for a land dedication. Cash-in-lieu of MR shall be accounted for in accordance with and used only for purposes as stated in the MGA, which can include acquiring lands suitable for MR purposes and enhancing/upgrading existing MR sites.

Development and Use of Municipal Reserve Lands

4. Municipal reserve (MR) lands shall only be used for the purposes prescribed in the MGA and shall be kept in an aesthetically appropriate condition. MR lands should be enhanced with landscaping where appropriate and signed where necessary to ensure property boundaries are understood and respected. The encroachment of adjacent buildings or structures onto MR lands is not allowed.

Disposal of Municipal Reserve

5. The Town recognizes that municipal reserves serve a valued public function. As such, disposal of municipal reserve is generally discouraged, except in circumstances where the disposed municipal reserve area is replaced in its entirety at another location(s) within Town.

Lands for Future School Site

6. A future school site should be selected at the earliest time possible to provide sufficient lead time for planning and shall be acquired through lands or cash-in-lieu of lands dedicated as part of the subdivision process and in consultation with the Westwind School Division No. 74.
SSRP Compliance Link: Building Sustainable Communities (8.18)

9. Municipal Servicing, Transportation & Utilities Policies

Policy Goal

To establish general policies for the servicing of new developments and policies addressing specific servicing matters while having regard for the findings and recommendations in the Town of Magrath Infrastructure Master Plan.

Background & Issues

The Town is developed over a grid network of roadways including paved and unpaved sections. Road conditions and the hard surfacing of roads is a topic of large importance to many Magrath citizens. A limited sidewalk network provides pedestrian access to the central areas of the community. The Town's Infrastructure Master Plan (2013) provides a detailed account of current infrastructure limitations and plans for future infrastructure upgrades and expansion.



Providing alternative transportation opportunities in a small urban community is a challenge. The situation is summarized well in Transport Canada's 'Improving Travel Options in Small & Rural Communities' document (2009) "...efforts to improve travel options in small and rural communities must first overcome a culture of decision-making that favours cars and people that have access to them, while it disadvantages residents who cannot use cars, such as children, the elderly, and persons with disabilities. As they seek to become more sustainable, many communities are growing more aware of the importance of reconsidering conventional approaches to land use and infrastructure. They are conscious of the need to rebalance development patterns that encourage travel by car. Dispersed, very low density land uses make it harder for transit, active transportation and ridesharing strategies to succeed."

Policies

Municipal Servicing Requirement for New Subdivision & Development

1. All development shall be required to connect to the municipal sanitary sewer and water service in order to maximize the efficiency of services and facilitate development outcomes conducive to a municipal environment. Where the cost of installing appropriately sized municipal services is not feasible, the proposed development is most likely pre-mature.
   SSRP Compliance Link: Use Land Efficiently (5.1)

Costs of Servicing

2. The cost of supplying the required infrastructure services to a subdivision or development shall be borne exclusively by the developer. Where there is an opportunity for the Town to collectively benefit from a joint servicing endeavour, Council may consider partnering in the same.
   SSRP Compliance Link: Building Sustainable Communities (8.15)

Requirement for Oversizing of Services

3. Servicing to a particular development may be required to be oversized, in accordance with Section 651(1) of the MGA, in order to excess capacity to support future development and avoid the need for costly future upgrading.

Sidewalk Network *(see map 4)*

4. The Town shall endeavour to expand the limited sidewalk network by requiring the provision of developer funded sidewalks as part of new subdivisions and pursuing capital projects where feasible.

Stormwater Management Facilities

5. Stormwater facilities shall typically be dedicated as Public Utility Lots. Municipal Reserve (MR) credit may be given, proportionate to the amenity benefit received, where the facility is designed so to provide a public amenity function. Certain areas denoted in the Town of Magrath Infrastructure Master Plan as areas for new stormwater detention ponds (ponds "D" and "E") should be reviewed to ensure that these dedications are still appropriate.

New Private Access Restrictions *(see map 10)*

6. New private access (i.e. driveways) onto 4th Street E, from 1st Avenue N to Highway 5, shall not typically be allowed in order to preserve the collector and haul-route functions of the roadway and allow for an uninterrupted parallel trail corridor. New private access onto Harker Avenue, from 5th Street W to Centre Street, shall not be allowed in order to limit interruptions of the parallel trail corridor.

Parallel Service Road *(see map 8)*

7. The potential service road parallel to Highway 5 should be considered in support of future development in the area to provide convenient access to and from the area by internal users and highway motorists. It is understood that the extension of a potential service road further west of its westerly termination point (as depicted on Map 6) and access adjacent to the intersection of Highways 5 and 62 does not meet current Alberta Transportation minimum specifications.

Relocation of 4th Street E/Highway 5 Intersection *(see Map 8[17])*

8. The intersection of 4th Street E (Range Road 221) and Highway 5 is located on a curve with an elevation change of approximately 6.1% and is an operational and safety concern. The Town, alongside Cardston County and Alberta Transportation, supports the future relocation of this intersection – possibly to the intersection of Township Road 60 and Highway 5 subject to additional traffic analysis and intersection upgrades.

Recycling Services

9. The Town should review opportunities to phase-in individual household and business curbside recycling or communal curbside recycling.

[17] Note that the 4th Street E realignment shown on Map 8 is for general information purposes and is not a suggested orientation or design.

10. Environmental, Historical & Cultural Policies

Policy Goal

To establish policies that encourage responsible environmental management alongside policies that help guide the management and promotion of historical and cultural resources in the Town.

Background & Issues

The Town's rich history can be discovered through a trip to the recently expanded Magrath Museum – however, many of the Town's historical and cultural assets, like the Irrigation Canal Headworks (a provincially and nationally designated historic resource), are under-promoted or unrecognized. Annual events like the recently established Chautauqua (alongside neighbouring communities Raymond, Stirling & Cardston), Magrath Days and Hometown Christmas, provide excellent opportunities to attract visitors and promote the cultural historical significance of the Town and surrounding region.



The Pothole Creek valley is a key environmental feature within the Town. The meandering creek valley contains high indicators of biodiversity and is an important habitat corridor. Overgrazing and tree clearing has taken place over the years – actions that could be reversed through a planting regime and careful land use management. Future land use within the creek valley must be mindful of the potential impacts of flooding and sensitive environmental characteristics that define the area. Flood mapping is not currently available, and should be pursued so to understand and assist in the implementation of the Flood Recovery & Reconstruction Act and regulations thereto.

Policies

General Environmental, Historical & Cultural

1. The Town's environmental, historical and cultural assets are key contributors to the Town's attractiveness and should be recognized as being an integral part of economic development efforts. The conservation, preservation, and/or restoration of significant environmental, historical and cultural assets shall be encouraged.

Pothole Creek Floodplain Restrictions

2. The Town shall prohibit development in the floodway[18] and shall restrict development in the flood fringe[19] and other hillside/valley areas that could potentially be subject to harm due to the influence of the watercourse through regulations in the Land Use Bylaw in conjunction with any provincial or federal

[18] Floodway means the area within which the entire design flood can be conveyed while meeting certain water elevation rise, water velocity and water depth criteria. The floodway includes areas where the water is 1 m deep or greater, the local velocities are 1 m/s or faster and if the river were encroached upon, the water level rise would be 0.3 m or more. Typically the floodway includes the river channel and adjacent overbank areas.

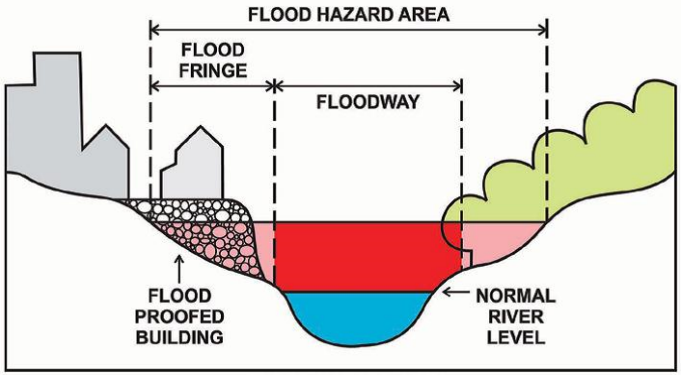
[19] Flood fringe means the land along the edges of the flood hazard area that has relatively shallow water (less than 1 m deep) with lower velocities (less than 1 m/s). Technically, it is the part of the flood hazard area that is not included in the floodway.

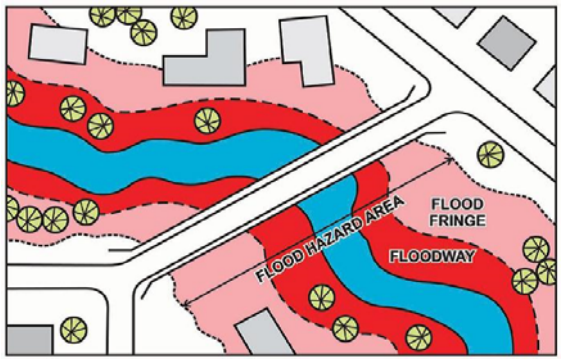
regulations. *Note: until such time as flood mapping is in place the Town shall rely on the available information in determining areas within the floodway and flood fringe.*

SSRP Compliance Link: Building Sustainable Communities (8.23)

Linked Policy 7.6 & 10.3

Figure 26: Flood Hazard Area





Jensen Dam Breach Mapping *(see maps 6 & 10)*

3. The Jensen Dam breach mapping, prepared as part of the Jensen Dam Emergency Preparedness Plan for Flood Emergencies (2015) on behalf of Alberta Environment pursuant to the Water Act (Ministerial) Regulation, Section 6 – Dam and Canal Safety, illustrates the extent of inundation that may be experienced in the event of the failure of Jensen Dam and shall be referred to during subdivision and development processes.

Sites Containing Possible/Former Environmental Contamination[20] *(see map 10)*

4. The approving authority shall review land use and development approvals in the context of any existing or new reports/evaluations and shall only approve a land use or development where certain of the suitability for its intended use. The following sites are suspected to contain, or have formerly contained, some form of environmental contamination:
    a. Lot 3, Block 52, Plan 141 0064 (former Blue Goose Gas Bar);
    b. Lot 1, Block 52, Plan 3941JK (former Alberta Transportation maintenance yard);
    c. Westerly 250 ft. and southerly 100 ft. of Block 52, Plan 3985J (former Petro-Canada bulk plant);
    d. Lot 20, Block 1, Plan 121 0670; westerly 100 ft. and northerly 100 ft. of Block 51, Plan 3985J (former Arndt Motors);
    e. Portion of Block 32, Plan 3985J (former gas station);
    f. Portion of SW¼ 35-5-22-W4M (former Esso Fertilizer Plant and Esso Service Station);
    g. Lots 16-22, Block 49, Plan 3046H (former Carter gas station);
    h. Portion of Lots 1, 2 and 3, Block 58, Plan 3046H (former MD of Cardston maintenance shop);
    i. Lot 6, Block 2, Plan 091 2689 (former sewage lagoons);
    j. Lot 6, Block 14, Plan 3985J (LA paving).

