



Town Of
Milk River

Municipal Development Plan

Bylaw No. 903

April 2004

Schedule A Proposed Amendments – March 2017

Prepared by the



OLDMAN RIVER REGIONAL SERVICES COMMISSION



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Town Of
Milk River

Municipal Development Plan

INTRODUCTION



Town of Milk River

Municipal Development Plan Bylaw No. 903

1. INTRODUCTION

1.1 Purpose of the Plan

A community's Municipal Development Plan (MDP) must be both visionary and strategic. The Municipal Development Plan is a long-range statutory planning document, which outlines goals and objectives for the future and is the principal guide directing land use policy and decision-making. It provides a municipality's elected officials, administration, taxpayers and developers with a framework of policies for making decisions regarding future growth and development opportunities. It defines the policies, programs and specific actions necessary to attain these objectives.

The purpose of a Municipal Development Plan is to manage and direct growth and development in a manner that minimizes the adverse impacts on adjacent activities and makes the best possible use of the land base and infrastructure of a municipality. The plan expresses how the community sees itself in the future and acts as a method to facilitate the determination and implementation of community-based policies on development.

~~The last General Municipal Plan for Milk River was adopted in 1990. Since that time changes in the community have occurred and it seems timely to update analytical data and reassess community goals. The legislative requirements for a Municipal Development Plan have been expanded, however the purpose of the plan remains general in nature as it addresses a broad range of issues. Municipalities that have a Direct Control (DC) district in a land use bylaw, such as Milk River, are also required to adopt a MDP.~~

1.2 Scope of the Plan

This Municipal Development Plan focuses on planning for the community for the next ten years ~~that is,~~ to ~~2012~~ 2027. Changes will occur within the community and the Municipal Development Plan should be reviewed, updated and evaluated periodically to remain a valuable and functional document.

The Municipal Development Plan deals with development issues within the Town of Milk River (the town). There are approximately 571 acres (231 ha) within the town boundaries and approximately ~~210~~ 160 acres (~~85~~ 65 ha) of this land is undeveloped. This leaves a considerable amount of land available for future urban development during the planning period. This Plan concentrates on the town's efforts in promoting effective and efficient growth, and in making such growth benefit existing and new residents alike.



1.3 LEGISLATIVE AUTHORITY

Land use decisions must be made with proper authority of provincial legislation. The proposed Municipal Development Plan will be prepared in accordance with and under the authority prescribed within the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, as amended. Section 632 outlines the expected content of a plan, and section 692 outlines the required public involvement in the plan preparation. Specifically, section 632(3) of the Act 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 within 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,~~
- ~~(v) the provision of municipal services and facilities either generally or specifically,~~

~~(b) may address~~

- ~~(i) proposals for the financing and programming of municipal infrastructure,~~
- ~~(ii) the co-ordination of municipal programs relating to the physical, social, and economic development of the municipality,~~
- ~~(iii) environmental matters within the municipality,~~
- ~~(iv) the financial resources of the municipality,~~
- ~~(v) the economic development of the municipality,~~
- ~~(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 goal, objectives, targets, planning policies and corporate strategies,~~

~~(d) must contain policies compatible with the Subdivision and Development Regulation to provide guidance on the type and location of land uses adjacent to sour gas facilities, and~~

~~(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.~~

The Act also authorizes a notification and circulation process pursuant to section 636 that:

~~636(1) While preparing a statutory plan a municipality must~~



- ~~(a) provide a means for any person who may be affected by it to make suggestions and representations;~~
- ~~(b) notify the public of the plan preparation process and of the means to make suggestions and representations referred to in clause (a);~~
- ~~(c) notify the school authorities with jurisdiction in the area to which the plan preparation applies and provide opportunities to those authorities to make suggestions and representations;~~
- ~~(d) in the case of a Municipal Development Plan, notify adjacent municipalities of the plan preparation and provide opportunities to those municipalities to make suggestions and representations;~~
- ~~(e) in the case of an area structure plan, where the land that is the subject of the plan is adjacent to another municipality, notify that municipality of the plan preparation and provide opportunities to that municipality to make suggestions and representations.~~

~~(2) Subsection (1) does not apply to amendments to statutory plans.~~

1.4 1.3 Planning Process

A Municipal Development Plan is a statutory planning document, and therefore must follow the legislative process outlined in the Municipal Government Act (MGA). This requires notice to the public, the adjacent municipality, and school authorities of plan intentions. In keeping with its legislative requirements established in the MGA to allow for notification of the plan's preparation and public participation, the Town of Milk River ~~is in the process of completing~~ the following steps to meet its commitment:

- Notice of commencement of the plan preparation-;
- Conducted a household survey of residents to gather opinions and feedback in June of 2001 (the survey highlights are available in Appendix C; for more detailed results refer to the Town of Milk River Municipal Development Plan Questionnaire Response Booklet);
- ~~The survey results were~~ compiled survey results to determine concerns and opinions of the residents and help formulate community goals, objectives and policies-;
- Established a steering committee to discuss relevant planning issues and guide the plan process-;
- ~~Meetings were~~ held meetings with the steering committee and Council to review and discuss the plan's content-;
- Council approved the draft and ~~gives~~ gave the plan's adopting bylaw first reading-;
- Copies of the draft ~~are~~ were then circulated to adjacent municipalities, school authorities, and other affected agencies for consideration and comment-;
- A mandatory public hearing ~~is~~ was held to provide all residents an opportunity to comment and offer suggestions before the ~~law is~~ bylaw was adopted-;



- After considering public and agency input, Council gives gave the adopting bylaw second and final reading and the plan acquires statutory standing.

1.5 PUBLIC PARTICIPATION

One of the legislative requirements of the Municipal Government Act regarding the preparation of a Municipal Development Plan is the stipulation that the community at large has an opportunity to participate in the process. Section 636(1) of the Municipal Government Act specifies that a municipality must provide a means for any person who may be affected by the preparation of the plan to participate in the process and to make suggestions and representations.

As a method of determining citizens' concerns and opinions, the Town of Milk River chose to mail out questionnaires to their citizens. The Municipal Development Plan Questionnaire was mailed out in June of 2001 and was to be returned by July 5, 2001. This was a detailed questionnaire designed to provide information about the direction Milk River should pursue in the future.

A total of 346 questionnaires were circulated to residents by direct mailing in the Town of Milk River with 131 responses. The response rate of 38 percent was very high for a mail out questionnaire. According to the literature on statistic methodology and from previous experience, response rates are usually between 10 and 20 percent. The response rate of 38 percent is also comparable to questionnaires in the past where the average return rate for 15 southern Alberta communities was 41.5 percent. In 1989, a similar questionnaire was conducted for the 1990 General Municipal Plan in Milk River and received a response rate of 41.9 percent.

The questionnaire was divided into nine sections covering the following topics: Respondent Background, Town Appearance, Recreational and Cultural Facilities, Protection Services, Health Services, Education, Town Administration/Roads and Streets, Town Funding, Conclusion.

The following is a brief overview of some of the main trends found in the summary; for more detailed results please see the Town of Milk River Municipal Development Plan Questionnaire Response Booklet where the tables will give a more complete illustration of the responses to the survey questions.

RESPONDENT PROFILE

- Approximately 53.3 percent of the respondents were female, 39.9 percent male and 6.8 percent of the respondents did not indicate either.
- Approximately 31.3 percent of the questionnaires were completed by people in the 60 and over age group. Another 30.9 percent are under the age of 20 years.
- The 1996 Federal census indicates the 60 and over age group comprises approximately 30.7 percent of Milk River's population and the under 20 age group comprises 27 percent of Milk River's population.

MAJOR SURVEY HIGHLIGHTS



- ~~73 percent of respondents rated Milk River as a good to excellent place to live.~~
- ~~Average length of time respondents have lived in Milk River is 25.8 years.~~
- ~~The most important reason why the household chooses to live in Milk River:~~
 - ~~Employment~~
 - ~~Close to family and friends~~
 - ~~Small town atmosphere~~
- ~~76 percent of respondents would like to see the Town of Milk River grow at a moderate to rapid rate (10 to 14 or more new people a year).~~
- ~~Major likes about living in Milk River (64.5 percent of the respondents):~~
 - ~~Friendly people~~
 - ~~Low crime rate (safety and security)~~
 - ~~Small size of town~~
- ~~Major dislikes (21.5 percent of the respondents):~~
 - ~~Town Council~~
 - ~~People (difficult to fit in, cliques)~~
 - ~~Cost of living (high taxes)~~
- ~~Facilities most needed in the town:~~
 - ~~Activities/programs for youth~~
 - ~~Physical fitness center/gym~~
 - ~~Skating rink/arena~~
- ~~Respondents in favour of the following proposals for Milk River:~~
 - ~~77.8 percent of the respondents (a ratio of 25:1) agreed the town should take an aggressive approach to economic development with incentives to attract businesses.~~
 - ~~Between 60 and 74 percent of the respondents were in favour of owning and developing land for residential, commercial and industrial purposes and to upgrade downtown.~~
 - ~~Approximately 46 percent were in favour of promoting discussion and cooperation with the County of Warner regarding the future development within the town's fringe.~~
 - ~~38.2 percent were in favour of promoting pedestrian traffic by employing streetscaping and unique street furniture.~~

~~GENERAL OVERVIEW OF HOW RESPONDENTS FELT ABOUT:~~

~~1. Town Appearance~~

~~The general appearance of the town, the new residential areas and new residential development were rated as good, with the downtown, main entrance and older residential rated as average.~~



~~2. Recreational and Cultural Facilities~~

~~Most categories were rated as good with parks and playgrounds rated as average by 41.9 percent and 37.5 percent respectively. The walking paths were rated as average to poor by 43.6 percent of the respondents.~~

~~3. Protection Services~~

~~The fire and ambulance services were rated as excellent and the RCMP services were rated as good. The remaining categories received negative ratings. The weed and pest control and bylaw enforcement received average to poor and very poor ratings, while animal control received a very poor rating of 25.2 percent and poor of 23.6 percent.~~

~~4. Health Services~~

~~Most categories were rated as good with the Hospital and Nursing Home receiving an excellent rating. Mental Health received a high no opinion rating of 38.2 percent this may be attributed to many respondents being unfamiliar with the services.~~

~~5. Education~~

~~Most categories received a rating of good, except Preschool received a high 'no opinion' rating of 36.7 percent, however preschool was also rated as good by 30.5 percent of the respondents. All categories received a high 'no opinion' rating which can be attributed to respondents being unfamiliar with the system because they may not have children in the system.~~

~~6. Town Administration/Roads and Streets~~

~~Most categories received good to average responses. Respondents generally rated the infrastructure and general administration as good, while the maintenance categories and the community planning, access to local government and downtown parking were rated as average.~~

The results of such questionnaires can provide those involved in drafting the new plan with invaluable ideas and community input. The results provide the foundation for formulating the broad community goals and objectives of the Municipal Development Plan.

1.6 1.4 Community Goals and Objectives

~~In working through the public participation process the following goals were identified: The policies of this plan are intended to achieve the community's desired future based on the following goals:~~

- ~~• To promote a moderate to rapid rate of growth.~~
- ~~• To maintain a high quality of municipal services and infrastructure.~~
- ~~• To retain the small town atmosphere.~~



- To encourage and promote economic development and diversification.
- To improve the appearance of the downtown.
- To plan for growth with a minimum of conflict.
- To provide directions for future growth.
- To continue to own and develop land for residential, commercial and industrial purposes.

1.7 1.5 Implementation and Procedural Issues

The Municipal Government Act requires all local statutory plans and bylaws to be:

- adopted by bylaw,
- consistent with provincial legislation, and
- all plans adopted by a municipality must be consistent with each other.

As indicated previously, the Municipal Government Act establishes a public participation component, which requires providing opportunities for input, referrals to adjacent municipalities and a mandatory public hearing process prior to the second reading of the bylaw. By the time a Municipal Development Plan has received third and final reading, it has been refined and rewritten several times based on the responses from the ratepayers, municipal administration and elected officials.

With the plans final revisions made, the Council for the Town of Milk River will duly adopt the Municipal Development Plan by bylaw. The Municipal Development Plan will become serve as the long-range philosophic statutory planning document, which will guide the growth and development for the Town of Milk River. Change will occur within the municipality, therefore the Municipal Development Plan is intended to be a flexible document and requires review and/or amendment to remain current reflecting the needs of the community and Council.



Town Of
Milk River

Municipal Development Plan

LOCATION AND HISTORY



2. LOCATION AND HISTORY

2.1 Regional Location

Milk River is a small agricultural centre located within the County of Warner in southern Alberta. The community is situated on Highway 4, at the junction of Highway 4 and Highway 501. Highway 4 is the primary north-south route through the province, while Highway 501 provides an east-west route across the southern portion of the province. The town lies just north of the Canada-United States international border, approximately 84 kilometres southeast of Lethbridge and 304 kilometres southeast of Calgary (See Map 1). As the first town north of the international border, Milk River can be considered a gateway to Alberta. Located 945 metres above sea level in the Great Plains region, the town is sheltered by the Milk River Ridge to the west. Milk River enjoys a view of the Sweet Grass Hills rising to the southeast, as well as the Milk River that meanders through the south edge of town. The location of Milk River places it in close proximity to provincial parks and camping facilities. Writing-on-Stone Provincial Park is within a short drive of the Town of Milk River and the Milk River itself has become a popular location for canoe adventures.

~~In addition to highway access, Milk River is served by railway, airport and bus service. The Canadian Pacific Railway (CPR) lies on the western boundary of the town and has encouraged the development of grain elevators and other industries requiring heavy transportation. The Milk River Airport is located 4.8 kilometres east of town and is equipped with all-weather facilities and a lighted, hard-surfaced 914 metre runway. The nearest commercial and airfreight service is 80 kilometres north at the Lethbridge Airport. Greyhound Bus Lines also provides regularly scheduled inter-community service and charters.~~

~~2.2 GEOGRAPHIC CHARACTERISTICS~~

~~Milk River can be considered the gateway to Alberta as the first community north of the international border. The town is located at an elevation of 945 metres or 3099 feet above sea level in the Great Plains Region. It is sheltered by the Milk River Ridge to the west and privy to the view of the Sweet Grass Hills rising out of the prairies to the southeast. The Milk River meanders south of the golf course within the town boundaries. The community experiences a typical prairie climate with cold winters and hot summers. The annual precipitation rate is 315.7 millimetres or 12.42 inches per year and the area experiences an average of 124 frost free days and 2370 hours of sunshine.~~

~~2.3~~ **2.2 Historical Background**

The Cairn and Eight Flags represent Milk Rivers' rich history. The Eight Flags illustrated by the town's crest demonstrate the uniqueness of Milk River being the only place in Canada to have been ruled by seven governments and the Hudson's Bay Company. The flags of France, Spain, the French Republic, the United States, the Hudson's Bay Company, the British Empire, the Dominion of Canada, and Canada



have flown over the area. A colorful history was created as ~~natives~~ *First Nations*, explorers, whiskey traders, North West Mounted Police, squatters and new settlers passed through this area.

Settled next to the Milk River, this town's future potential is as exciting as its colourful past. The nomadic First Nations people inhabited the Great Plains Region for centuries. In 1805, Lewis and Clark named the Milk River because the colour was like a cup of tea with a spoonful of milk in it. The waters that flow along this river wind their way to the mighty Missouri River and into the Gulf of Mexico. Settlement developed around the section house of a railroad built by the Alberta Railroad and Irrigation Company. The railroad ran from Ghent, just east of Lethbridge, to Coumts USA; its main purpose was to ship coal to Montana. The surrounding area soon began to fill up with prospective ranchers and farmers, which led to the building of a general store and livery stable.

Milk River was not officially recognized as a town until 1909 when the CPR laid out a town site. By 1916 the town had grown to a population of 150 and was declared a village. The 1920s saw a period of prosperity come to Milk River as better technology contributed to greater efficiency in the farming industry. At this time a gravelled highway to Lethbridge was built.

The Great Depression, drought and windstorms of the 1930s resulted in decreased farm incomes and consequently reduced spending. Strip farming and the Noble blade were introduced to conserve topsoil; trading developed as the new currency.

During the Second World War, 115 young people from Milk River and area joined the forces. It was a time of growth for the agriculture industry as farm size became larger and farm equipment became larger and more efficient. A paved highway was built from Coumts to Lethbridge, Calgary Power installed rural power lines and by 1946 the population had grown to 500 people.