Magrath Irrigation Canal Headworks

5. Restoration efforts for the Magrath Irrigation Canal Headworks, including those as outlined in the Irrigation Headworks Study (2013), should be supported.

    SSRP Compliance Link: Building Sustainable Communities (8.34)

[20] This is not an exhaustive list and the Town does not warrant the inclusiveness or accuracy of this list.

Cultural Events & Initiatives

6. Cultural events and initiatives that expose and enhance the unique "sense of place[21]" (i.e. community events, local heritage, symbols of the community, etc.) should be explored and supported in order to foster and building upon the community's unique character, thereby promoting tourism.

Historic Resources

7. The Town shall consider establishing a comprehensive heritage management regime to identify, protect and promote historic resources in the community, including establishing an inventory of historic recourses, promotion of the municipal historical resource designation process (pursuant to the Historical Resources Act), and establishing a committee to oversee the same.
   SSRP Compliance Link: Building Sustainable Communities (8.34)

Arts & Education

8. The Town supports arts and education opportunities that provide culturally enriching experiences and shall encourage the development of methods that would enable arts and culture to become more self-sufficient in the community.

Public Art & Murals

9. The Town supports the development of public art that enhances the identity of neighbourhoods and the community as a whole. The Town should consider the adoption of a public art policy whereby a portion of capital project funding is apportioned to support public art development.

Performing Arts Stand & Summer Concert Series

10. The Town shall consider the establishment of a performing arts (bandstand) facility, preferably located within the downtown, to support performing arts events and functions. A regularly occurring outdoor summer concert series should be considered to advance the arts in the community, encourage tourism, and provide a cultural amenity to citizens.
    Linked Policy 7.5

[21] Those characteristics that make a place special or unique, as well as to those that foster a sense of authentic human attachment and belonging.

Part 4

appendices

Appendix A – Maps

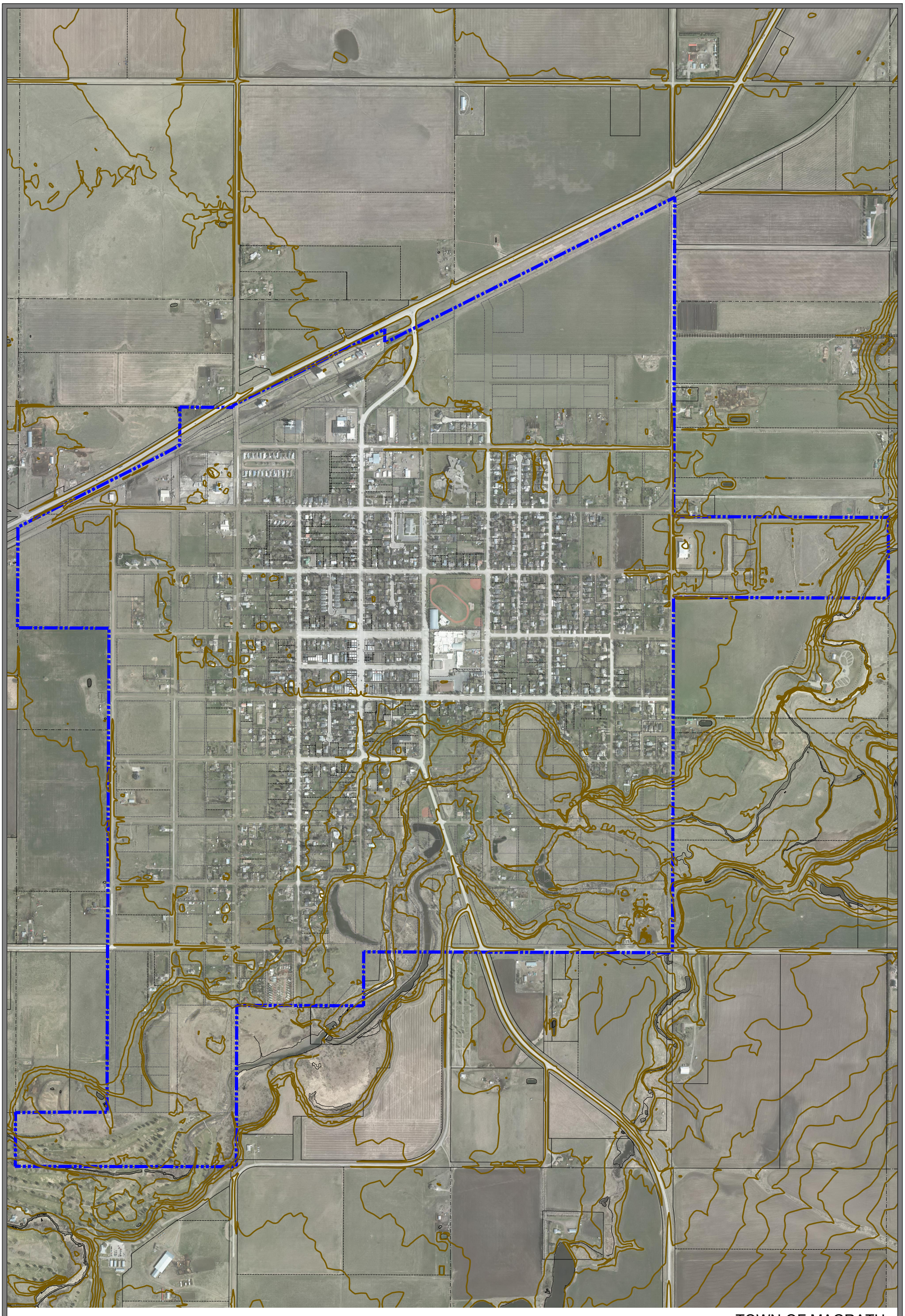
TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN
REGIONAL LOCATION

Bylaw No. 1221, September 26, 2017

MAP 1

OLDMAN RIVER REGIONAL SERVICES COMMISSION

SPECIAL AREA 2
SPECIAL AREA 3
M. D. OF ACADIA
SPECIAL AREA 2
WHEATLAND COUNTY
HUSSAR
GLEICHEN
SIKSIKA INDIAN RESERVE
BASSANO
ROSEMARY
DUCHESS
DINOSAUR PROVINCIAL PARK
COUNTY OF NEWELL No 4
OKOTOKS
ARROWWOOD
I.R. 146
HIGH RIVER
LONGVIEW
M.D OF FOOTHILLS
MILO
BROOKS
TILLEBROOK TRANS-CANADA CAMPSITE PROV. PARK
KINBROOK ISLAND PROV. PARK
TILLEY
VULCAN
VULCAN COUNTY
NANTON
M D OF
LOMOND
CHAMPION
LITTLE BOW PROV. PARK
CHAIN LAKES PROV. PARK
KANANASKIS IMPROVEMENT DISTRICT
STAVELY
WILLOW CREEK PROVINCIAL PARK
CARMANGAY
M.D. OF RANCHLAND No 66
WILLOW CREEK
CLARESHOLM
VAUXHALL
CYPRESS COUNTY
REDCLIFF
MEDICINE HAT
BARONS
LETHBRIDGE COUNTY
MUNICIPAL DISTRICT OF TABER
GRANUM No 26
NOBLEFORD
PICTURE BUTTE
PARK LAKE PROV PARK
TABER MUNICIPAL PARK
TABER
BURDETT
BOW ISLAND
COALHURST
FORT MACLEOD
BARNWELL
COALDALE
LETHBRIDGE
PIKANI NATION No. 147
MUNICIPALITY OF CROWSNEST PASS
COWLEY
TOWN OF MAGRATH
CYPRESS HILLS PROVINCIAL PARK
STIRLING
RAYMOND
FOREMOST
PINCHER CREEK
BEAUVAIS LAKE PROV. PARK
GLENWOOD
MAGRATH
COUNTY OF FORTY MILE
M D OF PINCHER CREEK No 9
HILLSPRING
BLOOD INDIAN RESERVE
WARNER
COUNTY OF WARNER No 5
CARDSTON
MILK RIVER
CARDSTON COUNTY
WATERTON LAKES NATIONAL PARK
WATERTON PRINCE OUTPOST PROV PARK
WRITING-ON-STONE PROVINCIAL PARK
COUTTS
BRITISH COLUMBIA
SASKATCHEWAN
UNITED STATES OF AMERICA



MAP 2 - TOPOGRAPHY

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No.1221, September 26, 2017

INDEX CONTOURS (2.5□)

PHOTO DATE: APRIL 22, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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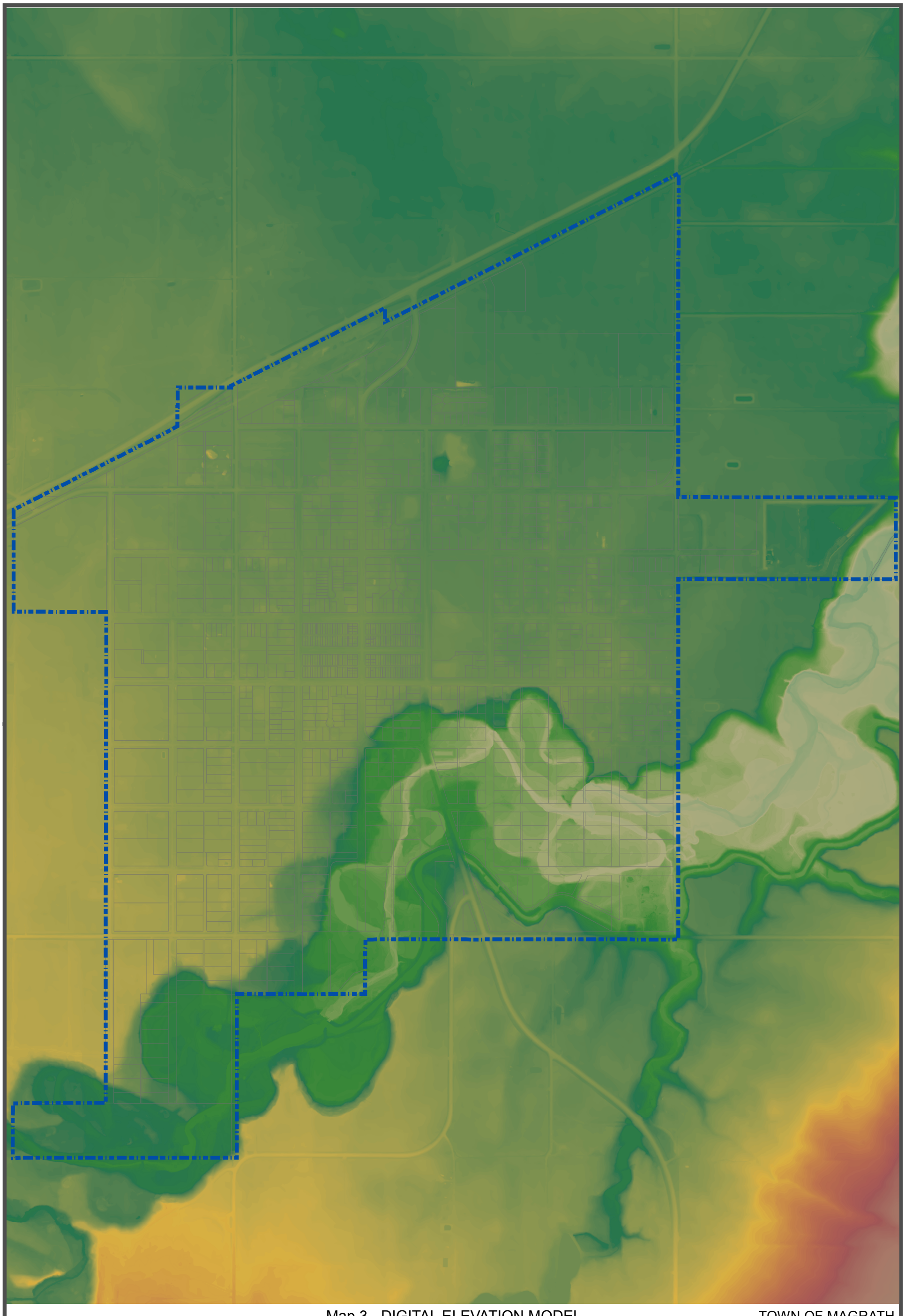

Map 3 - DIGITAL ELEVATION MODEL

TOWN OF MAGRATH

MUNICIPAL DEVELOPMENT PLAN

Magrath Elevation (meters)

Value

High : 1026.71

Low : 955.448

Bylaw No. 1221, September 26, 2017

DEM ACQUISITION: MAY 7, 2013

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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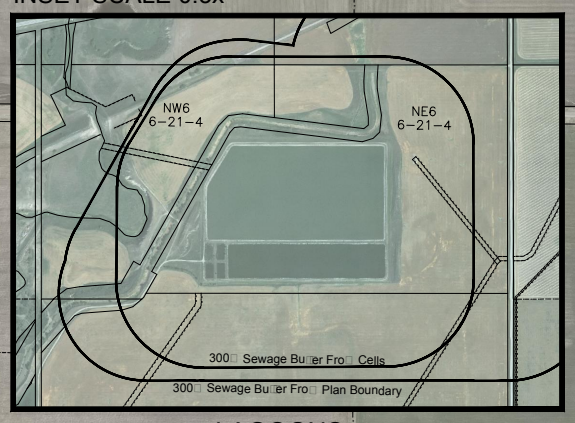
Meters

N

INSET SCALE 0.5x



LAGOONS

TO LAGOONS
(see inset)

400m Buffer From Water Transfer Site

NW34 4-22-4

WATER COMMISSION'S
PLANT AND RESERVOIR

TO WATER PLANT
(see inset)

MAP 4 - INFRASTRUCTURE

SANITARY GRAVITY MAIN

STORM GRAVITY MAIN

WATER PRESSURE MAIN

PRESSURE REDUCING STATION

PHOTO DATE: APRIL 22, 2017

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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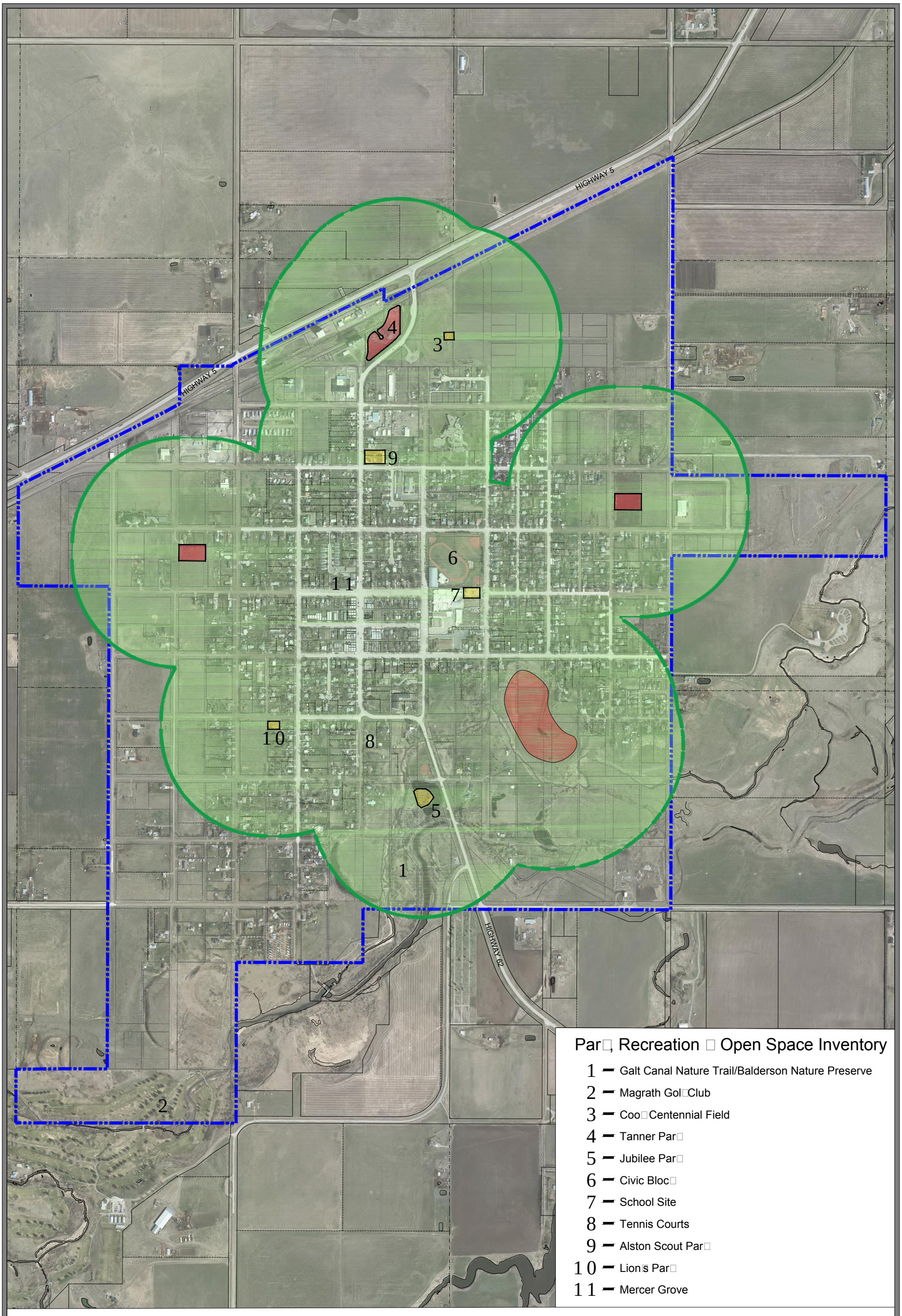

Par□, Recreation □ Open Space Inventory

1 – Galt Canal Nature Trail/Balderson Nature Preserve
2 – Magrath Gol□Club
3 – Coo□Centennial Field
4 – Tanner Par□
5 – Jubilee Par□
6 – Civic Bloc□
7 – School Site
8 – Tennis Courts
9 – Alston Scout Par□
10 – Lion□s Par□
11 – Mercer Grove

MAP 5 - PARK PLANNING □ WALKABILITY

400□ PARK BUFFER (5 MINUTE WALK)
EXISTING PARK SPACE
FUTURE PARK SPACE (APPROXIMATE LOCATION)

NOTE: Only destination par□spaces, typically with a□enities such as playground e□uip□ent are used □or wal□ability bu□ering

PHOTO DATE: APRIL 22, 2017

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION
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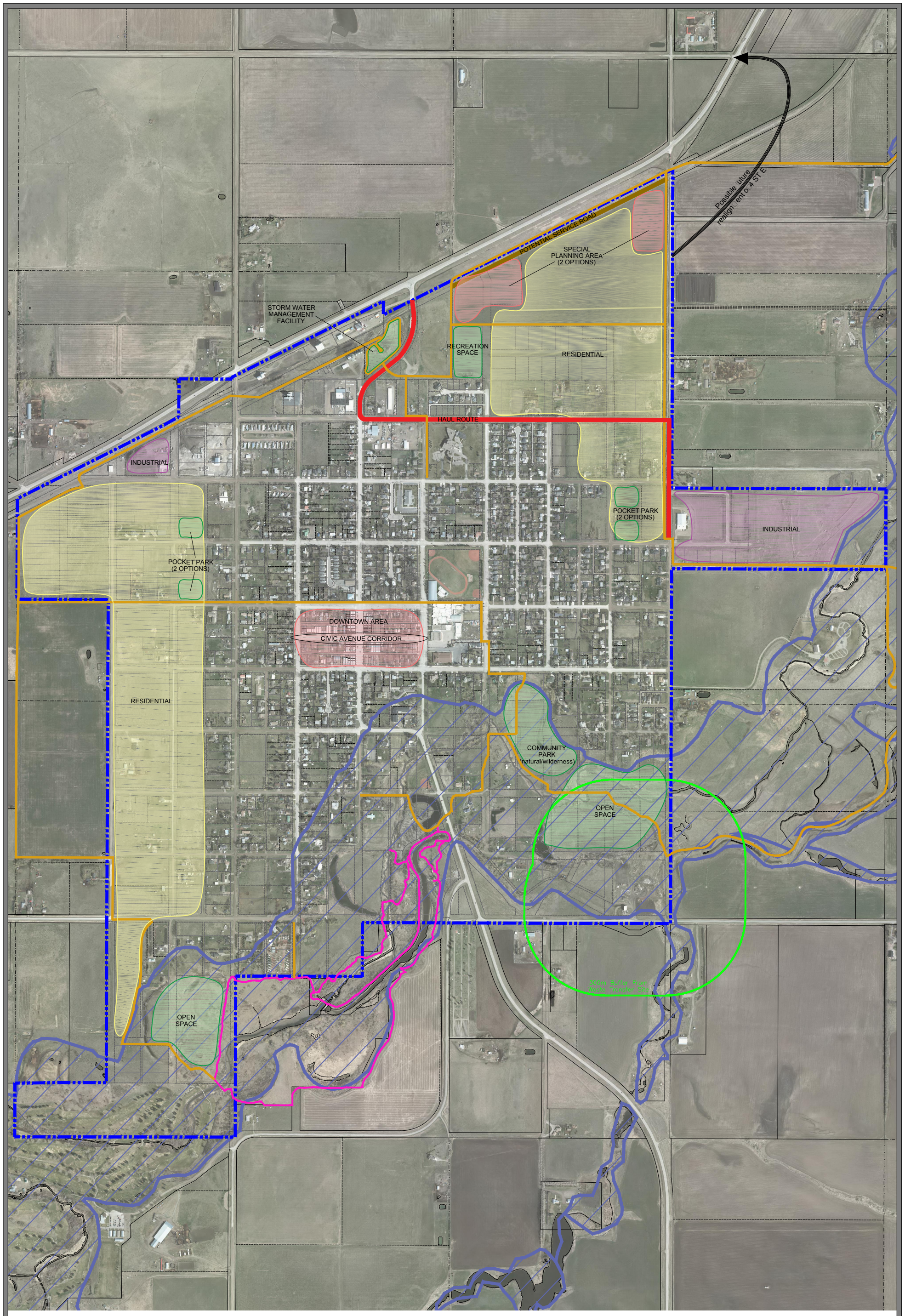