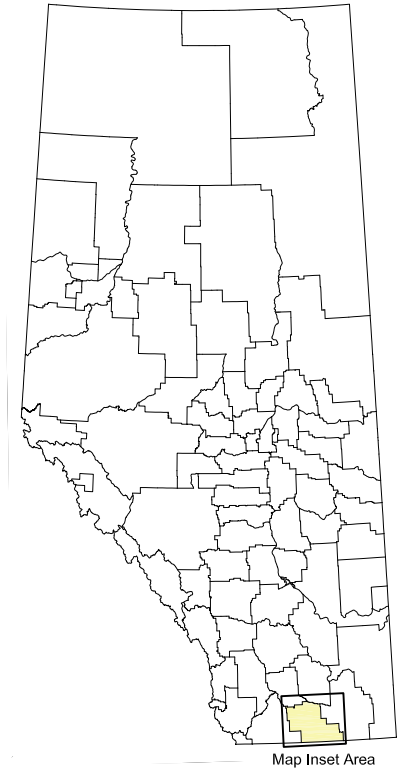
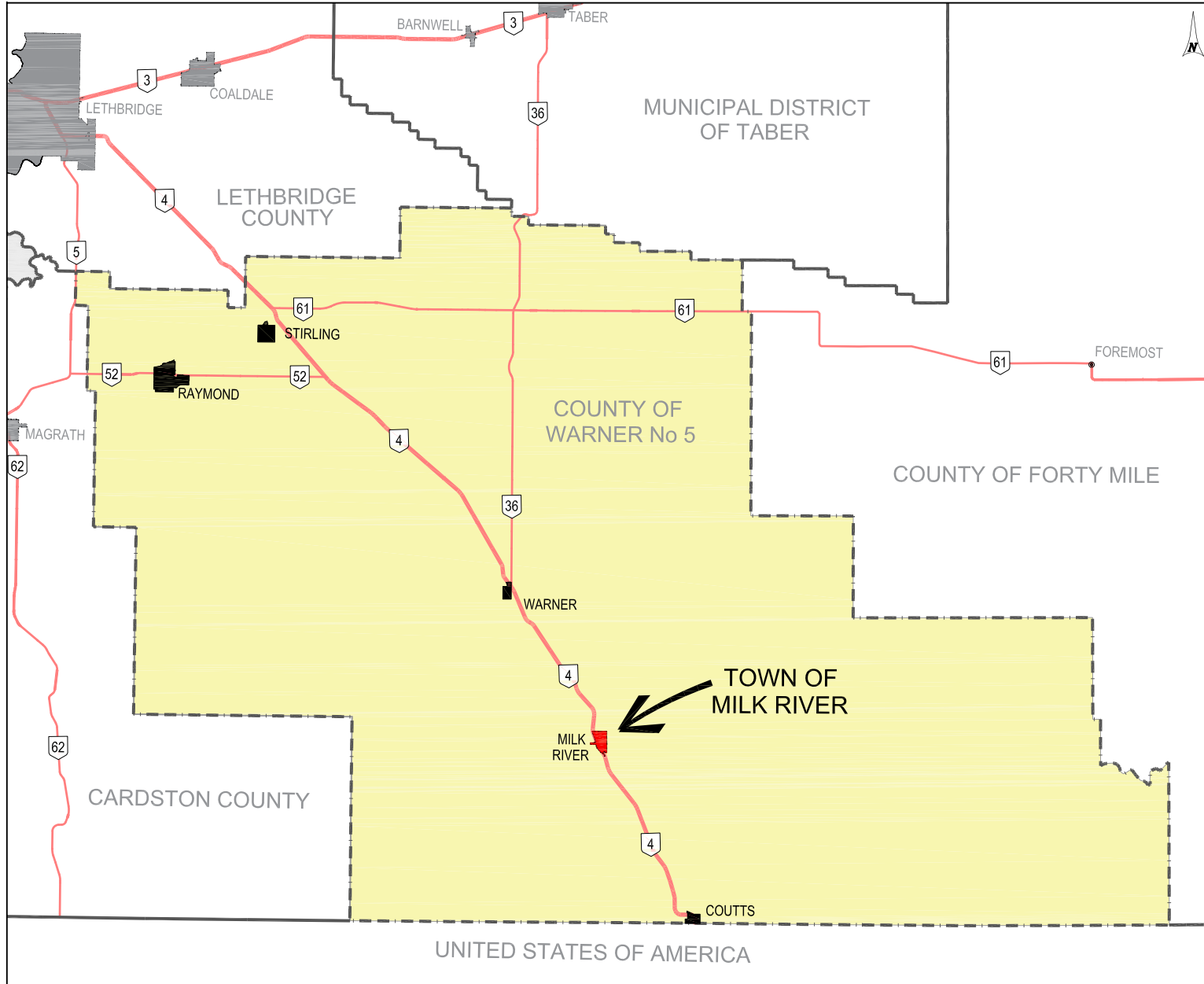
In February 1956, Milk River became a town and in 1959 celebrated its fiftieth anniversary. In the sixties, seventies and eighties Milk River ~~saw~~ *experienced* slow but consistent growth with an increase in the number of businesses, educational and recreational facilities, an RCMP detachment, construction of a hospital and seniors lodge, municipal airport and a travel interpretive centre.

The Town of Milk River ~~is still primarily~~ *remains* a service centre to the surrounding agricultural industry with ~~some~~ diversification occurring gradually. Its location between the United States border and Lethbridge/Calgary places Milk River in a high traffic tourist and trucking corridor. During 2000 the construction began on the twinning of Highway 4, part of the CANAMEX corridor. *With the twinning project since completed, the highway now serves as part of the corridor between Mexico City and Alaska.* ~~The CANAMEX project aims at creating a transportation corridor between Mexico City and Alaska. In Canada, the CANAMEX Corridor will link Montana, Alberta, and British Columbia and connect to the Alaska Highway.~~ This corridor ~~should~~ *has improved* highway travel and trade to, from and through the Town of Milk River.

Milk River is located near many world-class tourism facilities and has a tourist information center located on the south end of town to promote the area. These tourist facilities include attractions such as the International Waterton-Glacier Peace Park, Writing-On-Stone Provincial Park, Nikko Yuko Japanese Gardens, Head-Smashed-In-Buffalo Jump and Interpretive Center, Frank Slide Historic Areas and Crowsnest Pass, and the Remington Carriage Museum.

Town of Milk River
Municipal Development Plan

Map 1 - Regional Location





Town Of
Milk River

Municipal Development Plan

ANALYSIS OF POPULATION AND ECONOMIC DEVELOPMENT



3. ANALYSIS OF POPULATION AND ECONOMIC DEVELOPMENT

The fundamental purpose of planning is to meet the needs of residents in communities more effectively. To achieve effective planning and policymaking, planners need to think prospectively about changing demographics. The following review of information is intended to give an indication of change in the community and from that to make estimates of future growth potential. Projections, either population or economic, based on past activity are dependant on the trends continuing into the future. There is a level of uncertainty to this method and therefore should be reviewed prior to making significant expenditures on the basis of this data.

3.1 Population Overview

~~Since the 1990 General Municipal Plan was adopted, several Statistics Canada Censuses have been released to assist in evaluating previous assumptions and developing projections regarding Milk River's future population growth. Recently, the comprehensive 2001 Census Statistics regarding population structure, immigration, language, employment, income and housing have been completed and released. The 2001 population total for the Town of Milk River will be included in the historical growth evaluation but not in the review of population structure or the population projections.~~

PAST TRENDS

The Town of Milk River has historically experienced a fluctuating growth pattern from 181 persons in 1921 to ~~879~~ 811 persons in ~~2001-2011~~ (see Table 1 *and Figure 1*). In the early 1940s, early 1970s, mid 1980s and the ~~last-2001-2011~~ census periods, Milk River experienced a negative growth rate. The decrease in population during the early 1940s was the outcome of the young people enlisting in the forces. Whereas, the decrease in population during the early 1970s, *and* mid 1980s ~~and the most recent census period~~ reflects the changes in the agricultural industry where the consolidation of farm parcels, together with an overall rural to urban movement and drop in the birth rate have led to the fluctuations in small town populations. *The most recent population decline through the 2000-2011 census periods, is likely indicative of the challenges facing many smaller communities to attract and retain a younger demographic.*

~~Population projections provided in the last General Municipal Plan of 1990 targeted the 1996 population to be between 776 and 920 people. The population in Milk River grew beyond the projection as the actual 1996 census reported the population at 929. Over the most recent census period (1996-2001), the Town of Milk River's population has experienced a negative growth rate at 1.08 percent per annum and reported 50 less people than the previous census. This negative condition is a case that does not keep pace with the provincial growth average, as Alberta's growth rate during the last 5-year period was just under 1.2 percent annually and Canada's annual average rate was 1.1 percent. Averaged over a 25-year period (1976-2001), the town has grown at a rate of 0.45 percent per annum.~~

Of note, the town-conducted municipal census in 2015 reported the population at 892 people. The methods of data collection may differ between the federal and municipal governments. As such, for



consistency purposes, the 2015 municipal census numbers are not included in the analysis and projections of this plan. With the release of the comprehensive 2016 federal census results in the coming years, the information in this plan will be reviewed as necessary. If the 2015 municipal census is consistent with the federal results, it may be used for future analysis. Based on the 2011 census information, the town has experienced a negligible decline in population of 0.66 percent over the last 20 years.

Table 1

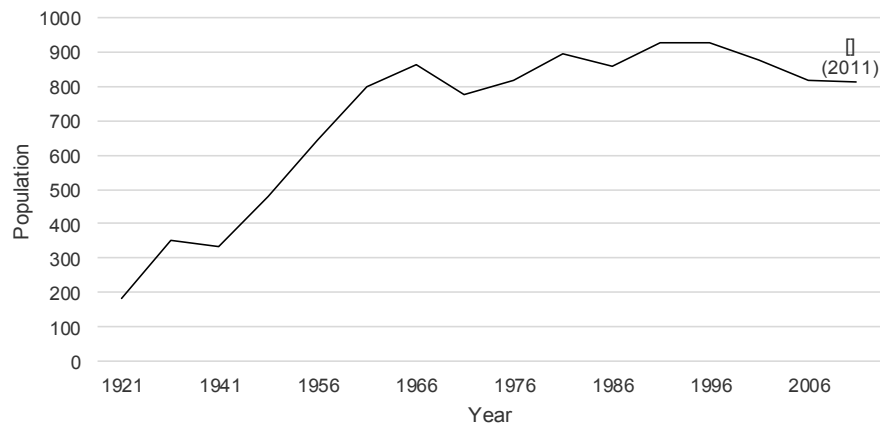
Town of Milk River
Milk River's Historic Population – 1921-2001-2011

Year	Population	Percentage Change Between Periods	Average Percentage Change Per Year
1921	181	—	—
1931	350	+93.3	+9.30
1941	335	-4.28	-0.43
1951	481	+43.5	+4.35
1956	642	+33.4	+6.678
1961	801	+24.7	+4.954
1966	861	+7.65	+1.520
1971	775	-10.0	-2.00
1976	817	+5.4	+1.08
1981	894	+9.4	+1.88
1986	861	-3.7	-0.74
1991	926	+7.5	+1.50
1996	929	+0.3	+0.06
2001	879	-5.4	-1.08
<u>2006</u>	<u>816</u>	<u>-7.2</u>	<u>-1.44</u>
<u>2011</u>	<u>811</u>	<u>-0.6</u>	<u>-0.12</u>

Source: Compiled from data acquired from Statistics Canada

Figure 1

Town of Milk River
Milk River's Historic Population



Source: 1921-2011 (Statistics Canada)



AGE STRUCTURE

What is A more significant *measure for understanding future service needs and impacts from growth* than the growth in population numbers in the Town of Milk River is the difference in their population characteristics *an examination of the town's age structure*. The simple numerical view of *growth population values* ignores the dramatic changes taking place within the population. The people within the community are rapidly changing, undermining presumed patterns of needs and shifting traditional expectations of impacts from growth. One of the most important significant differences in population characteristics is age composition.

Overall, the distribution of population in the Town of Milk River has not changed significantly since the 1991 census, but has experienced change since 1981. Two noteworthy changes *in the town's age composition* include the large increase in the percentage of seniors and the decrease in the portion of the population that is under the age of 15 (See Table 1 in Appendix B).

POPULATION PROJECTIONS

Several different methods of population projections are used in calculating future growth in order to provide the broadest scenario possible. It should be noted that projections are conditional; they show what a population would be if the assumed trends actually were to occur. Since population projections are based on past trends, they must be looked at with some degree of caution. A sudden influx of population at a certain time would forecast a high growth rate in the future, whereas a decrease in population in the past would portray a reduction in growth in the future. ~~As previously outlined,~~ the Town of Milk River has generally experienced a slow increase in its population since the 1920s. However, for the 1940, 1971, 1986, and 2001, 2006, and 2011 census periods, the town's population had decreased. Averaged over a the past 25-20 year census periods (1976-2001 1991-2011), the town has ~~grown~~ experienced a slight decline in population at a rate of ~~0.45~~ 0.66 percent per annum.

~~Chart 5 in the Appendix~~ Figure 2 displays the range of results obtained from the various methods of population projections. Several different methods of population projections were used such as the arithmetic, logarithmic, ~~share of region,~~ and the cohort survival methods as well as annual growth rates of 0.5, and 1.0 and 1.5 percent. An annual declining rate of 0.5 percent was also included, consistent with the annual average decline over the past 25 years. It is somewhat ~~more~~ difficult to choose the most likely projection for the Town of Milk River, as the town's economy is impacted by the agricultural operations in the area. The latest results indicate that a wide range of projections may be expected, from a population loss, to ~~moderate~~ stable to slow growth expectations. Considering the town's past growth rate tendencies, and given the expected economic activity that will most likely occur, the most probable projections may fall between the cohort survival ~~20-5-year~~ and the declining 0.5 percent growth rate.

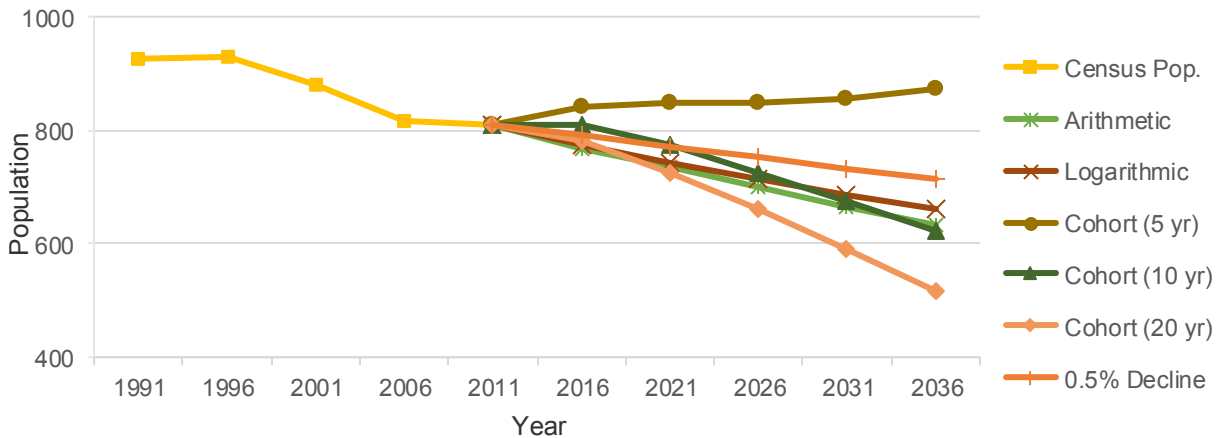
Therefore, the selected population projections indicate that in ~~2006~~ 2021 the probable population could be between ~~957 771~~ and ~~977 848~~ persons, fluctuating each year until ~~2021~~ 2036 when the population could range from a low of ~~999 715~~ to a high of ~~1,052 873~~. The 0.5 percent ~~growth~~ declining rate was used at the ~~top~~ low end of the projection range, as this growth rate is consistent with what the Town of Milk River has averaged since ~~1976~~ 1991. The ~~20~~ 5-year cohort component projection will also be used for comparison ~~because it shows a low-end annual average growth rate of approximately 0.3 percent~~ as



it mirrors the population fluctuations over the most recent census periods, while also allowing for stable to slow growth. As noted earlier, the 2015 municipal census is not included in these growth projections to ensure consistency with the available historic Statistics Canada data.

Figure 2

**Town of Milk River
2016-2036 Population Projection**



Note: Vertical axis line break
Source: Population Projections 2016 - 2036 (based on 1991 - 2011 Census) - July 2016

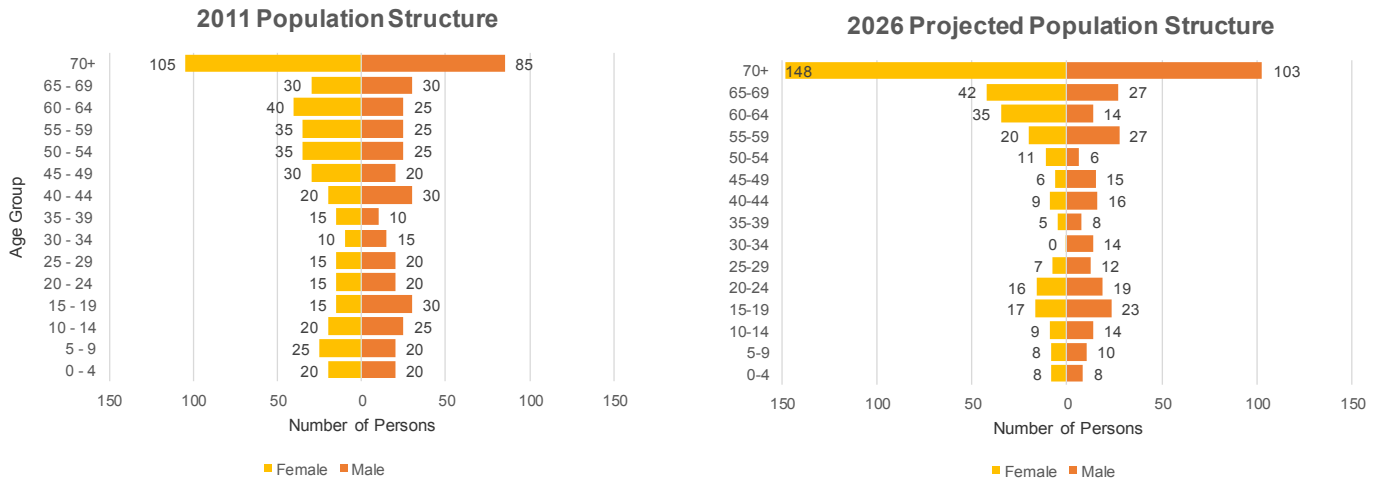
The 20-year cohort component population projection survival method, shown in Chart 5, is broken down into varying ages. has been used to forecast population composition into the future (Figure 3). In analyzing the data some important points are to be noted:

- The 65 and over age group ~~shows the~~ is expected to experience the most rapid growth of any of the age groups over the next 20 years. By 2026, this age category is forecast to comprise over half of the town's population. This is to be expected, as it is the national trend and a result of the 'baby boomers' moving through the age structure.
- The number of people age 20 and under is an important age group to consider because of the implications for future population growth and labour force growth. The percentage in this category in 1996 is 27 percent and by 2021 is projected to decrease to 20 percent is forecasted to decline, falling from approximately 22 percent of the population in 2011 to 15 percent in 2026.



Figure 3

**Town of Milk River
Population by Age Structure – 20-Year Cohort Survival Projection**



Source: Statistics Canada 2011

SUMMARY OF POPULATION PROJECTIONS

How fast the Town of Milk River grows depends on many variables, some of which cannot be forecasted or projected. If changes occur that affect future growth it may be necessary to re-evaluate and make another set of projections based on the new information. However, the projections that are being used for Milk River show slight decline to slow moderate growth rates. The selected population projections, cohort survival ~~20-5-year~~ and the 0.5 percent declining growth rate, indicate that in ~~2006~~ 2036 the population could range between 715 and 873. ~~be approximately 960 persons, increasing each year until 2021 when the population could range from a low of 999 to a high of 1,052. This represents an annual growth rate of between 0.3 percent and 0.5 percent over the 25 years between 1996 and 2021.~~

3.2 Economic Overview

During the writing of the 2004 Municipal Development Plan, A strong and vibrant economy— Alberta has had the fastest growing economy in Canada over the ~~past~~ prior, with the annual ~~real~~ rate of growth averaging 4.5 percent. In 2001, the estimated growth rate was 4.9 percent and experts predicted Alberta was to be among the nation's leaders in the future. Alberta's economy ~~is~~ was expected to grow by 4.8 percent in 2003 ~~and should~~ with a sustained ~~an~~ above-average pace of growth of approximately 4.5 percent though to 2004. The Bank of Canada ~~has~~ identified both domestic momentum and ~~continuing~~ ing strength in the energy sector as contributing factors to Alberta's ~~continued~~ economic growth.



Alberta's long-term economic prospects ~~continue to be~~ were very bright as a result of the Province's many economic advantages including low taxes, an entrepreneurial business climate and fiscal strength. ~~Presently, boosted by the a~~ rebound in oil and natural gas prices, Canadian Chartered Banks named Alberta's economy the fastest growing economy in the country at the time.

Circumstances are different in 2016. Primarily driven by a steep drop in oil prices beginning in June of 2014, the Alberta Gross Domestic Product (GDP) declined by 3.7 percent in 2015, with unemployment rising to 7.4 percent in January of 2016. Similarly, the Alberta government forecasts a GDP contraction in 2016, coupled with rising unemployment. While strength in non-oil and gas sectors and provincial infrastructure investments are to partially offset these declines, the present economic outlook demonstrates instability and variability in provincial economic well-being.

~~The Alberta economy has increasingly become more diversified and relies less on the traditional resource-based industries. The main economic base in Milk River is agriculture. Nonetheless, The current downturn in the provincial economy should be acknowledged, with further diversification away from provincial economic dependence considered prudent. As such, the town has been attempting to become more diversified in the types of industries and businesses locating in the municipality. As much of the province has been experiencing population growth and economic expansion, the Town of Milk River may reap some benefits from this continued growth.~~

To promote economic diversification, the town has partnered with Community Futures Chinook, a non-profit organization that promotes small business and rural diversification through loans, specialized business programs, and education. Also, the Town of Milk River Improvement Program was piloted in 2014, as a way to encourage businesses to improve their streetscape facades and interiors, using municipal interest-free loans.

Given its proximity to the United States border and recreational and other tourist attractions such as Writing-on-Stone Provincial Park, the town is in a favourable position to attract travellers and therefore expand on the tourism trade. The visitor's centre on the southern boundary, variety of restaurants, campground, and small town atmosphere are attractive to tourists. Therefore, there may be opportunities for the town to promote itself as a tourist destination.

Compatible alternative energy projects, such as solar power generation, present another possible opportunity for economic diversification. Ample sunlight hours and large undeveloped tracts of land both south and north of 10 Avenue may be favourable for such development.

INDUSTRY- LABOUR CHARACTERISTICS

According to the ~~2001 Statistics Canada Census~~ SouthGrow Regional Initiative the total number of people in the Milk River labour force in 2011, those persons ~~over the age of 15 years~~ between the ages of 15 and 64, was approximately ~~410~~ 440. ~~Table 2~~ Figure 4 illustrates the breakdown of the local labour force (those people 15 years of age and over) into the industry divisions. The three top industries by employment level are:

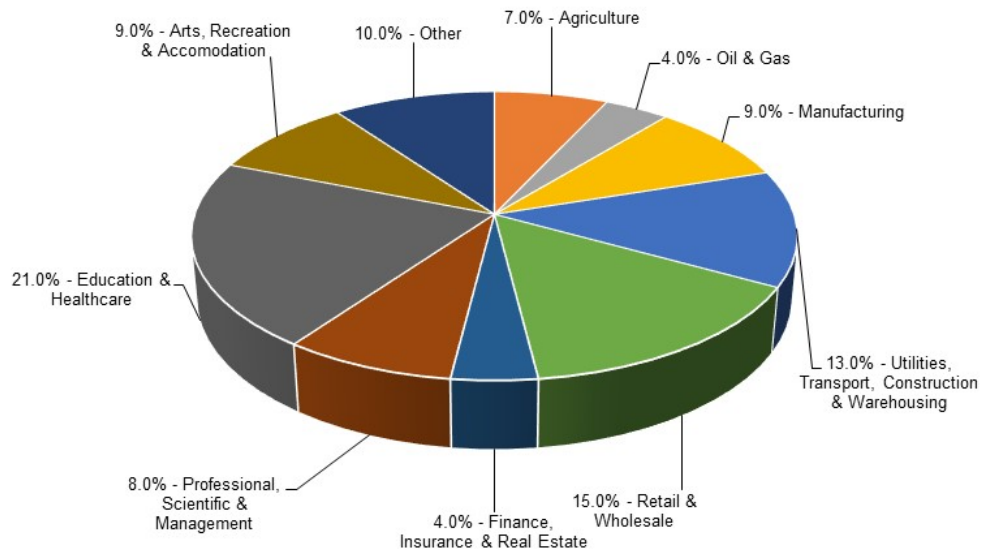
- ~~'Agriculture, forestry and hunting'~~ Education and Healthcare (~~13.6~~ 21 percent of the total);
- ~~'Retail and Wholesale Trade'~~ (~~12.3~~ 15 percent of the total);



- ~~‘Health care and Social Assistance’~~ Utilities, Transportation, Construction, Warehousing (11.1 13 percent of the total).

Figure 4

Town of Milk River
Employment by Industry



Source: SouthGrow Regional Initiative

Some of the major local employers include ~~Roydale International Ltd.~~ Alberta Health Services and ~~Triple “O” Sales Ford Mercury Dealer~~ Hughson Trucking. Where the labour force resides and where they work is an important indicator to consider when planning future needs. ~~Table 3 reveals~~ According to the 2006 census, some significant labour trends includeing:

- The bulk of the local labour force is able to find employment locally with approximately 76 percent working within the census division; ~~approximately 50.6 percent~~, and only 19.7 22 percent of the ~~residents~~ labour force commute outside the census ~~district~~ division for employment purposes.
- Approximately ~~11.1 11~~ percent of the town residents work at home. Often, certain types of home-based businesses will expand and eventually relocate into a commercial or industrial area.



Table 2
Total Labour Force by Industry Type

Total Labour Force 15 years and Over By Industry Divisions (20% sample)	410	%
— Agriculture, forestry, fishing and hunting	55	13.6
— Mining and oil and gas extraction	10	2.5
— Utilities	0	0.0
— Construction	40	9.9
— Manufacturing	10	2.5
— Wholesale trade	40	9.9
— Retail trade	50	12.3
— Transportation and warehousing	20	4.9
— Information and cultural industries	0	0.0
— Finance and insurance	10	2.5
— Real estate and rental and leasing	0	0.0
— Professional, scientific and technical services	0	0.0
— Management of companies and enterprises	0	0.0
— Administrative & support, waste management & remediation services	20	4.9
— Educational services	25	6.2
— Health care and social assistance	45	11.1
— Arts, entertainment and recreation	10	2.5
— Accommodation and food services	15	3.7
— Other services (except public administration)	20	4.9
— Public administration	35	8.6

-All information is based upon Statistics Canada 2001 Census

Table 3
Total Employment Labour Force by Place of Employment

Total employed labour force 15 years and over by place of work status (20% sample)	MALES	FEMALES	TOTAL
TOTAL 405	235	170	405
Usual place of work	140	145	285
—In CSD of residence	110	95	205
—In different CSD	30	50	80
In same CSD*	20	45	65
At home	30	15	45
Outside Canada	0	0	0
No fixed workplace	65	10	75

*CSD refers to Census Subdivision

Source: Compiled from data acquired from Statistics Canada, 2001 Census

LABOUR FORCE EMPLOYMENT

As indicated in the 1996 census, the Town of Milk River, as part of the Lethbridge-Medicine Hat economic region, had a labour force participation rate of 61 percent and an extremely low unemployment rate of 2.4 percent. During this same time the province of Alberta was reporting a participation rate of 72.8 percent and an unemployment rate of 7.2 percent. Since the 1996 census, the unemployment rate has steadily fallen across the Alberta and the Lethbridge-Medicine Hat economic region (Human Resources Development Canada). The participation rate for 2001 in this economic



region stood at 67.0 percent. In comparison, during this same time period the province of Alberta participation rate was 72.4 percent.

SUBDIVISION AND DEVELOPMENT ACTIVITY

The majority of subdivision and development activity within the town is residential in nature. From 2005 to 2015, a total of nine subdivision applications were approved in Milk River (see Table 3, Appendix B). Residential development has been responsible for the majority of the subdivision activity, creating 26 of the 29 new lots during the last ten-year period. Large-scale institutional projects, such as the Prairie Rose Lodge expansion, have increased the total value of building permits during the period, although residential building permits were still more numerous.

Table 3 in the Appendix displays an overview of the subdivision activity that has taken place over the most recent ten-year period. During the review period, there were 3 subdivision applications in total. Residential development has been responsible for all of the subdivision proposals and the creation of 13 new residential lots. It is unexpected that over the last five years institutional construction has been responsible for more in terms of building permit value than residential construction (see Table 4). In regards to future subdivision and development, there are a number of vacant lots within the developed portions of town and a significant amount of land considered to be in a transitional agricultural state adjacent to the built up portions within the town limits. Therefore, with a projected positive population growth within the community it appears reasonable to expect this development trend to continue in the future.

Table 4
Milk River Building Permit Values by Type of Permit (1995 – 2001)

Year	Residential (Value in \$)	Commercial (Value in \$)	Industrial (Value in \$)	Institutional (Value in \$)	Estimated Total \$
2001	138,000	20,000	65,000	—	223,000
2000	172,000	64,000	—	13,000	249,000
1999	175,000	80,000	—	687,000	942,000
1998	355,000	119,000	—	55,000	529,000
1997	432,000	54,000	757,000	801,000	2,044,000
1996	25,000	42,000	—	—	67,000
1995	159,000	130,000	90,000	40,000	419,000
Total	1,456,000	509,000	912,000	1,596,000	4,473,000

Source: Town of Milk River, 2003 (Albertafirst.com)

MUNICIPAL ASSESSMENT

According to the municipality's ~~2003~~ 2016 tax assessment breakdown, the total of all land and buildings assessment in the Town of Milk River was valued at over ~~35.8~~ 62 million dollars (see Table 5 2). The majority, approximately ~~74.0~~ 81 percent, of Milk River's tax roll is considered 'improved residential' in its nature. The community's residential tax assessment is slightly lower than the average compiled from tax assessments from similar communities in Southern Alberta, ~~74.0~~ percent compared to ~~78.7~~ percent. Conversely, the non-residential tax assessment percentage, when again compared to similar Southern Alberta communities, is greater than the average, ~~22.5~~ 17 percent compared to ~~17.5~~ 12 percent. This indicates the commercial and industrial sectors of town are contributing slightly more to the municipal



tax base than in the *other* small Southern Alberta communities *selected for comparison*. According to Alberta Municipal Affairs, the average equalized tax assessment in southern Alberta is comprised of approximately 75 percent ‘residential’, 20 percent ‘non residential’ and 5 percent ‘other’ categories (linear, machinery and equipment).

Table 5
2003 Equalization Tax Assessment Report
Comparison of Southern Alberta Communities in Dollar Values

Municipality	Residential \$	Non-Residential \$	Machinery/ Equipment \$	Linear \$	Grand Total \$	% Residential	% Non-Residential	% Other
Milk River	26,549,502	8,085,889	0	1,262,410	35,897,801	74.0	22.5	3.5
Cardston	104,557,305	20,203,290	304,010	3,876,190	128,940,795	81.1	15.7	3.2
Coalhurst	40,432,669	2,511,335	47,040	1,245,990	44,237,934	91.4	5.7	2.9
Magrath	53,443,198	6,056,774	540,500	2,008,530	62,049,002	86.1	9.8	4.1
Picture Butte	46,019,891	10,824,750	267,460	1,849,430	58,961,531	78.1	18.4	3.6
Vauxhall	28,064,790	11,188,966	859,380	2,182,980	42,296,116	66.4	26.5	7.2
Vulcan	66,264,192	22,427,162	898,240	2,220,800	91,810,394	72.2	24.4	3.4
Average	52,190,221	11,614,024	416,790	2,092,333	66,313,368	78.7	17.5	3.8

Source: Alberta Municipal Affairs, 2003

Table 2
2016 Equalization Tax Assessment Report
Comparison of Southern Alberta Communities in Dollar Values

Municipality	Residential \$	Non-Residential \$	Machinery/ Equipment \$	Linear \$	Grand Total \$	% Residential	% Non-Residential	% Other
Milk River	51,163,173	9,937,848	11,870	1,466,180	62,579,071	81.8	15.9	2.4
Cardston	277,236,173	40,756,492	262,330	5,012,240	323,267,404	85.8	12.6	1.6
Coalhurst	205,708,874	8,076,220	17,330	2,156,230	215,958,654	95.3	3.7	1.0
Magrath	181,997,905	9,752,993	1,344,160	2,465,560	195,560,618	93.1	5.0	1.9
Picture Butte	127,512,214	21,567,461	1,036,370	2,246,590	152,362,635	83.7	14.2	2.2
Vauxhall	68,886,762	10,590,336	1,313,460	1,313,460	82,792,928	83.2	12.8	4.0
Vulcan	165,599,191	36,720,855	658,320	3,271,430	206,249,796	80.3	17.8	1.9
Average	154,014,923	21,045,658	663,406	2,660,086	176,967,301	86.1	11.7	1.9

Residential includes Residential and Farmland

Non-Residential includes Non-Residential Non-Regulated and Non-Regulated Rail

Source: Alberta Municipal Affairs, 2016



SUMMARY OF ECONOMIC ACTIVITY AND GROWTH

Although the preceding economic activity review is not a complete and thorough analysis, it does illustrate some prevalent trends that are present in the local economy. These trends can be defined by the following observations:

- presently, the region is experiencing low unemployment rates ~~(2003)~~ relative to the rest of the province (2015);
- subdivision and development activity is quite minimal;
- ~~building permits issued for institutional development made up the greatest dollar value since 1995;~~
- Milk River has more non-residential development than other similar sized communities in Southern Alberta.