MAP 6 - FUTURE LAND USE CONCEPT

EXISTING TRAIL NETWORK
FUTURE TRAIL NETWORK
HAUL ROUTE
JENSEN DAM BREACH FLOOD

PHOTO DATE: APRIL 22, 2017

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

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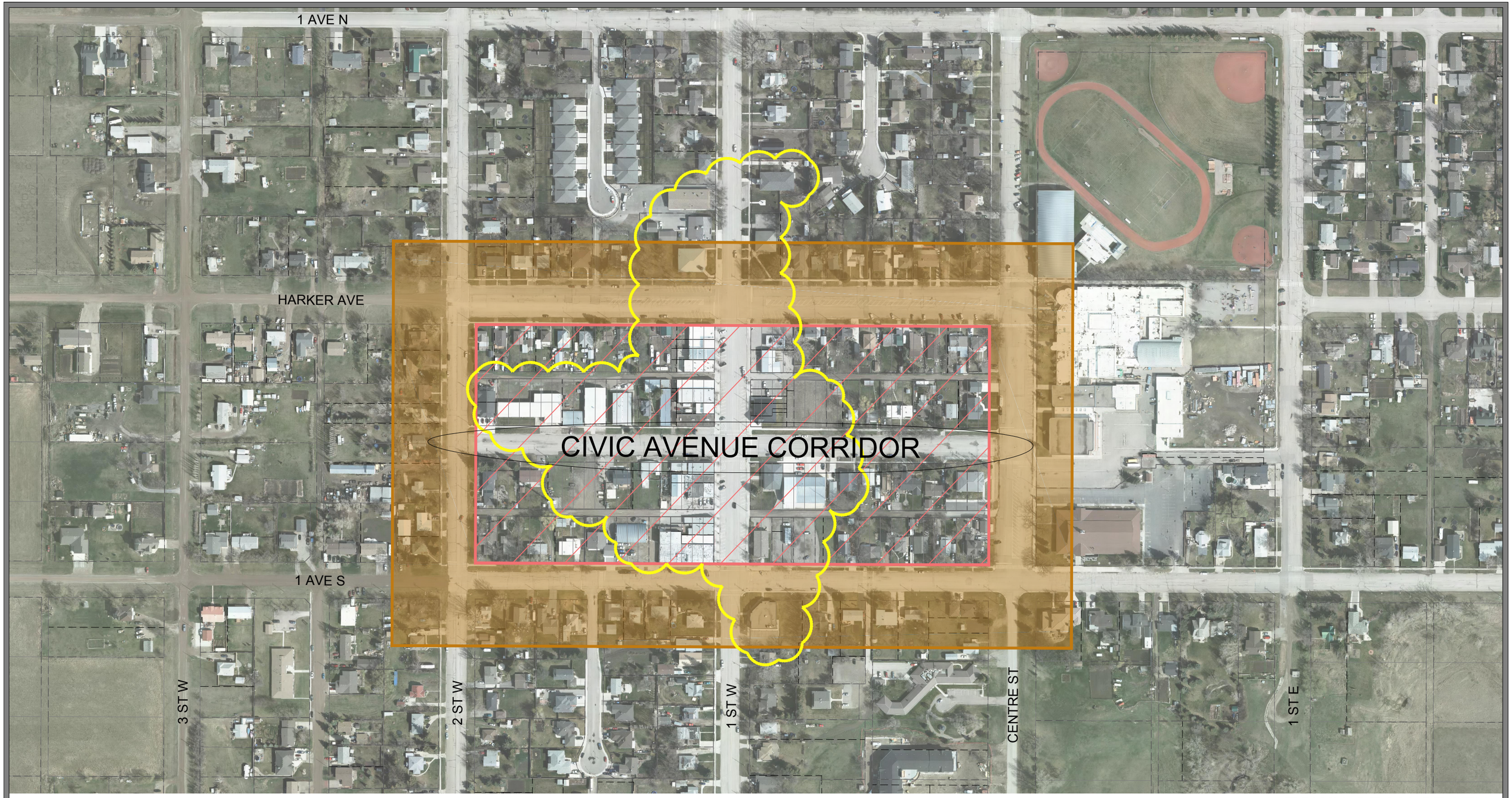

MAP 7 - DOWNTOWN FOCUS

HISTORICAL DOWNTOWN BLOCKS

DOWNTOWN FRINGE

EXISTING COMMERCIAL □ NON-LOW DENSITY RESIDENTIAL LAND USE

TOWN OF MAGRATH

MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

PHOTO DATE: APRIL 22, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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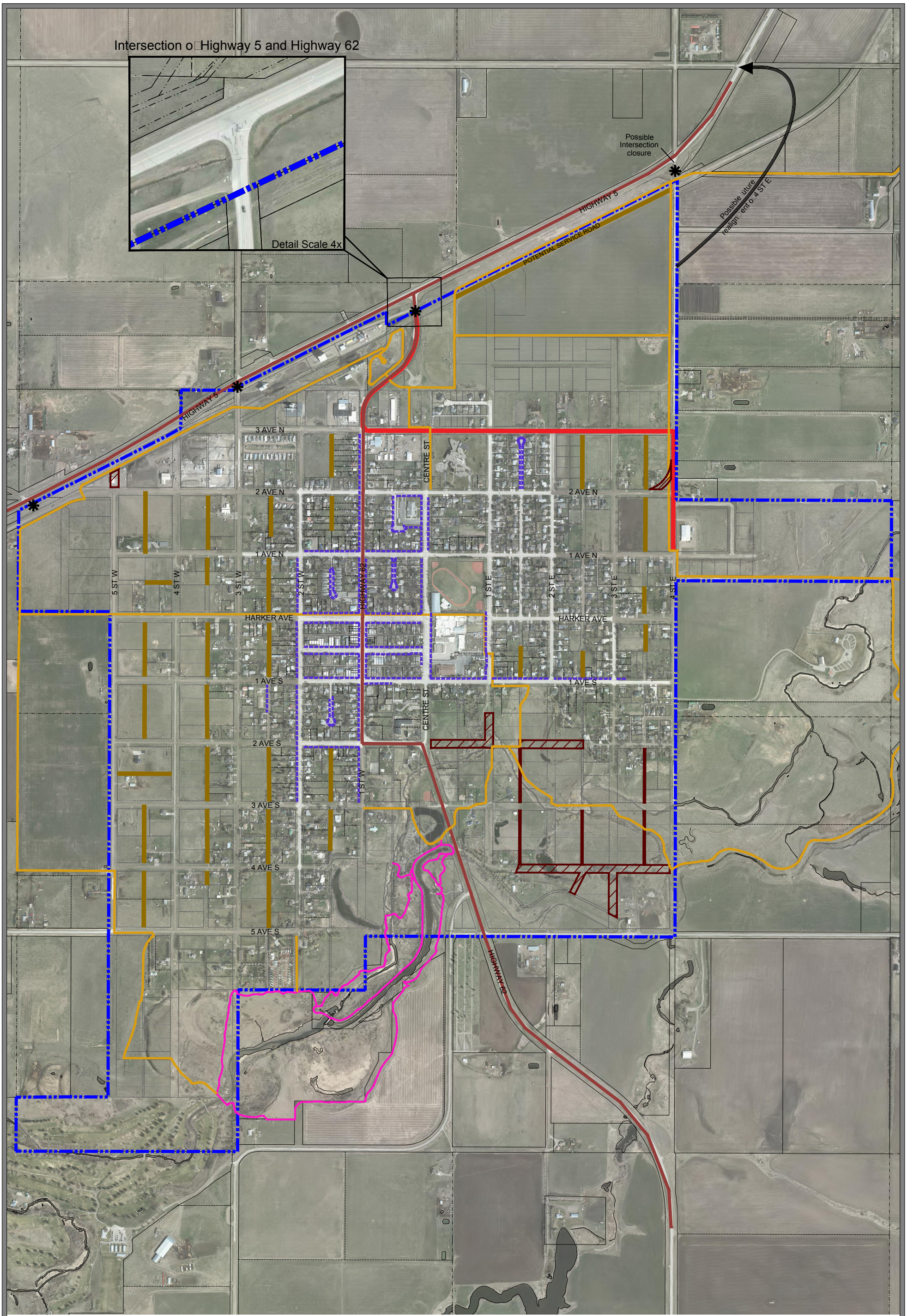

MAP 8 - TRANSPORTATION ROUTES AND CONSIDERATIONS

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

- HIGHWAY
- COLLECTOR ROAD
- EXISTING TRAIL NETWORK
- FUTURE TRAIL NETWORK
- EXISTING SIDEWALK
- FUTURE ROAD DEDICATION
- HIGHWAY 5 ACCESS POINTS
- POTENTIAL ROAD CLOSURES
- HAUL ROUTE

PHOTO DATE: APRIL 22, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 200 400 600 800

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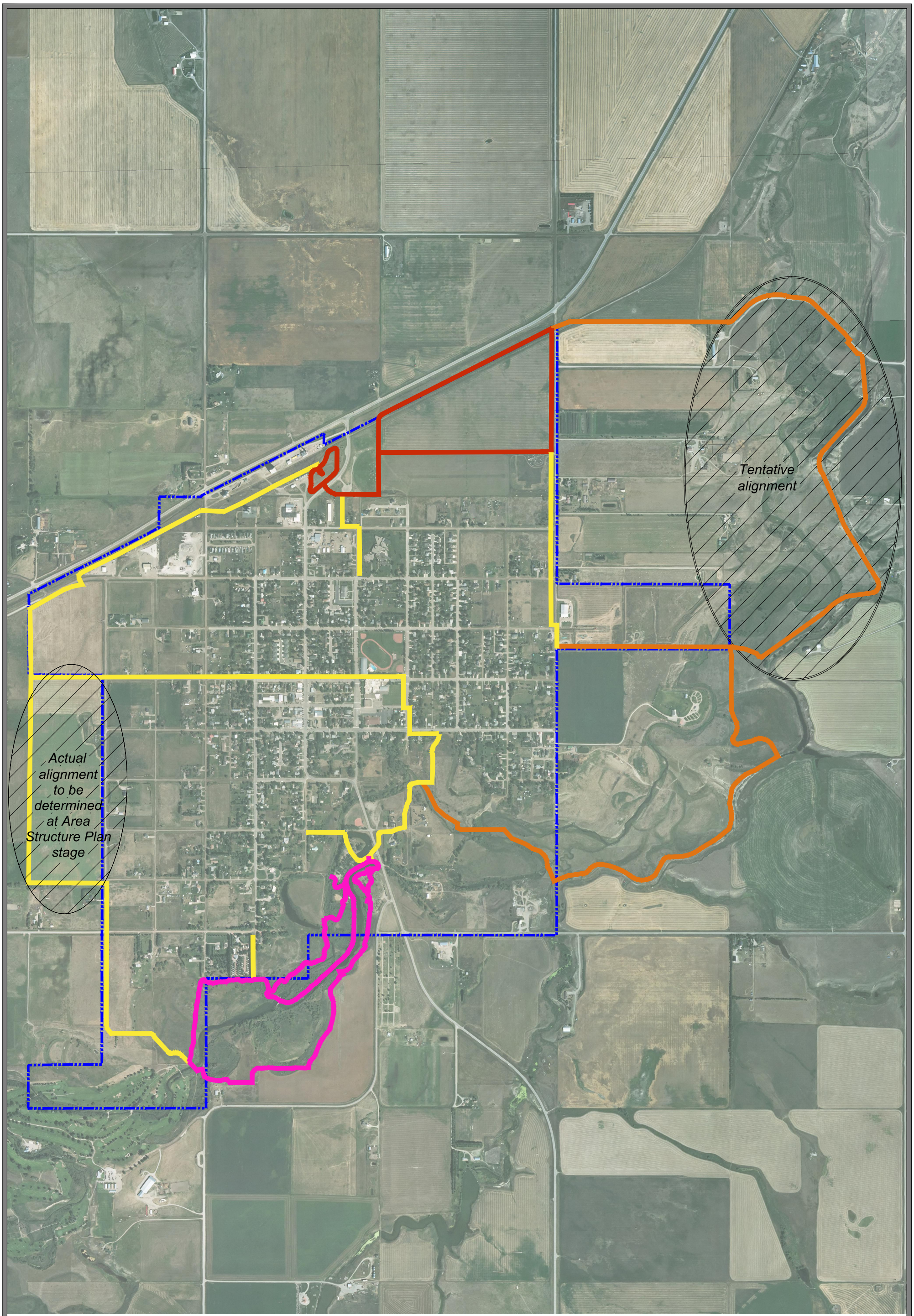

MAP 9 - MAGRATH REGIONAL TRAILS MASTER PLAN (draft)

MAGRATH TOWN BOUNDARY
EXISTING TRAIL

PREFERRED ROUTE

N - NATURAL
LC - LOCAL CONNECTOR
RM - REGIONAL MULTIUSE

PHOTO DATE: 2015

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

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October 06, 2017 N:\Cardston-County\Magrath\Magrath MDP\Magrath-MDP No. 1221.dwg

MAP 10 - DEVELOPMENT CONSIDERATIONS

STORM WATER CURTAIN

W WETLAND

JENSEN DAM BREACH FLOOD

AREA OF STEEP SLOPE

POSSIBLE CONTAMINATED SITE

LIMITED NEW ACCESS OVER FUTURE TRAIL CORRIDOR

PHOTO DATE: APRIL 22, 2017

TOWN OF MAGRATH

MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

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BYLAW NO: 1092 - February 27, 2007
With a□end□ents to and including Bylaw □1217.

MAP 11 - LAND USE DISTRICTING

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 1221, September 26, 2017

- Residential R1
- Starter Residential SR1
- Mobile Ho□e Residential R2
- Large Lot Residential R3
- Mediu□ Density Residential R4
- Country Residential CR1
- Co□□ercial C1
- Highway Co□□ercial C2
- Industrial I
- Light Industrial I2
- Institutional / Recreation IR
- Direct Control DC
- Agriculture AG□
- Grouped Country Residential GCR□

*Cardston County Land Use Bylaw No: 443/98; Date: August 24, 1998

PHOTO DATE: APRIL 22, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 200 400 600 800

October 06, 2017 N:\Cardston-County\Magrath\Magrath MDP\Magrath-MDP No. 1221.dwg

Annexed
June 21, 2012
O.C. 121/2012

Separated
June 19, 1922
Order No. 1962

Separated
Nov 18, 1941
Order No. 9379

Separated
Aug 24, 1922
Order No. 2038

Separated
Dec 31, 1924
Order No. 3191

Separated
Mar 12, 1923
Order No. 2207

Separated
Jan 18, 1924
Order No. 1973

Separated
May 3, 1922
Order No. 1909

Separated
Nov 8, 1965
Order No. 2224

Separated
Apr 10, 1941
Order No. 9201

Separated
Dec 22, 1924
Order No. 3180

Annexed
June 21, 2012
O.C. 121/2012

Annexed
Dec 31, 1995
O.C. 352/95

Separated
Mar 8, 1922
Order No. 1849

Separated
Apr 15, 1922
Order No. 1885

Separated
Dec 27, 1923
Order No. 2637

Separated
Nov 8, 1965
Order No. 2224

Separated
Nov 8, 1965
Order No. 2224

Separated
May 31, 1922
Order No. 1944

Separated
Feb 2, 1935
Order No. 7413

Separated
April 5, 1922
Order No. 1877

Separated
Nov 8, 1965
Order No. 2224

Separated
Jan 18, 1924
Order No. 1961

MAP 12 - ANNEXATION HISTORY

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN

Magrath Boundary (Present)
Magrath Boundary October 25, 1907 (Original Town Boundary)
Magrath Boundary Changes (Annexations, Separations)

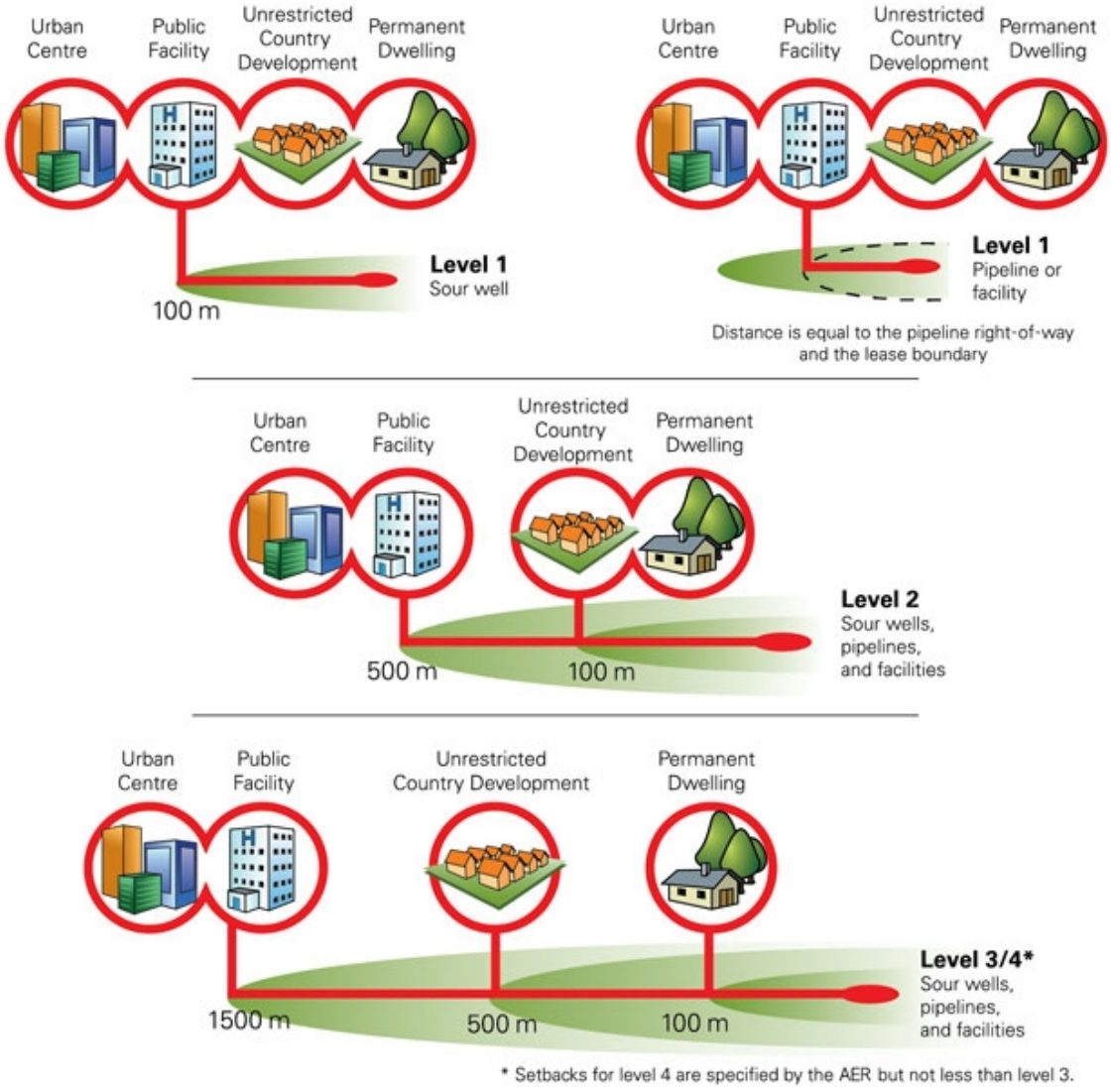
PHOTO DATE: APRIL 22, 2017

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 200 400 600 800

November 06, 2017 N:\Cardston-County\Magrath\Magrath Projects\Town Of Magrath Annexation History.dwg