As Alberta's economy continues to grow and change, the Town of Milk River can expect to be influenced by it. A diverse economy is less likely to be adversely affected by market forces. The town administration should continue to promote a growing and diversifying economy; the future economic growth in the town should reflect that of the province. Milk River has not experienced significant growth since 1991 but a strong provincial economy and the commitment to the CANAMEX trade route could significantly impact the future of the community.



Town Of
Milk River

Municipal Development Plan

LAND USE ANALYSIS



4. LAND USE ANALYSIS

The shape and character of a community is directly related to the quality, quantity and location of land use within its boundary. By studying land use we can achieve an understanding of how various elements in the ~~man-made~~ built environment function, specifically the amount of land they require and their relationships to one another. It is important to examine past and present land use studies to better predict future development requirements, manage prospective growth and prevent or minimize potential land use conflicts.

4.1 General Land Use

One of the key steps in preparing a long-term plan is a thorough appraisal of the various types of land use that make Milk River what it is. Map 2 and Tables ~~6 3 and 4~~ show the distribution of existing land use in the Town of Milk River. Residential development is ~~the~~ a dominant use but a fair portion of land is also committed to commercial, industrial and recreational uses.

Since the previous plan, development within the community has been quite limited. New residential construction has taken place in the northeast along the north end of Main Street and 7th and 8th Avenues, while the majority of new commercial and industrial development is located in the north end of town along the highway.

The industrial area has remained at approximately the same level of development since last reviewed in 1990, and however, there ~~still exists land available for development~~ will likely be a need for more industrial land for development in the near future. There has been infill development in the established central parts of town such as the ~~new~~ Roman Catholic Church and the ~~new~~ Town Centre. A significant amount of open space is to be found in the east central portion of town with both schools, Kinsmen Park, and the baseball fields located in this area.

~~Over 63 percent of the respondents to the Municipal Development Plan Questionnaire indicated they agree the town should continue to own and develop land for residential, commercial and industrial purposes. However, over 75 percent of the respondents did not agree to spend town funds to own and develop land for the above purposes.~~



Table 6

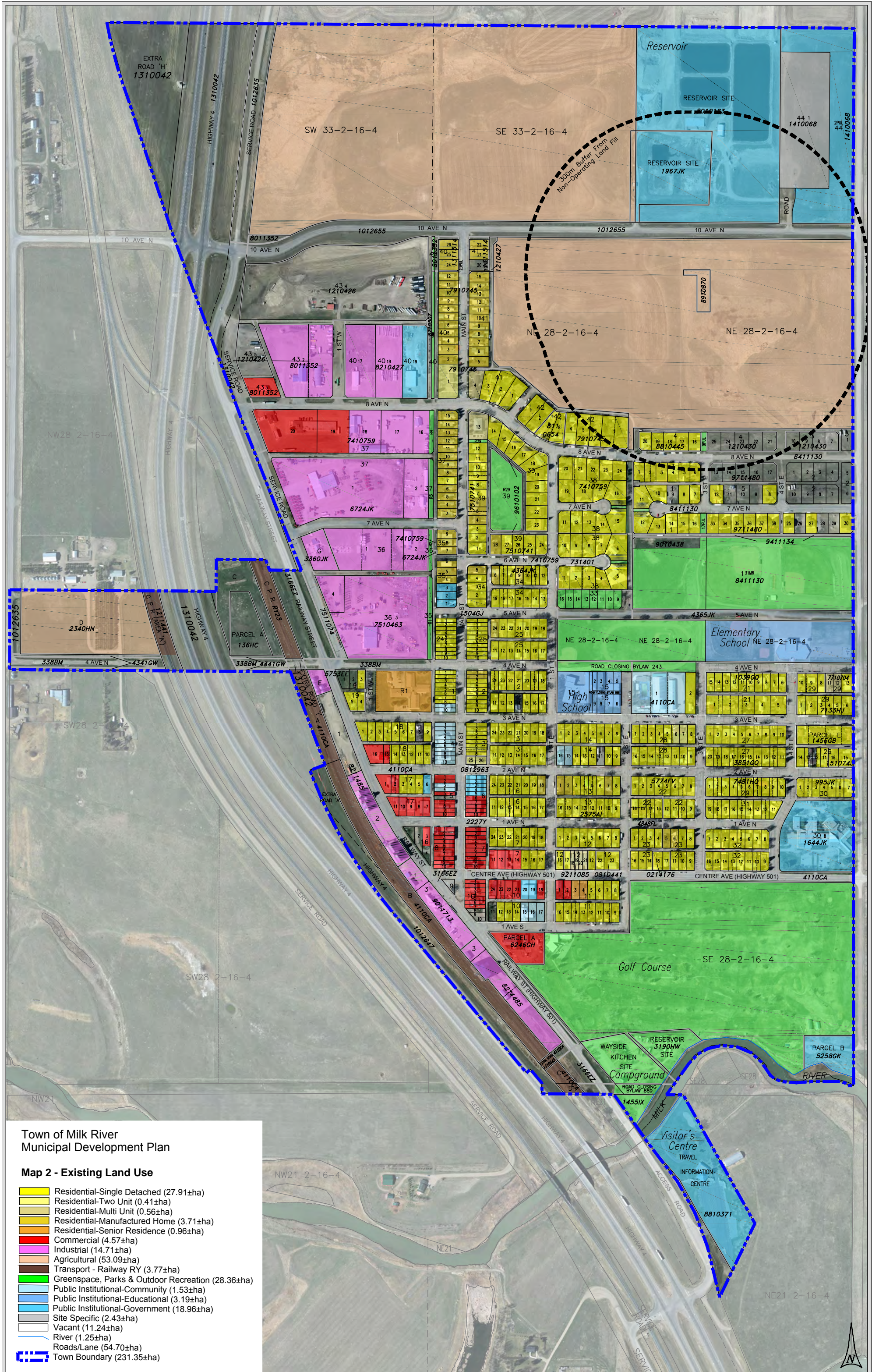
**March 2001 Existing Land Use for Town of Milk River
(Based on land use within the Town Boundary)**

NO.	TYPE	Area (acres)	Area (ha)	% Total Area
1100	Single family	66.5	26.9	11.6
1200	2 family	1.0	0.4	0.2
1300	3-4 family	0.7	0.3	0.1
1400	Multi family	0.7	0.3	0.1
1600	Mobile Home	5.8	2.3	1.0
1710	Senior Housing	2.5	1.0	0.5
2100	Retail	16.8	6.8	2.9
2200	Wholesale	1.2	0.5	0.2
2300	Service	9.1	3.7	1.6
2400	Transportation	1.7	0.7	0.3
2500	Contracting	0.5	0.2	0.1
2700	Warehousing	1.7	0.7	0.3
3400	Extractive	1.2	0.5	0.2
3500	Ag Processing	11.7	4.6	1.9
3700	Trucking	6.3	2.5	1.1
4100	Educational	7.9	3.2	1.4
4200	Government	2.9	1.2	0.6
4300	Community	7.4	3.0	1.3
4400	Hospital	4.4	1.8	0.8
4700	Religious	1.7	0.7	0.3
5400	Railway	8.2	3.3	1.4
5500	Utilities	31.4	12.7	5.5
6300	Indoor Recreation	1.9	0.8	0.3
6400	Outdoor Recreation	56.1	22.7	9.8
6500	Parks	3.2	1.3	0.7
6600	Open Space	10.7	4.3	1.8
7000	Agriculture (Urban reserve)	176.9	71.6	31.0
	Roads	95.4	38.6	16.5
	Creek	2.9	1.2	0.6
	Vacant	33.4	13.5	5.9
	Total	671.8	231.3	100.0

Table 7

Milk River Existing Residential Land Use

NO.	TYPE	Area (acres)	Area (ha)	% Total Residential	% Total Land Area
1100	Single Family	66.5	26.9	86.2	11.6
1200	2 Family	1.0	0.4	1.2	0.2
1300	3-4 Family	0.7	0.3	1.0	0.1
1400	Multi Family	0.7	0.3	1.0	0.1
1600	Mobile Home	5.8	2.3	7.4	1.0
1710	Senior Residence	2.5	1.0	3.2	0.5
	Total	77.2	31.2	100.0	13.5



**Town of Milk River
Municipal Development Plan**

Map 2 - Existing Land Use

- Residential-Single Detached (27.91±ha)
- Residential-Two Unit (0.41±ha)
- Residential-Multi Unit (0.56±ha)
- Residential-Manufactured Home (3.71±ha)
- Residential-Senior Residence (0.96±ha)
- Commercial (4.57±ha)
- Industrial (14.71±ha)
- Agricultural (53.09±ha)
- Transport - Railway RY (3.77±ha)
- Greenspace, Parks & Outdoor Recreation (28.36±ha)
- Public Institutional-Community (1.53±ha)
- Public Institutional-Educational (3.19±ha)
- Public Institutional-Government (18.96±ha)
- Site Specific (2.43±ha)
- Vacant (11.24±ha)
- River (1.25±ha)
- Roads/Lane (54.70±ha)
- Town Boundary (231.35±ha)





Table 3

Town of Milk River
Existing Land Use – May 2016

Type	Area (acres)	Area (hectares)	% Total Land Area
Residential - Single-Detached	68.97	27.91	12.1
Residential - Two-Unit	1.01	0.41	0.2
Residential - Multi-Unit	1.38	0.56	0.2
Residential - Manufactured Home	9.17	3.71	1.6
Residential - Senior Residence	2.37	0.96	0.4
Commercial	11.29	4.57	2.0
Industrial	36.35	14.71	6.4
Public Institutional - Community	3.78	1.53	0.7
Public Institutional - Educational	7.88	3.19	1.4
Public Institutional - Government	46.85	18.96	8.2
Greenspace, Parks & Outdoor Recreation	70.08	28.36	12.3
Agricultural *	131.19	53.09	22.9
Site Specific	6.00	2.43	1.1
Transport - Railway	9.32	3.77	1.6
Roadway	135.17	54.7	23.6
River	3.09	1.25	0.5
Vacant	27.77	11.24	4.9
Total	571.68	231.35	100.0

* The majority of the land categorized as Agricultural is within the Urban Reserve land use district

Table 4

Town of Milk River
Existing Residential Land Use

Type	Area (acres)	Area (hectares)	% Total Residential	% Total Land Area
Residential - Single-Detached	68.97	27.91	83.2	12.1
Residential - Two-Unit	1.01	0.41	1.2	0.2
Residential - Multi-Unit	1.38	0.56	1.7	0.2
Residential - Manufactured Home	9.17	3.71	11.1	1.6
Residential - Senior Residence	2.37	0.96	2.9	0.4
Total	82.90	33.55	100.0	14.5



4.2 Residential

~~OVERVIEW OF EXISTING RESIDENTIAL LAND USE~~

~~In analyzing future needs for residential development, it is important to first examine the present state of residential land in the Town of Milk River. Historically, residential development has taken place on the northeast side of Highway 4, and the majority occurs to the east of Main Street. There are a few single-family detached dwellings located between Railway Street and Main Street in a prime commercial area. Most of the development has occurred on a grid street pattern that was established by the CPR. The more recent development in the northeast corner of Milk River has started to use cul-de-sacs and a curvilinear road network. Housing types include single family, two family, three to four family, multi-family, mobile home and senior housing. Land currently zoned for residential use totals approximately 84 acres (34 ha).~~

~~All types of dwellings are allowed in the R1 Residential district as either permitted or discretionary uses, with the exception of mobile homes that require a separate zoning to the R2 Mobile Home district. To date, mobile home development, except for four units, has been designated to both sides of the northern end of Main Street. Large Lot Residential – R3, located along 8th Avenue North and between Main Street and 2nd Street, provides for restricted residential development to occur on those larger lots within the Town of Milk River.~~

~~According to the Existing Residential Land Use Table 7:~~

- ~~• Residential development, including single family, multi-family, mobile home and senior residence, occupies 77.2 acres (31.2 ha) of land or makes up 13.5 percent of the total land area.~~
- ~~• The dominant housing form is single-family dwellings, 86.2 percent of the total residential land use.~~
- ~~• However, there are number of other housing types present: mobile homes, duplexes, fourplexes, and row housing have been developed and occupy approximately 13.8 percent of the total residential land use.~~

~~*Single-detached dwellings (see Table 4) comprise the majority of the housing stock in town, located throughout the residential districts. Manufactured homes are concentrated along the north of Main Street, although units are interspersed alongside traditional single-detached dwellings. Two-unit and multi-unit homes are not common in the town, with many of the two-unit dwellings being owned by the provincial government. Two senior residences are located within town, with the larger Prairie Rose Lodge having been expanded in 2015, being located in the central part of town.*~~

~~In reviewing the household and dwelling analysis (see Tables 4, 5 and 6 in the Appendix B) it is evident that there are a large number of people living alone, as over ~~33~~ 30 percent of households contain only one person. This may be due to the high percentage of seniors that live in Milk River. Other significant points concerning residential development in the Town of Milk River include:~~

- ~~• According to Table ~~8~~ 5, and in comparison to other small communities in southern Alberta, Milk River has one of the lowest average number of persons per dwelling, at 2.3 persons.~~

- According to the ~~2001~~ 2006 census the average value of a dwelling in Milk River was ~~\$80,569~~ \$110,694. This was the lowest average value for residences in comparison to other southern Alberta communities (Table ~~8~~ 5).
- There is a fairly large stock of older dwellings as ~~44.2~~ percent of the private dwellings were constructed prior to 1961 and a considerable amount, approximately ~~22.9~~ percent, of construction occurred between 1971 and 1980 (see Table 5 in Appendix). Of the 2006 housing stock, only 12 percent was built in the past 20 years. This indicates that the municipal housing stock is ageing.
- Approximately ~~84~~ 77 percent of the present dwellings are owner occupied and ~~16~~ 23 percent are rentals (see Table ~~8~~ 5).

Table 8

Comparison of Various Southern Alberta Communities: Dwelling and Population Characteristics

Structural Type (as percentage of dwelling stock)	Fort							Picture Butte
	Milk River	Coaldale	Claresholm	Macleod	Nanton	Vulcan		
Single detached house	83.0	87.3	74.9	78.3	87.7	83.3	81.1	
Semi detached house	0.0	3.1	4.6	2.9	11.9	1.4	3.3	
Row house	4.2	4.4	2.6	0.4	5.2	4.3	2.4	
Apartment, detached duplex	0.0	1.0	1.3	0.8	0.0	0.0	1.6	
Apartment building, five or more storeys	0.0	0.0	0.0	1.3	0.0	0.0	0.0	
Apartment building, less than five storeys	2.8	3.6	11.9	7.5	3.8	7.2	2.4	
Other single attached house	0.0	0.5	0.7	0.0	0.6	0.0	0.8	
Movable dwelling (4)	8.5	0.0	3.6	9.6	1.3	2.9	8.1	
Other Dwelling Status Information								
Percentage Owned	83.1	82.3	71.9	75.0	81.3	80.4	71.3	
Percentage Rented	16.9	17.4	28.1	25.0	18.7	18.6	28.7	
Average number of persons per dwelling	2.3	2.9	2.3	2.4	2.3	2.4	2.7	
Average value of dwelling: \$	80,569	102,434	110,482	102,410	126,649	108,144	97,163	
Population Characteristics								
Average income (15 years of age & older)	28,886	23,370	26,152	21,217	22,692	24,124	24,401	
Average family income: \$	63,334	51,859	58,066	43,338	49,686	53,785	56,843	
2001 unemployment rate	0.0	5.9	8.6	8.4	5.6	4.1	1.9	

All data has been obtained from Statistics Canada 2001 Census information.