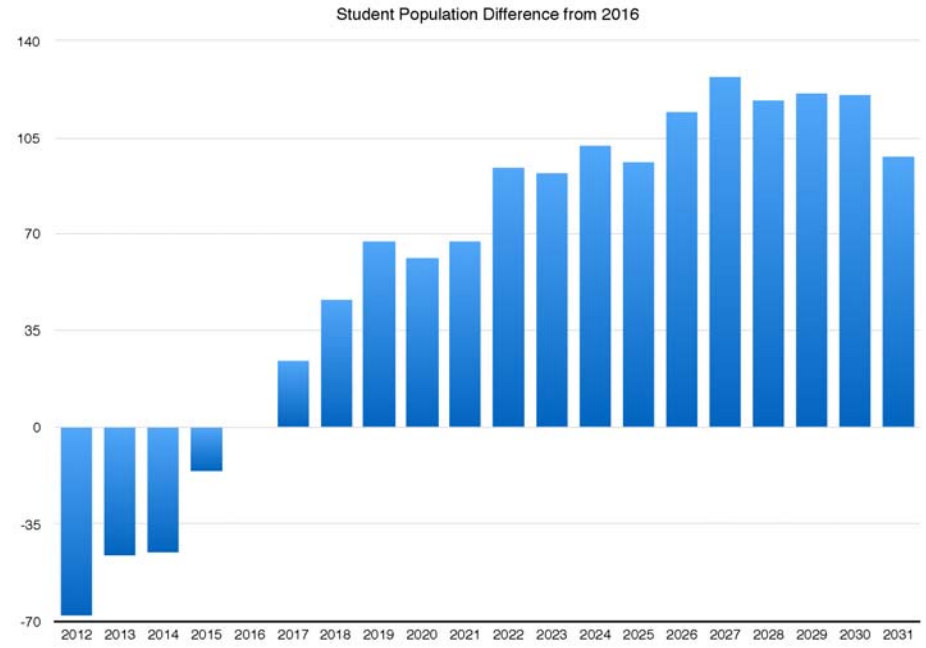
Appendix B – Sour Gas Setbacks



Appendix C – Westwind School Division Magrath School Enrolment Projections

Appendix 1
Student Enrolment Projections

Grade	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
K	56	43	41	66	60	63	82	70	56	60	62	62	62	62	62	62	62	62	62	62
1	49	62	46	52	70	61	65	83	70	57	61	63	63	63	63	63	63	63	63	63
2	62	55	66	45	54	72	63	67	86	73	59	63	65	65	65	65	65	65	65	65
3	34	64	54	70	51	54	73	64	68	87	74	60	63	66	66	66	66	66	66	66
4	55	37	63	57	73	52	55	74	65	70	88	76	61	64	68	68	68	68	68	68
5	66	56	37	66	54	72	50	54	72	63	67	86	73	59	63	65	65	65	65	65
6	51	63	61	40	69	56	73	51	55	74	65	69	88	75	61	65	67	67	67	67
7	69	53	64	58	41	71	56	74	52	56	76	66	70	90	77	62	65	69	69	69
8	54	70	53	64	61	43	72	58	76	54	58	77	68	71	92	79	63	67	70	70
9	62	54	70	53	67	63	44	73	59	77	55	59	78	69	72	93	80	64	68	71
10	51	62	53	71	56	67	64	44	72	58	76	54	58	77	68	72	92	79	64	67
11	60	52	66	52	69	56	68	63	43	71	58	75	54	57	76	67	71	91	78	63
12	39	59	57	66	51	70	57	68	63	43	71	58	75	54	57	76	67	71	91	78
K-6	**373**	**380**	**368**	**396**	**431**	**430**	**461**	**463**	**472**	**484**	**476**	**479**	**475**	**454**	**448**	**454**	**456**	**456**	**456**	**456**
7-12	**335**	**350**	**363**	**364**	**345**	**370**	**361**	**380**	**365**	**359**	**394**	**389**	**403**	**418**	**442**	**449**	**438**	**441**	**440**	**418**
Total	**708**	**730**	**731**	**760**	**776**	**800**	**822**	**843**	**837**	**843**	**870**	**868**	**878**	**872**	**890**	**903**	**894**	**897**	**896**	**874**
Diff from 2016	**-68**	**-46**	**-45**	**-16**	**0**	**24**	**46**	**67**	**61**	**67**	**94**	**92**	**102**	**96**	**114**	**127**	**118**	**121**	**120**	**98**



Appendix D – Municipal Development Plan Community Survey Results

TOWN OF MAGRATH
MUNICIPAL DEVELOPMENT PLAN
COMMUNITY SURVEY RESULTS

Total Surveys filled out = 38

1. What do you like most about Magrath or do not want to see changed?

- *Its small town feel.*
- *The culture, the small town, the knowing your neighbours, going uptown & chatting with people because you know & care about them.*
- *I like the small community feel.*
- *The safe feeling and natural beauty of our community.*
- *The people. Nice religious community. Small town idea.*
- *Really enjoy the natural beauty, especially the fish pond/walking path.*
- *Library not changed!!*
- *The Library*
- *Friendly, small town charm, trails system.*
- *Quiet, friendly, small town atmosphere*
- *The friendliness of the community is Magrath's greatest strength. Personally I see the lack of future vision are of the greatest drawbacks. We cannot continue to stay content and think the world will leave us alone.*
- *Magrath is a nice quiet town with good neighbours and friends. It is very peaceable.*
- *Quiet small town atmosphere*
- *Safe – Quiet – large lots*
- *Small town – community minded – quiet – keeping town owed recreation assets (golf course).*
- *Safe, small town feel.*
- *Small town feel; I don't want Magrath turning into "A small city. Keep it quiet.*
- *Peace & quiet, big lots*
- *It is O.K, but more businesses is necessary! More medical doctors!!*
- *It is a little behind the times. It is small enough to know most of the other residents. It is my home town. No Alcohol.*
- *"small town feel" and neighbours helping each other.*
- *Large trees, open yards, friendly people*
- *Pathway system – could be bigger, but it is great & one of Magrath's redeeming qualities.*
- *Friendly community. Do not want the town to grow too fast.*
- *I like the nature trail, the hometown feeling*
- *Rural feeling, trail system. Safe feeling*
- *(1) Friendly and peaceful environment. (2) Fish pond and the trail.*
- *Try to maintain a clean, tidy-sized, community*
- *I enjoy the library on 1st St. West; furthermore. I always want to see the library there with all the services which it offers.*
- *No more liquor licensed establishments eq bais; walk paths & green development.*
- *There are no bars for rowdy late night crowds. Is has a small, tight community feel. Everything is in a central location. Have hometown Christmas.*
- *Feelings of security and safety with children and adults able to be out without escorts; Children able to walk to school/activities; Larger lots allowing for activities outside while in yard. Hide and seek, catching butterflies, gardening. Healthy freedom.*

2. What do you like least about Magrath or feel needs to be changed?

- *The bedroom community / commuter community mentality. I don't want to live in a community that is nothing more than a cluster of homes and a couple of businesses.*
- *The deer! They are starting to scare me, esp the 4 point buck that lives in my neighbourhood.*
- *Lack of businesses.*
- *People need to be more supportive of our local businesses and not so Lethbridge and Montana oriented.*
- *Poor communication with residence. Dirt roads and missing or unfinished sidewalks. Weak Main Street. Need more business and services.*
- *Downtown! It never feels "Alive". Being so close to Lethbridge may contribute to certain businesses not being able to succeed, but it seems to need something.*
- *Lack of business tax base. Roads.*
- *Roads*
- *Lack of businesses*
- *ROADS!! The condition of the "graveled" roads is terrible! Any amount of precipitation turns the roads to MUD. The town needs to real rock gravel on the roads instead of the dirt mixture used presently.*
- *Old school thinking without forward prep.*
- *The lease thing about Magrath is the roads. They need a lot of work. "Most" all of them.*
- *Many decisions appear to be made by only a few people behind doors.*
- *Decisions made behind closed doors. No separation of church and governments.*
- *Poor communication re. decision making – equality of all tax payers opinions*
- *Towns people need to be more informed with future plans before they become final & decided.*
- *The recreational areas (ie: swimming pool, hockey rink) need to be open more and ran better from the town.*
- *Dips at intersections, C.O.P.S. – reporting unkempt properties, eg lawns, yards; Streets need better maintenance (heaving, pot holes, new construction); Stop implementing new changes ex – recycling bins, garbage bins, unnecessary donations e.g. – "new" library, instead of fixing our infrastructure first.*
- *Children playing hockey on the roads!! Where else is this still allowed? More enforcement at "STOP – signs"!!*
- *Hot dogs at the Magrath Celebrations. Taking down Trevor Panczak's signs.*
- *Ignoring traffic laws and town bylaws. Bow hunting in town limits.*
- *Reduction of the number of deer in town*
- *Unpaved roads – gravel roads are dirty & damage vehicles & are harder to bike/skateboard on.*
- *I think we need more sidewalks; slower speed limit down business district during business hours.*
- *More sidewalks & paved roads; Slower speed limit in downtown business district during business hours. Upgraded recreational facilities.*
- *Brutally dusty roads on the outskirts; Run down recreational facilities, tennis court, racquetball court etc.*
- *(1) The pool is poor. We want a pool as good as Raymond Pool. (2) The local grocery are expensive.*
- *Will we need more school classroom space? More animals out of town; Paved roads, establish/maintain sidewalks.*
- *Needs more sidewalks*
- *Swimming pool; Alston Scout Park (the waste of tax dollars) playground equipment or something! (spray park) free fun.*
- *There needs to be more for youth/kids to do. Another park needed in SE corner. A bigger pool. Needs to be more police presence. Need the Alston/Scout Park to have playground equipment.*
- *Continued work on inclusiveness of community not limited to religious bases – improvements have been made; encouragement/incentive of many home-based businesses to have a storefront. Downtown looks void of business because so many are based in homes.*