Table 5

Comparison of Various Southern Alberta Communities: Dwelling and Population Characteristics

Structural Type (as percentage of dwelling stock)	Fort							Picture Butte
	Milk River	Coaldale	Claresholm	Macleod	Nanton	Vulcan		
Single detached house	81.6	81.0	70.5	77.5	88.0	80.4	84.7	
Semi detached house	0.0	3.1	4.8	4.1	3.6	6.5	4.2	
Row house	0.0	3.8	3.5	0.8	3.0	5.9	1.7	
Apartment, detached duplex	0.0	1.3	0.6	0.8	0.0	0.0	0.0	
Apartment building, fewer than five storeys	10.5	4.7	13.3	4.1	4.8	0.0	0.0	
Apartment building, five or more storeys	0.0	0.0	0.0	1.6	0.0	0.0	0.0	
Other dwellings	6.6	6.0	6.7	11.1	1.2	6.5	9.3	
Other Dwelling Status Information								
Percentage Owned	77.6	83.7	71.7	85.7	86.2	85.6	74.6	
Percentage Rented	22.4	16.3	28.3	14.3	13.8	14.4	25.4	
Average number of persons per dwelling	2.3	2.7	2.3	2.5	2.4	2.4	2.6	



Average value of dwelling: \$	110,694	161,857	159,870	124,667	196,650	152,108	134,780
Population Characteristics							
Median income (15 years of age & older)	22,065	25,701	24,106	22,885	23,809	24,887	21,930
Median family income: \$	53,140	62,115	57,868	56,149	55,033	59,448	53,540
2006 unemployment rate	2.3	3.3	2.4	4.7	1.9	2.2	2.6

All data has been obtained from Statistics Canada 2006 and 2011 Census information.

The population structure reveals that Milk River has an ageing population, and the percentage of seniors is expected to continue to increase over the next 20 years. Milk River may expect more retired-age persons to relocate from the surrounding area, as it provides many of the necessary services and conveniences found in a large urban centre. ~~Demographic trends show an increase in seniors, which will bring a growing need for housing forms that support aging in place.~~ The ageing population will alter the demand for housing within the municipality. With a growing, ageing ageing population, the number of persons with special needs can be expected to increase and the need for accessible, supportive and specialized housing must be increased accordingly. Therefore, more suitable housing should be planned for to accommodate this age group, such as senior housing and nursing homes and the trend of “ageing in place” where seniors choose to stay in their current dwellings, should be studied and any implications understood by municipal officials. There may also be more of a demand for adult housing, townhouses and condominium units as people retire and want low maintenance housing.

RESIDENTIAL LAND REQUIREMENTS

~~A residential land consumption range can be calculated to illustrate possible scenarios of the amount of land that may be required for future housing needs. The population projection data from the earlier section indicated an increasing population based on past trends and current migration and fertility rates. The population growth for the Town of Milk River has normally been very modest at approximately 0.45 percent per annum over the last 25 years. The land consumption analysis (Table 9) is based on the following criteria:~~

- ~~• population projections based on the 20-year cohort projection to 0.5 percent annual growth rate;~~
- ~~• 2.3 persons per dwelling based on 2001 Census data;~~
- ~~• the standard number of units that can be built per acre using the assumption the new dwellings are single family (4.7 units per acre).~~

Using the population projections from the previous section of this plan and the following assumptions, the future residential land consumption range (see Table 6) can be calculated to help determine residential land needs:

- growth rate based on population projections ranging from the low-end (0.5 percent annual decline) and the high-end (5 year cohort survival method);
- 2.3 persons per dwelling unit;
- single-detached dwellings with a density of 4.7 units per acre.

Using the assumptions developed in the analysis, it appears that Milk River could develop between 17.5 acres (7.1 ha) and 12.6 acres (5.1 ha) of additional residential land to accommodate 999 to 1,052 people



by the year 2021. This translates into between approximately 60 and 80 additional dwelling units that would be required by the year 2021. This analysis does not take into consideration existing vacant land or lots that could be used for infill development. Currently, there are 10.2 acres (4.1 ha) of undeveloped zoned residential land (see Table 7 in the Appendix); therefore a portion of urban reserve land may need to be zoned to residential to accommodate future growth over the next 20-year period. According to the Existing Land Use Table 6, the town has approximately 33.4 acres (13.5 ha) of land considered vacant, and approximately 176.9 acres (71.6 ha) of land classified as urban reserve.

Based on the assumptions, two very different land consumption scenarios are possible. Under the growth scenario, approximately 3 acres of land would be required for residential development through 2026. On the low-end, under the declining growth rate scenario, a surplus of approximately 8 acres would exist. As such, residential land requirements could reasonably be accommodated upon vacant parcels within the town limits assuming there are no development constraints. A significant portion of vacant land within the town boundary is subject to development constraints – including high servicing costs and proximity to the closed landfill, which may necessitate future expansion of the town boundaries. The population will need to be monitored as well as the state of the local housing market, in order to respond flexibly to growth or decline.

**Table 9
Town of Milk River – 2001 Residential Land Consumption Range**

Year	Population Levels		Assumed Persons Per D.U.**	Total Required D.U.s		Existing D.U.s	New Dwelling Units Required		Land Acreage Requirement*	
	High	Low		High	Low		High	Low	High	Low
1996		929								
2004	952	942	2.4	453	449	375	78	74	16.7	15.7
			2.3	414	410	375	39	35	8.3	7.4
			2.5	384	377	375	6	2	1.2	0.4
2006	977	957	2.4	465	456	375	90	81	19.2	17.2
			2.3	425	416	375	50	41	10.6	8.7
			2.5	394	383	375	16	8	3.4	1.7
2011	1001	969	2.4	477	461	375	102	86	21.6	18.3
			2.3	435	421	375	60	46	12.8	9.8
			2.5	400	388	375	25	13	5.4	2.8
2016	1026	983	2.4	489	468	375	114	93	24.2	19.8
			2.3	446	427	375	71	52	15.1	11.1
			2.5	410	393	375	35	18	7.5	3.8
2021	1052	999	2.4	504	476	375	126	101	26.8	21.5
			2.3	457	434	375	82	59	17.5	12.6
			2.5	424	399	375	46	24	9.7	5.1

Note: This future land need analysis was done for projections over a 25-year period of additional land acreage required to accommodate new dwelling units. It does not take into consideration such factors as the existing vacant land acreage; land available for infill development, etc. The low population level was based upon a 20-year cohort projection rate, while the high-end population level was projected on a 0.5 percent growth rate per annum.

* Acreage based on 4.7 units per acre

**D.U. = dwelling unit

(The 2001 Census persons per dwelling unit was 2.3 for Milk River.)



Table 6

Town of Milk River
2011 Residential Land Consumption Range

Year	Population Levels		Assumed Persons Per D.U.**	Total Required D.U.s		Existing D.U.s	New Dwelling Units Required		Land Acreage Requirement*	
	High	Low		High	Low		High	Low	High	Low
2011	811									
2016	842	785	2.1	401	374	357	44	17	9.4	3.6
			2.3	366	341	357	9	0	1.9	0
			2.5	337	314	357	0	0	0	0
2021	848	760	2.1	404	362	357	47	5	10.0	1.1
			2.3	369	330	357	12	0	2.6	0
			2.5	339	304	357	0	0	0	0
2026	849	736	2.1	404	350	357	47	(0	10.0	0
			2.3	369	320	357	12	0	2.6	0
			2.5	340	294	357	0	0	0	0
2031	855	712	2.1	407	339	357	50	0	10.6	0
			2.3	372	310	357	15	0	3.2	0
			2.5	342	285	357	0	0	(3.2)	0
2036	873	689	2.1	416	328	357	59	0	12.6	0
			2.3	380	300	357	23	0	4.9	0
			2.5	349	278	357	0	0	0	0

Note: This future land need analysis was done for projections over a 25-year period of additional land acreage required to accommodate new dwelling units. It does not take into consideration such factors as the existing vacant land acreage; land available for infill development, etc. The low population level was based upon a 0.5% annual rate of decline, while the high-end population level was projected with the 5-year cohort model.

* Acreage based on 4.7 units per acre

**D.U. = dwelling unit

(The 2011 Census persons per dwelling unit was 2.3 for Milk River.)

4.3 Commercial

~~OVERVIEW OF EXISTING COMMERCIAL LAND USE~~

The majority of commercial development has occurred in the downtown area along Main Street between 1st Avenue South and 3rd Avenue North and along the east side of Highway 4. Although development has spread down some of the side streets, the presence of the existing Highway 4 limits the expansion of the business district to the west. Historically, commercial development evolved as a response to the demands of the surrounding rural community to provide goods and services locally. Agri-business is an important part of the economy and one of the reasons Milk River remains the primary service centre for residents, as well as the surrounding rural area. The businesses are typical of small rural centres and include retail businesses, financial institutions, automotive service and repair shops, professional offices, restaurants and hotels, and a pharmacy. ~~Table 10 illustrates the existing commercial land use in Milk River.~~ There are some vacant buildings as well as vacant lots within the downtown core that could be renovated or developed in the future. *There may be opportunity for westward expansion of the downtown, should the existing rail-lines be decommissioned in the future.*



Table 10
Milk River Existing Commercial Land Use

No.	Type	Area (acres)	Area (ha)	% Total Commercial	% Total
2100	Retail	46.8	6.8	53.9	2.9
2200	Wholesale	1.2	0.5	3.9	0.2
2300	Service	9.1	3.7	29.4	1.6
2400	Transportation	1.7	0.7	5.6	0.3
2500	Contracting	0.5	0.2	1.6	0.1
2700	Warehousing	1.7	0.7	5.6	0.3
	Total	31.4	12.6	100.0	5.4

According to the Land Use Bylaw, the commercial land for the Town of Milk River is divided into two districts: ~~C1 Central~~ Retail/General Commercial – C1 and ~~C2 Drive-in~~ Highway Commercial – C2. The ~~Central~~ Retail/General Commercial district is found along the south end of Main Street and the east side of Highway 4. ~~Drive-in~~ Highway Commercial is located along the east side of Highway 4 and includes development that is compatible to being located next to a major thoroughfare.

A dependence on the surrounding agricultural community is evident by the presence of highway commercial businesses located along the northern section of Highway 4. These include two large farm machinery implement dealers, transport and auto service and an ~~automotives~~ automotive dealership. Lands that are currently ~~being used~~ zoned for commercial purposes amount to ~~about over 31~~ 14 acres (~~12.6~~ 5 ha).

~~CENTRAL (DOWNTOWN)~~ RETAIL/GENERAL COMMERCIAL (DOWNTOWN)

The ~~central~~ retail/general commercial designation covers most types of commercial land use ~~predominantly~~ includes retail outlets, personal services, government and institutional, assembly, personal services, hotels and licensed premises, restaurants and office. Discretionary ~~central~~ retail/general commercial use includes accessory buildings, residential accommodation in conjunction with an approved commercial use, service stations and utilities.

~~Over 44 percent of the respondents to the Municipal Development Plan Questionnaire rated the appearance of the downtown as poor to very poor, while 42 percent rated it as average. Over 37 percent of the respondents in the open ended question commented the downtown (Main Street) needs upgrading and maintenance. The 1990 General Municipal Plan noted a similar concern for the need to improve the appearance of the downtown area. A detailed study of the downtown could be undertaken so as to better understand the specific requirements and opportunities available for improving the appearance and redeveloping this area.~~

~~The present commercial district is fairly compact. Expansion of the downtown area is somewhat constrained given the proximity of the highway to the west and existing development patterns to the north, south and east. Nevertheless, there may be some commercial redevelopment opportunities to the west, should the existing spur line and associated uses be decommissioned – an environmental assessment would likely need to be undertaken as part of any redevelopment proposals for this area.~~



~~which presents certain problems regarding future growth. As this district fronts on Railway Street (the current Highway 4) there will be a need to examine the question of direction for commercial growth when the highway is moved to the west approximately 200 metres. Expansion towards the north or south ends of Milk River, where several highway commercial uses already exist and the future interchanges for Milk River will be located, is not feasible, as central commercial and highway commercial uses should be kept separate.~~

For the foreseeable future there appears to be enough ~~central~~ downtown commercial space with infill development and redevelopment in the ~~downtown~~ core. It is observed that some of the buildings in the ~~central-downtown commercial~~ area are in very poor condition and in need of redevelopment. The most logical direction of expansion in the downtown core would be between Railway Street and Main Street along both sides of 2nd Avenue North. The residences in this area could be zoned transitional commercial. ~~The land between the existing Highway 4 and the future realigned Highway may be an option for future central commercial activity, however the area needs to be examined for the best use for the land.~~

HIGHWAY (DRIVE-IN) COMMERCIAL

~~The highway (drive-in) commercial designation includes permitted commercial activities such as automobile sales and service, hotels, motels, roadside restaurants and cafes, service stations and signs. Discretionary uses include ancillary buildings to motels, commercial recreation facilities, licensed premises and retail liquor sales. Highway commercial use caters to the travelling public and is not aimed at the local market. Requirements for highway commercial lands are hard to determine, as this type of land is often a function of supply and demand. By their nature, highway commercial uses:~~

- require sites with both high visibility and ready access;
- often require larger lot sizes to accommodate semi-trailer or recreational vehicles, provide suitable parking, enable drive-in services, etc.

~~The majority of existing highway (drive-in) commercial uses are located along the north end and east side of Highway 4. The realignment of Highway 4 will have a major impact on the location of existing and future highway commercial development. As well designed access to highway commercial activity is important, the development around the future interchanges north and south of Milk River should be done with an overall plan in mind and with the consultation of Alberta Transportation.~~

Future growth and development of highway commercial activity is more closely related to increased traffic on the highway rather than actual population growth in the town itself. As will be discussed in the transportation section of this plan, highway traffic volumes have been steadily increasing over the last ten years and will continue to do so with the completion of the CANAMEX Trade Route, thus potentially creating more demand for highway commercial.

4.4 Industrial

~~OVERVIEW OF EXISTING INDUSTRIAL LAND USE~~



Industrial activity plays an important role in the economy of the Town of Milk River, in terms of providing a source of tax revenue for the town and in offering employment opportunities to local residents. The purpose of land use planning is to manage and direct growth in a way that minimizes the adverse impacts from the negative externalities associated with certain types of industry. Municipalities often attempt to restrict industrial land use activities to industrial parks, to help mitigate problems with adjacent non-industrial land uses. An unfortunate situation in Milk River is that due to the location of the rail line and later the highway, industrial land has historically developed on the west side of town rather than the east, and out of the prevailing winds. This has resulted in the residential area being located to the east of the industrial activity. Future industrial development should be considerate of the proximity of residential uses when siting decisions are made.

According to the Land Use Bylaw ~~No. 821, 1998~~, Milk River has zoned areas for both light (I1) and general industrial (I2) uses. The majority of general industrial uses can be found along the western side of Highway 4. These include such industries as grain elevators, bulk fuel stations, bulk fertilizer suppliers, and grain storage. The transportation systems offered by both Highway 4 and the main line rail provide a particular advantage to the agricultural industry. In addition, lighter industrial uses such as a trucking company, concrete and lumber company, and storage and warehousing companies have developed to the east of the highway, along 8th Avenue North. Many of these uses reflect the role of Milk River as a service centre to the surrounding agricultural community. ~~Table 11 outlines the existing industrial land uses within the Town of Milk River.~~

**Table 11
Milk River Existing Industrial Land Use**

No.	Type	Area (acres)	Area (ha)	% Total Industrial	% Total
3400	Extractive	1.2	0.5	6.3	0.2
3500	Ag Processing	11.7	4.6	60.9	2.0
3700	Trucking	6.3	2.5	32.8	1.1
	Total	19.2	7.6	100.0	3.3

~~At the present time there is a good supply of vacant land within town boundaries designated for both light industrial uses in the northern end of town and general industrial uses northwest of the grain elevators and the existing Highway 4. As discussed in the transportation section, the highway and rail realignments will necessitate several changes in the existing infrastructure in Milk River. These changes will impact the industrial land uses and include:~~

- ~~• the realignment of the CP Rail grain terminal spur line;~~
- ~~• a new 60-metre setoff track for disabled rail cars;~~
- ~~• relocation of three railway level crossings;~~
- ~~• changes in existing access roads and development of new interchange and service roads;~~
- ~~• adjustments to gas, power, water and telephone lines.~~

~~The town should consider the need for more detailed planning studies of the north and south interchange points, the access and service roads, and the portion of land between the old and new highway.~~



The municipality has ~~over 60~~ about 56 acres (~~24.5~~ 23 ha) of land designated zoned as industrial under the Land Use Bylaw. Of that land, however, only a limited amount is vacant (approximately 13 acres; 5 ha). The need to designate additional industrial land is not foreseen in the immediate future. It is often difficult to determine future land requirements for industrial use as some industries will require different land bases than others. Future expansion should take into consideration the ~~future realignment of the transportation routes and the provision of adequate services to the existing and future industrial development~~ as well as the residential development patterns. Given the compatibility of light industrial and highway commercial uses, future land use decisions should be flexible enough to reasonably accommodate both types of activities. Future industrial growth considerations are accommodated for in the growth strategies of this plan.

4.5 Recreation and Open Space

~~OVERVIEW OF EXISTING RECREATION AND OPEN SPACE LAND USE~~

The location of Milk River places it in close proximity to Waterton Lakes National Park, Writing-On-Stone Provincial Park, the United States border to the south and many camping and recreation facilities. Milk River also boasts a variety of recreational facilities, which provide services and facilities to the residents of Milk River and the surrounding region. These include ballparks, soccer fields, bowling alley, a 9-hole golf course and the Milk River and District Civic Centre that houses the library, a curling rink and outdoor swimming pool. The two schoolyards, Block 39 Park, ball diamonds and the Kinsmen Park provide a concentrated amount of open space in the north central part of town. A campground, picnic area and the tourist information centre are located on the southeast end of town, making them very accessible to tourists.

~~Responses from the Municipal Development Plan Questionnaire indicate the adequacy of the existing facilities needs to be reviewed. When the respondents were asked, "What could be done to improve existing facilities?" the most frequent response was to update and maintain existing facilities. In another question, the majority (26 percent) of the respondents also indicated a need for youth programs and activities. A physical fitness centre, arena and covered swimming pool were also considered to be necessary recreation facilities by respondents.~~

The ~~aging~~ ageing population in Milk River will define the way in which parks, recreation facilities and open systems are used and how they evolve. The difficult task will be to successfully maintain activities for children while expanding passive recreation services for adults.

According to Table ~~3-12~~, the most recent existing land use analysis, Milk River has ~~71.9~~ approximately 70 acres (~~29.4~~ ha) of land categorized as Recreation/Open Space. However, a large portion of this is comprised of the Milk River Golf Course, which consists of approximately ~~39.8~~ 40 acres (~~16.09~~ ha) of land. Not including the golf course, Milk River has approximately ~~32.1~~ acres (~~12.9~~ ha) or ~~34.6~~ 35 acres per 1000 persons of existing land used for recreation/open space type purposes. This figure is above the average, as the North American standard for the provision of open space is usually between 10 and 30 acres per 1000 people.



Table 12

Milk River Existing Recreation & Open Space Land Use

No.	Type	Area (acres)	Area (ha)	% Recreation	% Total
6300	Indoor Recreation	1.9	0.8	2.7	0.3
6400	Outdoor Recreation	56.1	22.7	78.0	9.8
6500	Parks	3.2	1.3	4.5	0.7
6600	Open Spaces	10.7	4.3	14.8	1.8
	Total	71.9	29.1	100.0	12.6

4.6 Public and Institutional

~~OVERVIEW OF EXISTING PUBLIC AND INSTITUTIONAL LAND USE~~

The type of services and amenities available often determines the quality of life enjoyed by residents of a community. Many of these services and amenities are provided by outside agencies rather than the municipality. The economic prosperity of the town is dependent on the provision of fundamental services such as health care and education. These services are necessary to retain existing residents and attract new residents, especially young families and retirees. Although these services fall under provincial jurisdiction it is important that the town continue to work with the provincial government and their representatives to maintain the services offered to town residents.

The coordination of needs, wants and available space can be difficult. The designation of appropriate sites for future development of a public or institutional nature can assist the providing agencies in attaining a high level of service delivery and meeting the needs of a growing population.

Public and institutional land uses comprise such activities as health and protective services, and educational and cultural facilities. In the Town of Milk River this includes such uses as the hospital, ~~senior's~~ *seniors'* facilities, fire hall, RCMP office, Town Office, library, churches, schools and other public service land uses. According to Milk River's existing public and institutional land use, Table ~~13~~, approximately 4.5 10 percent of the total land is comprised of public and institutional land uses.

Table 13

Milk River Public and Institutional Land Use

No.	Type	Area (acres)	Area (ha)	% Total	
				Public	Institutional
4100	Educational	7.9	3.2	32.3	1.4
4200	Government	2.9	1.2	12.1	0.6
4300	Community	7.4	3.0	30.3	1.3
4400	Hospital	4.4	1.8	18.2	0.8
4700	Religious	1.7	0.7	7.1	0.3
	Total	24.3	9.9	100.0	4.4



Health Services

The majority of the health services in the area fall under the jurisdiction of the Chinook Regional Health Authority, which operates both the hospital and community health programs. The hospital has 8 acute care beds and 21 auxiliary beds staffed by three physicians. Regional rehabilitation, community care programs, health protection and assessments are all available services through the community health office. Additionally, the services of a dentist, denturist, chiropractor, physiotherapist, podiatrist and audiologist are available to Milk River residents on a bi-weekly or monthly schedule. Other related services include Family and Community Support Services, Prairie Rose Seniors Citizens Lodge with 27 beds, and the Seniors Citizens Apartments with 14 units.

Protective Services

Emergency services are available to the residents of Milk River and include police, fire and ambulance service. Policing for the town is provided by the three member local detachment of the Royal Canadian Mounted Police. Members of the Milk River Detachment are dedicated to community-based policing and have entered into several partnerships with various agencies within their communities to meet this goal. Detachment members provide numerous school and public presentations throughout the year.

Milk River is serviced by a local 17 member volunteer Fire and Rescue Department, which has available two pumper trucks and a rescue truck. Ambulance service consists of one ground ambulance staffed by eight volunteer EMRs and three EMTs. Air ambulance service is available to airlift critical patients to larger care facilities in Calgary.

Educational Services

Public education is available in Milk River at the Milk River Elementary School and Erle Rivers School. These schools are part of the Horizon School Division headquartered in Taber. In addition, post-secondary education is available at the University of Lethbridge and the Lethbridge Community College, both located within commuting distance.

Cultural and Churches

There are numerous cultural facilities and activities serving the residents of the town and the surrounding area. The Town Hall offers meeting rooms and an open foyer available for public use and displays. Heritage Hall is a seniors club and is located across the street from the Town Hall. The Milk River Civic Centre offers a meeting room, kitchen and a banquet room. The Milk River Municipal Library, which is part of the Chinook Arch Regional Library System, is located in the Civic Centre and offers a variety of reading materials and learning activities.

Along with these facilities, there are numerous groups and organizations that help to enhance the cultural well being of the region. Service clubs and organizations such as the Kinsmen/Kinettes, Businessmen's Association, Senior Citizen's Society, Ag Society, Knights of Columbus, Special Needs Society, Brownies/Guides, St. Peter's CWL, St. Matthew's LWML, St. Paul's UCW, 4-H Clubs, Minor Hockey Association and numerous sports clubs.



The religious needs of the residents are met by the four denominations that have constructed churches in the community. Not unlike other facilities, these churches serve the surrounding county as well as the citizens of the town.

4.7 Urban Reserve

Four parcels of land within the town boundary are currently used for agricultural purposes (three of which are under municipal ownership). Three of these parcels are contiguous to 10 Avenue N, designated as "Urban Reserve" in the Land Use Bylaw with the intent of supporting urban development in the future. These three parcels total 123 acres (49 ha) and comprise approximately 20 percent of the municipal land base. These parcels are key elements of the municipal growth strategy, however a significant portion is subject to development constraints for residential purposes due to the proximity to the closed landfill. Pursuing a variance from the Minister of Environment would be necessary to expand the development potential for residential lands south of 10 Avenue. As an alternative, the lands south of 10 Avenue may provide opportunities for recreational or other compatible uses which could possibly include solar energy development. Preliminary engineering analysis has been completed on the lands north of 10 Avenue and west of the municipal water treatment facility for potential industrial and highway commercial expansion. The preliminary investigations indicate that servicing costs for the area north of 10 Avenue are likely to be considerable.

5. MUNICIPAL GOVERNMENT ACT REQUIREMENTS

The Municipal Government Act (MGA) stipulates a number of required elements that a Municipal Development Plan must address. This mandate includes the provision of transportation systems, municipal services, guidance on land use adjacent to sour gas facilities, municipal and school reserve issues, and coordination of land use issues with adjacent municipalities.

5.1 4.8 Transportation

Road systems that link communities are extremely important for the movement of people, goods and services. The Town of Milk River is located at an intersection point of three major transportation routes: Highway 4, *designated as part of the CANAMEX Trade Corridor, serving as* the main north-south route for the province of Alberta *and* linking the municipality to Lethbridge to the north, and the USA to the south; Highway 501 provides an east-west route across the southern portion of the province; and the main CPR railway tracks that run parallel to Highway 4 in a north-south direction. *At present, the road network within the town is adequate for the efficient transportation of people, goods and services.*

HIGHWAYS AND RAILWAY

The Province of Alberta is *realigning* and *upgrading* approximately 10 kilometres of Highway 4 to a four-lane divided highway adjacent to the Town of Milk River and completion is scheduled for 2003. Highway 4 is designated as part of the CANAMEX North South Trade Corridor, which will be a divided, four lane



~~highway linking Mexico, the United States and Canada (the impact of the CANAMEX Corridor will be discussed further in section 6.1).~~

~~Highway 4 will be realigned approximately 200 metres west of the existing highway and the alignment also requires the relocation of approximately 3.4 kilometres of CP Rail mainline track (see Map 3). The highway and rail realignments will necessitate several changes in existing infrastructure, these are:~~

- ~~• realignment of the CP Rail grain terminal spur line;~~
- ~~• new 60 metre setoff track for disabled rail cars;~~
- ~~• relocation of three railway level crossings;~~
- ~~• changes in existing access roads and development of new access and service roads;~~
- ~~• adjustments of gas, power, water and telephone lines.~~

~~These transportation routes have a number of transportation rights-of-way that have been formed through the town and new ones will be created with the realignment of Highway 4. A consequence of this is that these rights-of-way:~~

- ~~• often isolate other parcels of potentially developable land,~~
- ~~• occupy a fairly large amount of good developable land, and~~
- ~~• may impact nearby developments by placing setback restrictions or limiting access.~~

~~Cooperation is needed between the town, the County of Warner, Alberta Transportation, CP Rail and private transportation and utility companies in the future planning of the land involved in the realignment of the Highway 4 to reduce the negative impacts of these rights-of-ways and coordinate land uses that are compatible and that put the land to its best use.~~

TRAFFIC VOLUMES

Both Highways 4 and 501 experienced an increase of ~~between approximately 14 and 17 percent~~ in traffic during the summer months, with the average daily summer traffic for the two links on average 4 percent higher than the annual average daily traffic (see Table 14 7). The traffic volume history table (Table 15 8) shows the traffic counts for the years ~~1993, 1997 and 2002~~ 2008, 2010, 2012 and 2014. It breaks down the traffic flow by using various intersecting points. Overall, the average annual daily traffic volume on the two highways has ~~steadily~~ not seen a significant increased over the past 10 years (see Table 15 9).



Table 14

2002 Traffic Volume Statistics for Highways 4 and 501

FROM	TO	Length in Km	WAADT	WASDT
Highway 4				
E of 500 at Coutts	S of 501 S of Milk River SJ	15.87	2040	2320
N 501 S of Milk River SJ	S of 501 At Milk River NJ	3.64	2500	2840
N of 501 at Milk River NJ	S of 36 N of Warner	18.51	2890	3290
Highway 501				
E of 4 at Milk River NJ	Milk River E.C.L.	0.51	1320	1500
Milk River E.C.L.	W of 877 E of Milk River	21.28	410	470

WAADT Weighted Average Annual Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **January 1 to December 31** (365 or 366 days).

WASDT Weighted Average Summer Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **May 1 to September 30** (153 days).

Source: Alberta Transportation, 2003

Table 15

**Traffic Volume History Report for Highways 4 and 501
Selected Periods (1993, 1997, 2002)**

LOCATION DESCRIPTION	1993 AADT	1997 AADT	2002 AADT	2002 ASDT
S of 501 S of Milk River SJ	2010	2180	2100	2560
N of 501 S of Milk River SJ	2030	2220	2250	3120
S of 501 at Milk River NJ	2740	2810	2740	3290
N of 501 at Milk River NJ	3410	2830	2890	2320
W of 4 S of Milk River SJ	120	120	220	250
E of 4 at Milk River NJ	1960	1320	1320	1500

AAADT Average Annual Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **January 1 to December 31** (365 or 366 days).

ASDT Average Summer Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **May 1 to September 30** (153 days).

Source: Alberta Transportation, 2003

Table 7

2015 Traffic Volume Statistics for Highways 4 and 501

FROM	TO	Length in Km	WAADT	WASDT
Highway 4				
E of 500 at Coutts	S of 501 S of Milk River SJ	16.26	2220	2280
N 501 S of Milk River SJ	S of 501 At Milk River NJ	3.08	2500	2570
N of 501 at Milk River NJ	S of 36 N of Warner	18.67	2425	2535
Highway 501				
E of 4 at Milk River NJ	Milk River E.C.L.	1.79	930	960
Milk River E.C.L.	W of 877 E of Milk River	19.85	550	580

WAADT Weighted Average Annual Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **January 1 to December 31** (365 or 366 days).

WASDT Weighted Average Summer Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of **May 1 to September 30** (153 days).

Source: CornerStone Solutions, 2016 (on behalf of Alberta Transportation)



Table 8

Traffic Volume History Report for Highways 4 and 501
Selected Periods (2008, 2010, 2012, 2014)

LOCATION DESCRIPTION	2008 AADT	2010 AADT	2012 AADT	2014 AADT
S of 501 S of Milk River SJ	2290	2210	2440	2490
N of 501 S of Milk River SJ	2480	2380	2570	2620
S of 501 at Milk River NJ	-	2560	2780	2840
N of 501 at Milk River NJ	-	2080	2260	2290
W of 4 S of Milk River SJ	250	250	180	180
E of 4 at Milk River NJ	-	1190	1230	1230

AADT Average Annual Daily Traffic is the average daily two-way traffic expressed as vehicles per day for the period of January 1 to December 31 (365 or 366 days).

Source: CornerStone Solutions, 2016 (on behalf of Alberta Transportation)

The future land use patterns in Milk River will be affected to a great extent by the amount and type of traffic that will be going through town and by the changes to the existing Highway 4 interchanges and relocation of the highway and railway. Table 16 9 illustrates the future traffic volume projections for the existing Highway 4. These projections are based on 1998 2006-2015 traffic counts and show an increase in traffic volume of approximately 2 9 percent every five years (1.75 percent per annum) for the next 20 years.

The type of vehicles that make up the traffic flow is broken down in Table 17 10. The largest proportion, on average approximately 65 percent, of the traffic on Highways 4 and 501 is passenger vehicle traffic. Commercial traffic, which includes buses, single unit trucks and tractor-trailer combinations, makes up the second largest percentage of trips, with recreation vehicles making up the last category.

Prior to the completion of the CANAMEX realignment, expectations were that substantial economic development and municipal growth would occur as a result. However, a steady increase in highway traffic has not occurred and the CANAMEX has not dramatically affected the community's development and growth. While the highway traffic may be a market that can be exploited, it is unlikely to be a major municipal growth driver.

Table 16
1998 Projected Traffic Volume Statistics for Highway 4

FROM	TO	1998 WAADT	2003 WAADT	2008 WAADT	2013 WAADT	2018 WAADT
Highway 4						
E of 500 at Coutts	1.7 S of S of 501 S of Milk River	1960	2160	2360	2560	2760
N of 501 S of Milk River SJ	S of 501 at Milk River NJ	2400	2644	2888	3133	3377
1.7 S of S 501 S of Milk River SJ	S of 501 S of Milk River SJ	1960	2160	2360	2560	2760
N of 501 at Milk River NJ	S of 36 N of Warner	2530	2787	3045	3302	3560

WAADT Weighted Average Annual Daily Traffic is the average daily two-way traffic for the expressed as vehicles per day for the period of January 1 to December 31 (365 or 366 days).

Source: Alberta Transportation, 1999



Table 17

2002 Traffic Vehicle Classification for Highways 4 and 501

FROM	TO	%PV	%RV	%BU	%SU	%TT	%CM
Highway 4							
E of 500 at Coutts	S of 501 S of Milk River SJ	60.5	7.3	0.8	3.1	28.3	32.2
N 501 S of Milk River SJ	S of 501 At Milk River NJ	62.8	6.1	0.8	5.5	24.8	31.1
N of 501 at Milk River NJ	S of 36 N of Warner	63.7	5.7	0.8	6.7	23.1	30.6
Highway 501							
E of 4 at Milk River NJ	Milk River E.C.L.	85.8	1.6	1.2	8.8	2.6	12.6
Milk River E.C.L.	W of 877 E of Milk River	51.6	3.9	3.2	28.0	13.3	44.5

PV: Passenger vehicles SU: Single Unit Trucks
 RV: Recreation vehicles TT: Tractor Trailer Combinations
 BU: Buses CM: Commercial Vehicles (BU+SU+TT)

Source: Alberta Transportation, 2003

Table 9

2015 Projected Traffic Volume Statistics for Highway 4

FROM	TO	2015 WAADT	2020 WAADT	2025 WAADT	2030 WAADT	2035 WAADT
Highway 4						
E of 500 at Coutts	S of 501 S of Milk River SJ	2220	2414	2625	2855	3105
N of 501 S of Milk River SJ	S of 501 at Milk River NJ	2500	2719	2957	3215	3497
N of 501 at Milk River NJ	S of 36 N of Warner	2425	2637	2868	3119	3392

WAADT Weighted Average Annual Daily Traffic is the average daily two-way traffic for the expressed as vehicles per day for the period of January 1 to December 31 (365 or 366 days).