3. Why do you choose to live in Magrath? (check maximum of three)

REASON	NUMBER OF RESPONDENTS
Family	21 (55%)
Low Crime Rate	21 (55%)
Lifestyle	29 (76%)
Property Taxes	0
Schools	8 (21%)
Large Lots	15 (39%)
Employment	4 (10%)
Recreational Opportunities	6 (16%)
Other:	4 (10%)

Comments:

- *And/or the potential lifestyle that could evolve.*
- *I love it!*
- *LDS community*
- *(property taxes) – are you kidding?*
- *Golf Course within top 3 in Southern Alberta*

4. In the future, would you like to see Magrath: (check one)

FUTURE MAGRATH	NUMBER OF RESPONDENTS
Remain the same size	2 (5%)
Grow slowly	11 (29%)
Grow moderately	23 (60%)
Grow rapidly	2 (5%)

Comments:

- *Growth is good as long as it is smart controlled growth.*
- *If we grow too fast it can change the culture.*
- *Manage growth*
- *Magrath has an exceptional quality of life which can attract many young, new quality residents who can help us build an even better community.*
- *The max of 10,000 is a good goal. – No more.*
- *(Reduce/limit the number of large country residential type lots) – Probably no. Large lots contribute to certain life style, which people like.*
- *Growth must be well planned*
- *Growth stimulates fresh ideas and prepares for a viable future.*
- *Don't lose small town feel.*
- *(Grow Rapidly) – to about 5,000+. More people = more amenities and opportunities.*
- *(Grow slowly, grown moderately) – Follow well developed MDP*
- *A great bedroom community for Lethbridge*
- *Young families need more incentive to move and settle here.*

5. **The province has said, through the South Saskatchewan Regional Plan, that municipalities need to use land more efficiently. Which are the best ways that the Town can do this?**

BEST WAY TO USE LAND EFFICIENTLY	YES	NO	NOT SURE
Reduce/limit the number of large country residential type lots	18 (47%)	14 (37%)	6 (10%)
Allow/require more medium density housing	24 (63%)	10 (26%)	4 (10%)
Introduce an additional small lot district (i.e. 4000 ft² area)	15 (39%)	16 (42%)	7 (18%)
Allow for secondary housing (i.e. Above detached garage or at grade in rear yard behind principal dwelling) on properties of sufficient size	25 (66%)	9 (24%)	4 (10%)

Other:

- *Small lots 4K size can sometimes attract investors who build and rent and sometimes the renters aren't the citizens you want.*
- *(Allow/require more medium density housing) – 4-8 condos for older people.*
- *(Allow for secondary housing) – granny suites*
- *You do not move to a small town to have a city lot!*
- *Mixed use commercial retail/residential*
- *Affordable housing for young families is very important.*
- *Build up. House more multi-family buildings. (3-4 stories).*
- *Need to ensure privacy B maintained through design controls.*
- *People don't want to be closed in like sardines, but unfortunately it's usually down to price and availability. It's all about the $.*
- *Magrath doesn't need to look like a city*
- *I would like to see most residential lots between 1/4 and 1/3 acres with some lots larger or smaller*
- *(Introduce an additional small lot district "yes") – accommodate affordable housing area*
- *We don't need rental opportunities, we need more affordable housing for young families.*
- *From my quick research, I only see documents on Water and Air qualities. I think efficient land use would encourage native and xeriscaping not reduce lot size. Magrath's major attraction is a generous lot size, so you are not on top of your neighbor – otherwise you would buy in Lethbridge. Do not cut off your nose despite your face.*

6. **Would you like to see more, the same amount, or less of the following types of development in Magrath?**

DEVELOPMENT	MORE	SAME AS NOW	LESS	NO OPINION
Residential	23 (60%)	13 (34%)	1 (2%)	0
Commercial	25 (66%)	12 (32%)	0	0
Industrial	18 (47%)	13 (34%)	3 (8%)	2 (5%)
Recreational	28 (74%)	7 (18%)	0	2 (5%)

Comments:

- *(Residential &* Commercial) – Especially if you think Magrath needs to grow.
- (commercial) - a little more
- (Industrial) – restrict industrial to "zoned" industrial areas.
- (Industrial) - clean

7. Do you think any of the following are an issue in Magrath? (check one for each topic)

ISSUES	MAJOR ISSUE	MINOR ISSUE	NOT AN ISSUE	NO OPINION
HOUSING COSTS	6 (16%)	10 (26%)	18 (47%)	3 (8%)
Seniors' Services (housing, care, transportation)	6 (16%)	17 (45%)	10 (26%)	4 (10%)
Youth Activities	10 (26%)	10 (26%)	15 (39%)	3 (8%)
Economic Development	17 (45%)	14 (37%)	4 (10%)	2 (5%)
Education	4 (10%)	10 (26%)	21 (55%)	2 (5%)
Community Planning	16 (42%)	16 (42%)	2 (5%)	3 (8%)
Access to Local Government	11 (29%)	12 (32%)	12 (32%)	2 (5%)
Bylaw Enforcement (junk, weeds, dogs, etc.)	10 (26%)	22 (58%)	5 (13%)	1 (3%)

Other:

- *(Bylaw Enforcement) – Mainly animals!*
- *Something needs to be done about the DEER PROBLEM. The town is overrun with them.*
- *Ask opinions then do what you want anyway e.g. – library, garbage bins*
- *(Youth Activities "minor issue") – Could be more choices*
- *(Economic Development "minor issue") – need more businesses*
- *(Education "not an issue") – higher education opportunities right in Magrath would be beneficial*
- *(Bylaw Enforcement (junk, weeds, dogs, etc.) – All of the above plus derelict buildings should be removed or fixed up at owners expense.*
- *First impressions are important to future potential residents, and constant "eye sores" are a downer to current residents.*
- *More enforcement of stray dogs!*

8. What outcome is appropriate for the future of the Pothole Creek valley? (check only one)

OUTCOME	NUMBER OF RESPONDENTS
No Development (leave it in its current natural state)	12 (32%)
Limited Development (allow limited passive recreational use i.e. parks & trails)	25 (66%)
Development (allow compatible development provided it can be deemed suitable)	2 (5%)

Comments:

- *(no development) - Don't push the wildlife out of their natural habitat.*

9. Do you believe that more businesses and industries in Magrath would benefit residents?

	YES	NO	NO OPINION
BUSINESSES AND INDUSTRIES BENEFIT RESIDENTS?	31 (82%)	6 (10%)	

Comments:

- *(yes) for businesses, (no) for industries.*
- *Lower tax rates?*
- *(yes) Depending on business*
- *(yes) depending on what the business or industries are*

10. What types of facilities, services, businesses and industries would you like to see locate in Town? Why?

- *Bakery, nail salon, more eateries, art, food processing, boot camp & exercise gym, nic nak shop. More options. Keep people in their community doing more than just sleeping.*
- *Splash park at fishpond / swimming pool; meals on wheels program for seniors; the greenhouse project work out.*
- *Welding shop, plumbing shop.*
- *Local urban agriculture & cottage industries*
- *More technology startups and agriculture value-added industry.*
- *Rec centre (pool) (gym) you can use all year. Retail – clothing, toys, tools, etc. Restaurants – more placed to eat at. – More competition to keep prices fair.*
- *More health services – ER – maintain lab & xray. We have the space we need to utilize.*
- *Gym, restaurant, clothing, banking options*
- *Niche retailing, tourism, restaurants*
- *It is a difficult statement as a business offer needs a support base. We have a limited support base, as such we tend to lack in growth appeal for business or services.*
- *A business such as a "Dollar" store.*
- *Recreational like bowling alley.*
- *Recreation – movie theatre – bowling alley; more public hours for the pool & ice rink.*
- *Food & beverage*
- *I don't think we need any. Better usage of the ones we have.*
- *Another gas station, fast food franchises, medical marijuana, liquor store, another competitive grocery store, hotel/motel.*
- *(1) Bus service to Lethbridge (2x per week). (2) Maybe a movie 2-3 times a week, or theater – events.*
- *Rec center, restaurant that serves awesome food, hotel type accommodations.*
- *These businesses would be great if there was a big enough population to handle or support them: bigger grocery store chain, dance studio/proper rec centre with indoor swimming pool & gym, performing arts centre – theatre.*
- *Youth need to be kept occupied – could reduce vandalism; coffee shop/bakery*
- *More retail business as the market is able to support it; Agricultural based business – ie.: the greenhouse project; small manufacturing businesses.*
- *More retail businesses as market is able to support; More Ag based business and incubation opportunities; Possibly some more manufacturing.*
- *Any business that brings more employment opportunities.*
- *We need another grocery store in competition with Rooster. And FCSS provide counseling service in Magrath.*
- *(facilities, services) – grow with population; (businesses and industries) – no smoke stack, some employment, not draw wave of employees.*
- *More housing for Senior citizens*
- *I think our little town has grown quite impressively in the last few years. Fenced dog park – safe secure area for dog and owner.*
- *Dog park so dogs and owners can socialize and be safe when playing/exercising their dogs.*
- *Encourage an Artistic Destination; glassblowing, forge, birdhouses, clothing, jewelry, etc. Southern Alberta doesn't have one (like Millerville, Canmore) let it be us! Almost any industry that is viable, provides employment / services. Services: Bowling Alley, theatre.*

11. Do you agree or disagree that the Town should actively promote "economic development" (the growth of businesses and industries) in Magrath?