Source: CornerStone Solutions, 2016 (on behalf of Alberta Transportation)

Table 10

2015 Traffic Vehicle Classification for Highways 4 and 501

FROM	TO	%PV	%RV	%BU	%SU	%TT	%CM
Highway 4							
E of 500 at Coutts	S of 501 S of Milk River SJ	65.0	5.6	0.3	1.7	27.4	29.4
N 501 S of Milk River SJ	S of 501 At Milk River NJ	66.0	5.8	0.4	2.1	25.7	28.2
N of 501 at Milk River NJ	S of 36 N of Warner	58.5	5.3	0.3	2.8	33.2	36.3
Highway 501							
E of 4 at Milk River NJ	Milk River E.C.L.	84.9	4.6	1.1	2.9	6.5	10.5
Milk River E.C.L.	W of 877 E of Milk River	82.2	3.9	1.1	4.4	8.0	13.9

PV: Passenger vehicles SU: Single Unit Trucks
 RV: Recreation vehicles TT: Tractor Trailer Combinations
 BU: Buses CM: Commercial Vehicles (BU+SU+TT)

Source: CornerStone Solutions, 2016 (on behalf of Alberta Transportation)



LOCAL ROADS

The efficient flow of traffic is important for all aspects of the community. From industry to tourism, all sectors of the economy will benefit from a good road system. The road pattern in the town is that of the traditional grid system. The grid was laid out northeast of the railway. The newer area in the far northeast corner of Milk River has been designed in a modified grid using cul-de-sacs.

The Town of Milk River consists of the numbered highways (4 and 501) that can be considered arterial roads funnelling traffic into town, while other streets within the community can be considered local. Main Street, along the downtown core, and Centre Avenue could be considered the collector streets that conduct traffic from the local streets to the arterials. The majority of the town's streets are paved and in good condition with most having curbs and gutters to handle storm water. Respondents to the Municipal Development Plan Questionnaire commented that the most noted improvement in Milk River was the paved streets. A sidewalk replacement program is ongoing, in order to address resident concerns and enhance pedestrian safety.

RAILWAY AND AIRPORT

A CP Rail spur line parallels Railway Street; the adjacent land is currently industrial in nature. As discussed previously, there may be commercial redevelopment opportunities for the land should the spur line be decommissioned.

The local airport is located approximately 4.8 5 kilometres east of town and is equipped with weather facilities, and a lighted, hard surface 914-metre runway. ~~The airport is also equipped with a terminal and is serviced with a pay telephone. The nearest regional airport is in Lethbridge, which is 80 kilometres away.~~ The airport facilities are suitable for small aircraft operations.

SUMMARY OF TRANSPORTATION

~~At present the road network within the town is adequate for the efficient transportation of people, goods and services. However, traffic volumes on the two highways have been increasing over the past 10 years and will continue to increase in view of the completion of the CANAMEX Corridor. The future land use patterns in Milk River will be affected to a great extent by the amount and type of traffic that will be going through town and around the town. The Highway 4 and rail realignments will result in changes to the existing access roads and development of new access and service roads. At present the plans show interchange placement located at the north and south ends of town with a service road in place of the existing Highway 4.~~

5.2-4.9 Municipal Services

The municipal public works function is to efficiently maintain public parks, roads, sidewalks, storm water drainage, the water distribution system, sewage collection system, and solid waste collection and disposal.



WATER SUPPLY, SEWER, AND WASTEWATER

The town's water reservoir, located in the northeast, was recently expanded. While reservoir capacity is adequate, at times, water supply from the Milk River is an issue. As a water conservation measure, a municipal bylaw has been enacted to ensure water conservation during dry periods. A regional water partnership has also been established between Milk River, Coutts, and Sweetgrass, with a long-term agreement established for the line that originates in Milk River, providing treated water to the two municipalities.

The sewage system is designed to drain all of the developed areas by gravity, with three lift stations used to transport sewage to the treatment facility. The sewage lagoons are 0.8 kilometres southeast of the town boundary, an adequate distance to ensure no development constraints due to the minimum setback requirements established in the Subdivision and Development Regulation. An upgrade to the lift station was completed in 2016, although capacity constraints do exist with the inbound sewage lines.

Storm drainage is accomplished through overland courses and approximately 1 kilometre of underground storm sewers. Once collected, the storm water is directed toward the Milk River. The area north of 8 Avenue has been identified as a possible problem area due to the topography. This area drains towards the south and then slightly west in the vicinity of 5 Avenue and the park area. Concerns of incidents of flash flooding and erosion due to run-off have been expressed. Adequate planning and precautions are necessary to limit the effects of storm water run-off.

WASTE, RECYCLING AND UTILITIES

Solid waste removal services are provided by the town Public Works department, with waste transferred to a landfill site operated by the Chief Mountain Solid Waste Authority, east of Cardston. Recyclables are collected at a depot in the industrial section of town, and are transferred to Lethbridge for processing.

The electrical distribution system is maintained and monitored by FortisAlberta, with the system capable of meeting current load requirements. ATCO Gas maintains the gas distribution system within the town.

COMMUNITY SERVICES

In order to improve resident quality of life, a wide range of community services are provided within the town. Essential services include the Milk River Health Centre (hospital), medical and dental facilities, senior's housing, police services (Royal Canadian Mounted Police) and fire services (volunteer fire department).

Public education is offered through the Milk River Elementary School and Erle Rivers High School, part of the Horizon School Division. Recreational facilities include a golf course, curling rink, swimming pool, and civic centre.

Cultural services are provided by the four local churches and a diverse range of clubs.

WATER SUPPLY CAPACITY



The Town of Milk River water supply and treatment system is comprised of the following:

- an infiltration gallery, raw water pump station and pipeline, constructed in 1975 and located south of town adjacent to the Milk River;
- a raw water transmission line running through the town;
- a raw water storage reservoir, also constructed in 1975, located at the north edge of the town boundaries. This location takes advantage of the highest topographic site in proximity to the town;
- from the raw water storage reservoir water enters two slow sand filter cells;
- a chlorination and fluoridation process (facilities built in the mid 1960s which have since been upgraded);
- a water distribution system that consists of a gravity system and a booster pump station. The gravity system serves the lower elevations, which includes approximately 90 percent of the town. The booster pump station provides increased pressure to the remaining 10 percent of the town; this includes a residential subdivision located at a higher elevation.

The town has the capacity to store 15 million gallons in a raw water storage reservoir system. The water is treated in a facility capable of treating enough water for 1200 residents. The system holds 308,000 gallons of treated water and has the ability to pump 7000 litres per minute. Water meters were installed in 1995.

The present system to capture water from the Milk River is under review. A community committee is reviewing the possibility of pursuing an on-river storage reservoir concept to capture and store the Province's share of the spring runoff more from the Milk River as it passes by the town.

SANITARY SEWER CAPACITY

The sewage system is designed to drain all of the developed areas by gravity. The town's topography and physical layout require the use of three lift stations to transport sewage to the treatment facility. The sewage enters a sewer lift station and then gets pumped to a series of sewage lagoons, which are located in the County of Warner approximately 0.8 km southeast of the town boundary. The sewage lagoons are located an adequate distance away from development to comply with the Provincial required 300 metre setback distance.

The lagoons are treated anaerobically and aerobically. The water is suitable for drinking when it leaves the last lagoon. The existing sanitary sewerage treatment system, like the water supply system, has the capacity to handle a town population of at least 1200 people.

SOLID WASTE AND RECYCLE

The Town of Milk River's previous sanitary landfill site has been closed and is being rehabilitated. Solid waste removal services have been contracted to Chief Mountain Solid Waste Authority. Residential and commercial garbage is collected weekly in town and taken to a waste transfer station between Milk



River and Coutts. The waste is then transported by truck to a landfill site operated by the Chief Mountain Solid Waste authority located east of Cardston (at Raley).

Milk River also operates a recycle program for paper, plastic and glass. The recycle depot is located on the north side of 8th Avenue North. The recyclables are transferred to Lethbridge for processing.

STORM DRAINAGE

Milk River has a storm water drainage system that is mainly intended to drain away water from storm events and spring thaws. This system comprises different methods by which storm water is collected, including open channels, stream courses and underground storm sewers. Approximately 1 kilometre of the storm water system is made up of underground lines; the rest of the storm water is collected in open channels. The storm water is then directed south to the Milk River.

The Phase 3 future residential area, identified in the 1990 General Municipal Plan, north of 8th Avenue North has been identified as a possible problem area due to the topography. This area drains towards the south and then slightly west in the vicinity of 5th Avenue and the park area. Concerns of incidents of flash flooding and erosion due to run-off have been expressed. Adequate planning and precautions are needed to limit the effects of storm water run-off.

SIDEWALKS

In the Milk River Municipal Development Plan Questionnaire, 40.3 percent of the respondents rated the sidewalks and boulevards as poor to very poor. A sidewalk study and evaluation was completed in 2000 and recommendations from this study resulted in the implementation of a sidewalk replacement program. The study identified the sidewalks in town and then prioritized them according to the need for repair and replacement. The program set four priority levels for replacement. Currently, most of the level 1 sidewalks have been replaced.

ELECTRICAL AND GAS SERVICES

The electrical distribution system is maintained and monitored by UtiliCorp with the electrical system being upgraded as required. The distribution system is able to adequately meet current load requirements. Epcor is the electrical supplier for the residents and businesses, while Enmax is the supplier for the town operations. The gas distribution system is continually monitored and maintained by ATCO Gas the Raymond division.

5.3-4.10 Municipal, School and/or Environmental Reserve

The Municipal Government Act (MGA) allows for the taking of municipal and/or school reserve, subject to section 666(1), at the time of subdivision under certain circumstances. The subdivision authority may require the owner of a parcel of land that is the subject of a subdivision to provide part of the parcel or money in place of land, or any combination of land or money as municipal or school reserve. ~~It is also important to note:~~ Generally:



- *The town will coordinate the location of new schools and the allocation of school reserves in the town with the local school division.*
- ~~the municipal reserve will be provided in accordance with section 663 of the MGA and, subject to sections 666(2), (3) and (4), the amount taken must not exceed a rate of 10 percent of the subdivided parcel in either land or money in lieu of land dedication reserve.~~
- *Municipal reserve dedication in residential subdivisions will generally be provided in the form of land, unless in the opinion of the town, land dedication is unnecessary or not desirable. In such circumstances, the municipal reserve may be taken in the form of money-in-lieu of land dedication or a combination thereof. A deferred reserve caveat may be considered on residual land where there is additional development potential.*
- *Municipal reserve dedication in non-residential subdivisions will generally be provided as money in-lieu-of land dedication unless, in the opinion of the town, land is required to provide buffers between land uses or for other community benefits.*
- *Developers will typically be responsible for landscaping municipal reserve land to the town's satisfaction.*
- When the requirement for reserve is to be provided as money in place of land, Council, subject to section 667 (1)(b) of the MGA, will establish the rate of payment from time to time. Since Council may change these values, applicants should confirm values with the municipality.

The municipality also has the authority to request environmental reserve to be provided at the time of subdivision in accordance with section 664(1) of the MGA. In most instances, environmental reserve must be left in its natural state or be used as a public park. Also, the owners of a parcel of land of a proposed subdivision and the municipality have the option to consider registering a reserve easement on an identified parcel of land. Generally:

- *Environmentally sensitive areas, unstable land, land subject to flooding or land consisting of a swamp, gully, ravine or natural drainage course should be dedicated as environmental reserve or placed under an environmental reserve easement in accordance with the provisions of the MGA.*

5.4 4.11 **Sour Gas Facilities**

The Municipal Government Act (MGA) recognizes that sour gas facilities can create special planning concerns and may have a detrimental effect on subdivision and development; thus, the MGA requires that they be addressed in the Municipal Development Plan. The MGA stipulates that the Municipal Development Plan contains policies consistent with the Subdivision and Development Regulation regarding the type and location of land uses adjacent to sour gas facilities.

~~However, municipalities have no jurisdiction in the location of most oil field development. The Alberta Energy and Utilities Board (AEUB) and/or the Energy Resources Conservation Board (ERCB) regulate the oil industry and they are exempt from the planning legislation pursuant to the following section of the MGA:~~

~~*“618(1) This Part and the regulations and bylaws under this Part do not apply when a development or a subdivision is effected only for the purpose of*~~



- ~~(a) a highway or road,~~
- ~~(b) a well or battery within the meaning of the Oil and Gas Conservation Act, or~~
- ~~(c) a pipeline or an installation or structure incidental to the operation of a pipeline.”~~

~~Since municipal approval must comply with the distances established by the AEUB, land use policies must be adopted which identify facilities within the municipality and which sets off the mandatory referrals. According to section 9(1) of the MGA Subdivision and Development Regulation it is required that:~~

~~“A subdivision authority must send a copy of a subdivision application and a development authority must send a copy of a development application to the AEUB if any of the land that is subject to the application is within 1.5 kilometres of a sour gas facility or a lesser distance agreed to, in writing, by the AEUB and the subdivision authority.”~~

~~Currently, there are no sour gas facilities within the Town of Milk River or its urban fringe within the County of Warner. If such facilities are established in the future, the setback distances for development will need to be in accordance with the provincial requirements. as illustrated in Figure 1 and as outlined in Section 9 of the Subdivision and Development Regulations shall be applied to future subdivisions and developments if applicable.~~

~~5.5- INTERMUNICIPAL PLANNING~~ 4.12 Regional Cooperation

~~Coordination of land use with adjacent municipalities is another requirement stipulated in the Municipal Government Act that must be addressed in the Municipal Development Plan. The fringe area of Milk River includes an approximate one mile boundary of land uses in each direction (see Map 4). Total area within the fringe boundary constitutes approximately 5,216 acres (2,111 ha). The main type of existing land use found in the fringe boundary area around Milk River is residential, approximately 73.3 percent of the total. The second most prominent use is agricultural activities, at over 10 percent.~~

~~The Town of Milk River has been involved with the County of Warner in addressing concerns about fringe area development and subdivision. Milk River has developed an Intermunicipal Development Plan with the County of Warner to direct and control growth in the fringe area of the town. The fringe area around the town has historically been unaffected by conflicting land use development; nevertheless, the Town Council should continue to work in cooperation with the surrounding County to ensure orderly and harmoniously growth in this area.~~

~~Cooperation will be needed between the town, the County of Warner, Alberta Transportation, CP Rail and private transportation and utility companies in the future planning of the land involved in the realignment of Highway 4 to reduce the negative impacts of rights-of-way and to coordinate land uses that are compatible and that put the land to its best use.~~

~~The Town of Milk River regularly works in cooperation with the County of Warner to address fringe area issues. The fringe area around town has historically been unaffected by conflicting land use development. The town and county had adopted an intermunicipal development plan in 2003, however, this plan has since expired. Nevertheless, the plan is still used to guide decision-making within the two~~

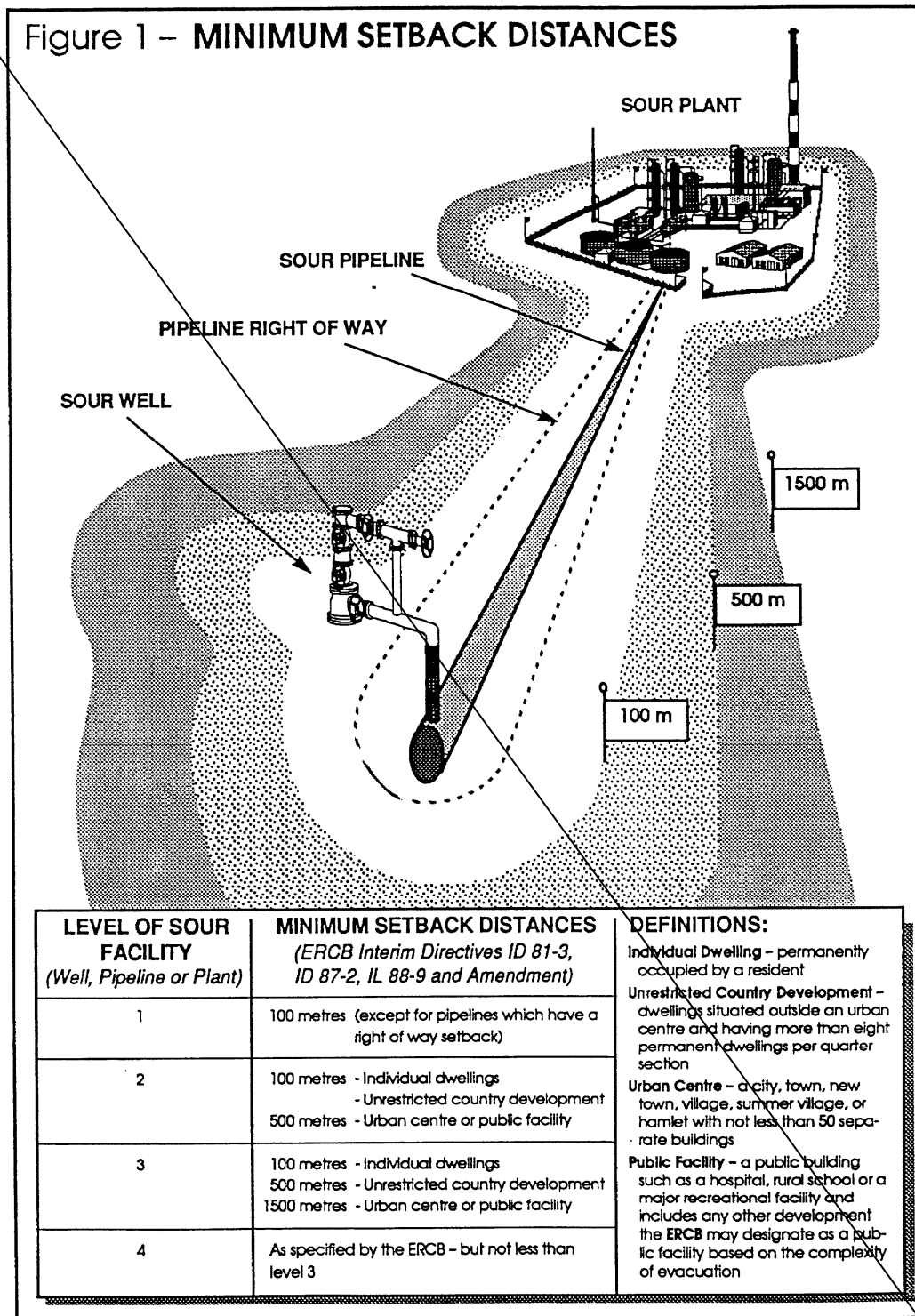


municipalities and the council should continue to work in cooperation with the county to ensure orderly and harmonious growth in this area. The adoption of a new intermunicipal development plan should be a municipal priority.