	AGREE	DISAGREE	NO OPINION
PROMOTE "ECONOMIC DEVELOPMENT"?	26 (68%)	8 (21%)	4 (10%)

12. How would you rate the following? (check one for each category)

RATE THE FOLLOWING	EXCELLENT	GOOD	AVERAGE	POOR	NO OPINION
Road Maintenance	3 (8%)	7 (18%)	14 (37%)	13 (34%)	
Garbage Collection	20 (53%)	14 (37%)	2 (5%)		1 (3%)
Police Protection	4 (10%)	8 (21%)	12 (32%)	9 (24%)	4 (10%)
Rescue Services (Fire, Rescue & Ambulance)	12 (32%)	13 (34%)	7 (18%)	2 (5%)	3 (8%)
Schools	14 (37%)	14 (37%)	6 (16%)	1 (3%)	3 (8%)
Library	9 (24%)	16 (42%)	3 (8%)	2 (5%)	5 (13%)
Medical and Health Services	2 (5%)	13 (34%)	15 (39%)	7 (18%)	1 (3%)
Town Website	5 (13%)	12 (32%)	8 (21%)	7 (18%)	5 (13%)
Municipal Water System	6 (16%)	22 (58%)	6 (16%)	0	3 (8%)
Municipal Sewer System	2 (5%)	17 (45%)	7 (18%)	7 (18%)	4 (10%)
Storm Drainage	1 (3%)	8 (21%)	11 (29%)	15 (39%)	2 (5%)
Public Recreational Facilities	4 (10%)	8 (21%)	11 (29%)	13 (34%)	1 (3%)
Parks & Trails	15 (39%)	15 (39%)	8 (21%)		
Recycling Program	5 (13%)	13 (34%)	13 (34%)	4 (10%)	2 (5%)
Downtown Magrath	3 (8%)	10 (26%)	12 (32%)	12 (32%)	

Comments:

- *(Garbage Collection) – Dan has done an excellent job! The dump has never looked better & I appreciate all the work he has done.*
- *(Downtown Magrath) – Starting to look better!*
- *(Schools " excellent") – Except for shop teacher!*
- (*Library "excellent"*) – If present site stays
- (*Library "excellent"*) - Where it is
- (*Recycling Program "average"*) *– SASH program is good.*
- (*Library "excellent"*) *– at this location*
- *(recycling program "average") – Like SASH*
- *(Library "good") – As is*
- *(Library) – Which one?*
- *(Medical and Health Services) – Wish we never lost our hospital*
- *(Storm Drainage) – Getting better*
- *(Recycling Program "good") – would prefer weekly*
- *(Road Maintenance "poor") – terrible dust control on major roads*
- *(Storm drainage "poor") – constant street flooding*
- *(Public Recreational Facilities "poor") – pool*
- *(Downtown Magrath "excellent") – Love the Christmas lights*
- *(Storm Drainage "poor") – Gutters need to be cleaned regularly*
- *(Parks & Trails "good") – Need more parks*

This last set of questions will provide the Town with a better understanding of the different needs of individuals and how different groups view Magrath's future. Please be assured all responses are anonymous.

13. About yourself:

GENDER	NUMBER OF RESPONDENTS
Male	17 (45%)
Female	18 (47 %)

AGE	NUMBER OF RESPONDENTS
Under 20	0
20 - 29	4 (10%)
30-39	3 (8%)
40-49	7 (18%)
50-59	10 (26%)
60-69	7 (18%)
70 and over	5 (13%)

14. How long have you lived in Magrath? _____ years.

- *7 years*
- *55 years*
- *0 years*
- *30 years*
- *1 year*
- *27 years*
- *1 year*
- *1 year*
- *25 years*
- *5 years*
- *36 years*
- *15 years*
- *10+ years*
- *3 years*
- *8 years*
- *20+ years*
- *25 years*
- *27 years*
- *26 years*
- *16 years*
- *35 years*
- *25 years*
- *46 years*
- *15 years*
- *15 years*
- *2.5 years*
- *16+ years*
- *10+ years*
- *2 years*
- *3 years*
- *30+ years*
- *3 years*
- *14 years*
- *2 years*
- *10 years*

15. Where did you live before you moved to Magrath?

ALWAYS LIVED HERE	PREVIOUSLY LIVE IN…
2 (5%)	27 (71%)

- *Vancouver, Burnaby, New West Minister, Maple Ridge*
- *Cardston County*
- *Lethbridge*
- *Ottawa*
- *Calgary*
- *Calgary*
- *Cardston*
- *Edmonton*
- *Lethbridge*
- *Regina*
- *Various*
- *Nobleford*
- *County of Cardston for 16 years; Lethbridge for 28 years*
- *Calgary*
- *Lethbridge*
- *Calgary*
- *Cardston*
- *Saskatchewan*
- *Raymond*
- *Lethbridge*
- *Willow Creek*
- *Willow Creek*
- *Calgary*
- *Leduc (and several other places)*
- *Several communities mostly in Alberta*
- *Cochrane*
- *Calgary*
- *Alta cities*
- *Calgary, Brooks*
- *Lethbridge*
- *Edmonton, Calgary, Lethbridge*

16. Do you work in Magrath?

YES	NO	NOT APPLICABLE
9 (24%)	21 (55%)	8 (21%)

If no, please specify which municipality you work in _____ (please specify municipality)

- *Cardston & Raymond*
- *Lethbridge*
- *Calgary*
- *Cardston County*
- *Lethbridge*
- *Lethbridge*
- *Lethbridge*
- *Lethbridge*
- *Stay @ home mom*
- *Lethbridge*
- *Lethbridge*

Please provide any **additional comments** you think would be useful to Council in considering the future of Magrath.

- *The biggest mistake I've seen municipalities from the greater Vancouver area to Vancouver Island, is allowing a second commercial district to pop up. Many of the most successful small towns on Vancouver Island crated a "lifestyle" community with trails, bike routes, art, small shops and vitialized their town core. The flip side looks like Pincher Creek or worse Mission, BC.*
- *Magrath has a unique history and extremely bright future with the right leadership, vision and planning. We have a great Council now and will hopefully be in a great position after the 2017 municipal election.*
- *Develop south of the bridge. Pull residence and guest through town. Build commercial around recycle plant. – create community overlooking Pot Hole creek. – Create a lake community. – Create a "Garden City" help residence have Gardens to show off. "Parade of Gardens". – Develop the Arts. More public art around town.*
- *I would love to help promote the Arts in Magrath. I would possibly consider heading up an Arts Council and look for funding to bring some public Art to Magrath.*
- *We would also like to receive these surveys sooner! We feel that a great deal of expense could be saved if projects were more carefully planned. Example – (1) put in underground power in new developments before fixing roads and curbs. (2) don't change policy when building. Keep frontage to 50 feet back. (3) Leave library where it is . Town can look for another building or build a new one for themselves. Use infrastructure dollars. Other towns do.*
- *Can't understand why this survey wasn't included with the monthly water bill and newsletter so more people would be aware of it. – Town website just be kept up to date better. – Do not sell off town assets i.e. golf course, library building.*
- *Better website. More open dialogue before major decisions are made. Don't sell golf course. Don't move library. Allow recreational facilities to be open on Sundays.*
- *Town needs to improve communication with all tax payers. Poor use of website & social media. – More public input & information given re. future decision. – safe guards put in place to stop sale of major town assets i.e. golf course, library building.*
- *Communication with the public!!*
- *For instance I never heard of this survey until Nov. 9 and it's due Nov. 10 ??? Hard to give much input of thought into the subject.*
- *Stop inventing new ways to increase costs to the citizens. E.g. Garbage bins, fixing up property without consideration of who lives there – eg. Single mothers with low income. If you want beautiful yards offer a grant or something to help with costs. Let us kill some of the deer who come into town.*
- *Construction – builders need to clean the roads at their construction – sides, it is a mess!!! They are responsible for it!!! Drinking – Parties after midnight outside with garden!!!! No peace officers to get in touch!! with!! Big, open fires in the garden, sparks are flying all over the neighbourhood!! (and smoke in your house).*
- *It would be great if the town provided some sort of assistance towards tearing down old properties that are a hazard so that new ones can take their place. It would be nice if we could beautify the existing homes before we develop land and add a whole bunch more to the outskirts of town. It is the Garden City lets help it be beautiful.*
- *A big concern I have is air quality in Magrath. My neighbour uses coal to power their entire house full time (24/7). This causes toxic and smelly carcinogens in the air that we breathe. The previous owners of our house both developed cancer (one died). My neighbor across from the coal burners developed cancer. My neighbor 2 houses south has cancer. It is not right that coal is used when natural gas is safer, relatively inexpensive and available. I do not understand how this is legal, and allowable. According to provincial bylaws it isn't and it wouldn't be allowed in other jurisdictions that value health and the environment. Please make this illegal and enforce it! Also the burning at the dump which occurs periodically causes an awful smell and adds to air pollution – there must be a better way to deal with that garbage.*
- *Spend more time/expertise/research in bylaw development. Enforce bylaws; allow fewer exemptions.*

- *More road paving! and road repair; Put in many more sidewalks; Better communication with residents of Magrath. Thanks for the opportunity to take part in this survey.*
- *I love living in Magrath! The number of young marrieds who move back here must mean something. Water system upgrade – money well spent. I pay major taxes with no paved road, no curbs, gutters or sidewalk and barely a streetlight. How does Nobleford make it work? This is one area I think we fall very short on. Brand new homes – gravel road?*
- *The town needs to be more open with the citizens. Too much speculation goes on and it creates riffs between neighbours/friends. Community input should be given on all major decisions in Magrath. Businesses should be made to work together to provide as many services as possible to the residences, and not compete with one another. I hire more services from Lethbridge, as Business owners here have a lack of respect for your time and your need for something done.*
- *More adult education offered – e.g. Spanish, ASL, horticulture, geography. *Serious work to have Lethbridge's 3rd bridge designed in Airport vicinity. Towns and Cardston County should work with City and County of Lethbridge and Provincial Government/MLA's for the following reasons this would benefit by: allows our students to attend university while staying in Magrath; majority of growth is on west side – more employment will come from west – bridge would make commuting to west viable; would make our attractions more accessible – golf, pathways, museum, etc.*

THANK YOU FOR YOUR TIME. THE TOWN OF MAGRATH GREATLY APPRECIATES YOUR INPUT.

Appendix E – Residential Dwelling Unit Density Calculations

Average Residential Dwelling Unit Density Calculations

1. Single Family

Lot Size for a Single-detached	Net Residential Acreage*	Units/Gross Acre**
40' x 110' = 4,400	6.3	9.9
45' x 110' = 4,950	5.6	8.8
50' x 110' = 5,500	5.1	7.9
50' x 120' = 6,000	4.7	7.3
55' x 110' = 6,050	4.6	7.2
60' x 120' = 7,200	3.9	6.1
65' x 120' = 7,800	3.6	5.6
70' x 120' = 8,400	3.3	5.2
70' x 130' = 9,100	3.1	4.8
70' x 140' = 9,800	2.8	4.4
80' x 140' = 11,200	2.5	3.9
80' x 150' = 12,000	2.3	3.6
90' x 150' = 13,500	2.1	3.2

* Units per acre with roads, reserve, utility easements removed
Reserve 10% of gross (for actual land area)
Roads 20-30% of gross (for approximate land area)

** Use for country residential

2. Typical Multi Family / Non-Single Detached Housing (sample calculations for discussion purposes only)

	Units / Acres	Units / Gross Acre
Apartments	29.9	40.6
Townhouses	14.5	19.7
Fourplex	19.5	26.5
Duplex	10.2	13.8
Mobile Homes	7.7	10.4
Innovative Detached Housing	14.1	19.1