The town also participates in a number of regional partnerships and initiatives, including:

- SouthGrow Regional Initiative – an economic development alliance of 23 municipalities;
- regional firefighting cooperation agreement; and
- water partnership between Coutts and Sweetgrass.

Delete Figure 1





6. OTHER MUNICIPAL ISSUES

A broad-based municipal plan may concern itself to a number of planning-related issues. Many planning issues arise from a number of different sources and should be addressed in the plan. The following issues are of concern to the town into the future:

- Impact of the Twinning of Highway 4 and the CANAMEX Corridor
- Urban Design and Community Image
- Municipal Finance

6.1 IMPACT OF THE CANAMEX CORRIDOR

The twinning of Highway 4 has long been an issue for the Town of Milk River. The single lane highway presently runs alongside the western boundary of town, separating the downtown and residential neighbourhoods from some industrial uses and the CPR line.

The Government of Alberta has committed \$800 million to the year 2007 to upgrade the portions of the provincial highway system, including portions of Highway 4, as part of the proposed CANAMEX Corridor. This freeway system will consist of a divided, four-lane highway linking Mexico, the United States and Canada for the purpose of reducing shipping costs, increasing economic competitiveness, improving motorist safety, protecting highway infrastructure, and providing environmental benefits.

In May of 2000 a functional planning study was completed for the realignment of Highway 4 approximately 200 metres to the west of the current Highway alignment. Alberta Transportation is realigning and upgrading approximately 10 kilometres of Highway 4 to a four-lane divided highway adjacent to the Town of Milk River. In addition, the realignment of the highway necessitates relocation of approximately 3.4 kilometres of Canadian Pacific Rail (CPR) mainline track.

According to the Canadian Transportation Project Description Report from June 2001, construction scheduling is envisaged to begin in April of 2002 and completed by October 2003. However, Alberta Transportation has announced delays in planned transportation projects due to lack of funding. Therefore, delays in starting the Milk River realignment project are expected. The ultimate impacts of the completed project are difficult to estimate. More detailed study of the individual areas such as an Area Structure Plan with a strategy for growth and development in these affected areas is recommended. The transportation map shows the proposed locations of the highway, railway and access interchanges (see Map 3).

6.2 4.13 Urban Design and Community Image

Tree-lined streets and mainly neat, tidy yards characterize the residential neighbourhoods of Milk River. The older sections of town are designed in a traditional grid pattern, while the newer subdivisions have incorporated more modern, curvilinear streets and cul-de-sacs. It will be important for the community to continue to strive to maintain its development standards regarding subdivision design, lot size, and



community appearance. A review of the existing townscape and the comments made in the Municipal Development Plan Questionnaire indicate the following:

- the entrances to town could be improved with landscaping;
- Railway Street is commercially undeveloped;
- Landscaping is not evident in the commercial areas downtown;
- the issue of revitalizing the downtown commercial area has been a concern for many residents in past years and the community should continue to support efforts of business owners to improve the appearance of the business district;
- in the Municipal Development Plan Questionnaire the general appearance of the town, the new residential areas and new residential development were rated as good, with the downtown, main entrance and older residential rated as average to poor.

6.3 4.14 Municipal Finance

In providing services to residents, the town attempts to achieve the goal of creating an atmosphere that provides a tax base both diversified and large enough to provide and maintain a consistent level of quality municipal services, while at the same time creating a positive economic environment to attract businesses. This is a difficult task at the best of times.

In Milk River, the town's finances are associated with a large number of issues, but overall, are looked at in terms of revenues and expenditures per capita. Some of the main municipal concerns that affect the town's financial picture include:

- staff levels,
- ~~outstanding debt,~~
- water and sewer ~~main~~ expenditures,
- transportation, sidewalk and road maintenance,
- recreation facilities and park maintenance, *and*
- provision of community and emergency services.
- ~~level of taxes.~~

The delivery of water, sewer and road services makes up a substantial portion of a municipality's expenditures. It should also be noted that the school requisition portion of the tax assessment ~~can make up to 26 percent~~ *comprises a significant proportion* of the tax bill and the town has no way of compensating for any increase in this, except to raise taxes or lower the provision of other services.

There are a few options to pursue when striving to maintain a consistent level of municipal services. The following could potentially be utilized to achieve the goal:

- investigate both programs and sources of funding from senior levels of government and other non-government organizations that may be available for ~~some~~ infrastructure upgrades as well as other municipal projects;



- developers should pay the full cost associated with new development. This could be achieved through the use of development agreements, off-site levies or impact fees, in accordance with legislation authorized under the Municipal Government Act;
- a local improvement tax may be charged for any type of work constructed adjacent to properties that would increase either the value of such property or improve the standards of such property.



Town Of
Milk River

Municipal Development Plan

FUTURE GROWTH DIRECTIONS



7.5. FUTURE GROWTH DIRECTIONS LAND USE CONCEPT

With recent increases in the provincial population, the Town of Milk River may also experience a growth in population over time. It is important, then, for the Town of Milk River to prepare a strategy that will promote growth and successfully accommodate future residential and non-residential development so it is planned in an efficient manner.

7.1 EXPECTATIONS OF FUTURE GROWTH

As Alberta's economy continues to grow and change, Milk River can expect to be influenced by it. The development of the CANAMEX Corridor will hopefully stimulate investment and economic growth in the region. For this reason, it is expected that Milk River could benefit from the increased economic activity. Along with this new economic activity spurred by the development of the CANAMEX Corridor, spillover growth from the rest of the province could help facilitate growth in the Town of Milk River. According to the Municipal Development Plan Questionnaire, the majority of the respondents (76 percent) preferred a moderate to rapid rate of population growth per year (10 to 14 or more new people a year).

By calculating future population growth using an annual growth rate of 0.5 percent and the population projection 20-year cohort survival rate, the population of Milk River could climb to between a low of 999 to a high of 1,052 people by the year 2021. Therefore, between 12.6 acres (5.1 ha) and 17.5 acres (7.1 ha) of additional residential land would be needed to accommodate growth at this level. This translates into between approximately 60 and 80 additional dwelling units that would be required by the year 2021.

7.2 EXPECTATIONS OF FUTURE DEVELOPMENT

Any future population growth will result in future development. This future development in Milk River would include both residential and non-residential since one is not exclusive of the other. Growth will bring a demand for residential, commercial and industrial land acreage as well as institutional, recreational, open space and municipal services.

The town's land use concept is illustrated in Map 3. The concept is intended to establish a framework to accommodate a variety of future land uses in an efficient manner that sustains and promotes a healthy local economy and a vibrant community. The concept provides a guide for future decisions about land use and growth directions. The concept does not identify the precise locations and district designations for future uses and growth directions — it serves to identify potential development areas and uses generally.

Future development may be affected by:

- The increased passenger and commercial traffic as a result of the CANAMEX Corridor. With the increased tourist and commercial traffic come a variety of economic spin-offs that will benefit



~~the entire community. Future development of highway commercial uses such as motels, gas stations, and restaurants as well as commercial truck stops would be predicted to increase with the development of the CANAMEX Corridor. A strategy for the location of future highway development should be considered as this kind of development benefits from high visibility and easy access to the highway.~~

- ~~• Development that caters to an aging population. Milk River's aging population will not only place demands on different housing requirements, but also on commercial and recreational opportunities that cater to their changing lifestyle. Proximity to shopping and health services will become a priority when selecting future development sites to accommodate the aging members of the community. As well, this segment of the population will have different recreation demands than that of a younger population often resulting in the demand for passive recreation options such as walking paths, community parks and open space. The status of Milk River retaining their hospital services will also affect the town's ability to keep and attract not only retirees, but new people to the community as well.~~

7.3-5.1 Growth Strategies

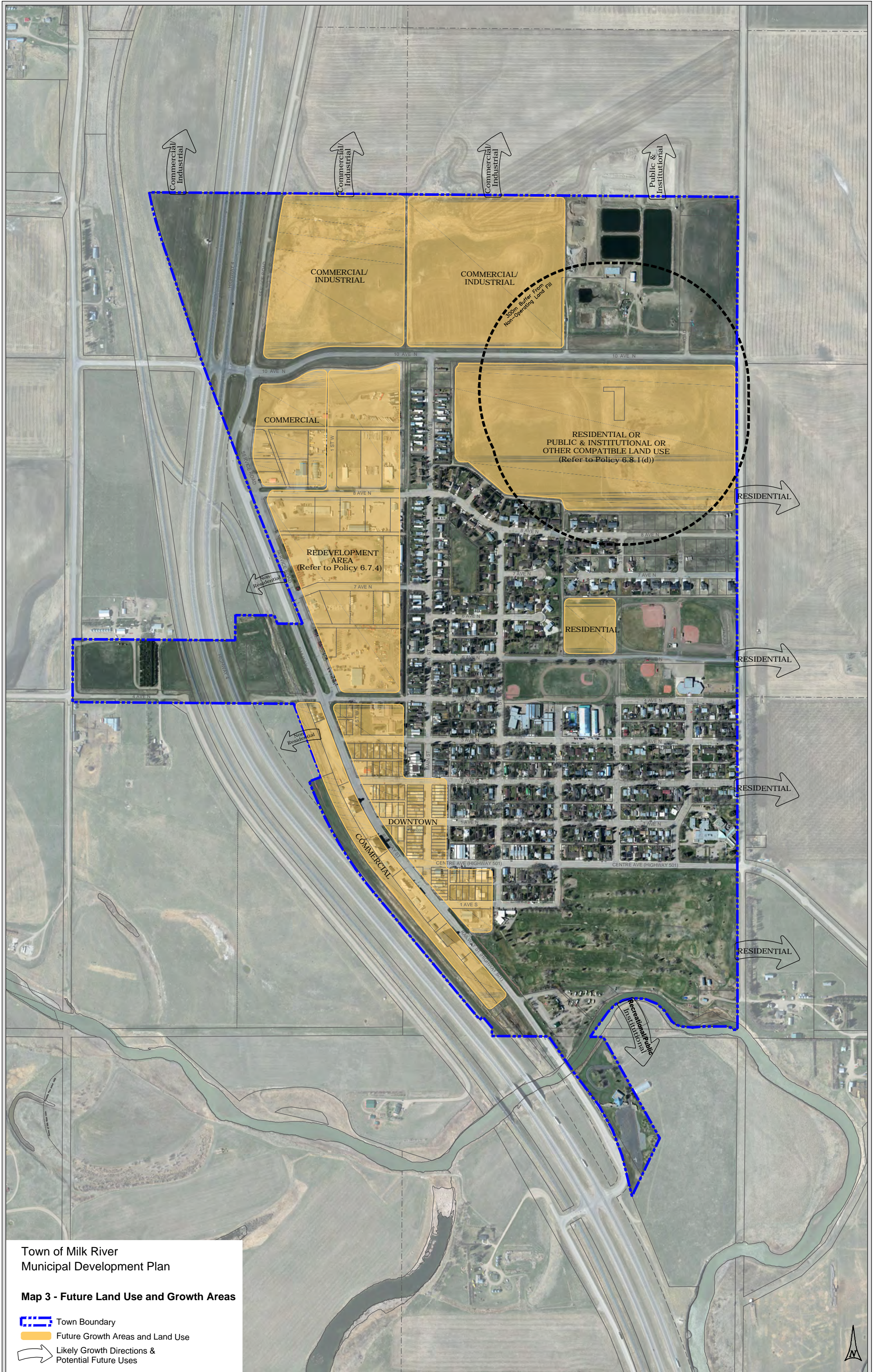
In looking for suitable land to accommodate future growth and expansion, there are a number of factors to consider: Directions for future growth should include an awareness of:

- adequate and accessible provision of municipal services;
- topographical limitations and sensitive environmental sites;
- transportation concerns including traffic flow, volumes, and access in town as well as limitations imposed by the current Highway 4 location and the future proposed highway and railway realignment;
- infill development and underutilized or undeveloped parcels within town;
- the future development in any area is dependent on the possibility of upgrades to the present infrastructure and ~~would likely result in~~ *feasibility of* municipal expenditures.

As such, some of the identified future growth areas will require additional analysis (at the cost of the developer) to determine feasibility of development at the planning stages and through the appropriate planning mechanism deemed acceptable by the town, such as an area structure plan, conceptual scheme or information demonstrating site suitability and feasibility.




Likewise, future development within town will likely be affected by:

- Development that caters to an ageing population. Milk River's ageing population will not only place demands on different housing requirements, but also on commercial and recreational opportunities that cater to their changing lifestyle.
- Proximity to shopping and health services will become a priority when selecting future development sites to accommodate the ageing members of the community. As well, this segment of the population will have different recreation demands than that of a younger



Town of Milk River
Municipal Development Plan

Map 3 - Future Land Use and Growth Areas

-  Town Boundary
-  Future Growth Areas and Land Use
-  Likely Growth Directions & Potential Future Uses





population, often resulting in the demand for passive recreation options such as walking paths, community parks and open space.

- The status of Milk River retaining their hospital services will also affect the town's ability to keep and attract not only retirees, but new people to the community as well.
- Promotion of the town as a service centre, offering a mix of community services and commercial and industrial growth opportunities, including compatible alternative energy development.
- Marketing the town as an attractive destination for residents and tourists alike.

7.4-5.2 Future Residential Growth Directions-Development

As mentioned previously, a modest decrease in population has been reported during the most recent census period. Using the high-end population projection provided approximately 80 additional dwelling units would be required occupying approximately 17.5 acres of residential land by the year 2021. This analysis does not take into consideration existing vacant land or lots that could be used for infill development. Currently, there are approximately 10 acres of undeveloped zoned residential land; therefore a portion of urban reserve land may need to be zoned to residential to accommodate future growth. A faster rate of growth may occur if the migration of retirees to the community continues and the completion of the twinning of Highway 4 brings the expected economic spin-offs to the community.

The General Municipal Plan of 1990 recommended future growth directions to the north of town in five different phases. The north end of Milk River will experience some land use changes due to the realignment of the Highway 4 and the development of an interchange and access roads. Consequently:

- Phases Four and Five from the previous plan are no longer viable options;
- when Phases One, Two and Three are consumed and the need arises, residential growth should expand east of the town into NW¼ 27-2-16-4 and SW¼ 27-2-16-4 (see Map 5).

Population forecasts for the town suggest a slow rate of growth. As such, only a minimal amount of land would be necessary to accommodate forecasted residential development. It is likely that the majority of residential growth pressures for the next 10 years can be fulfilled through development of land currently within the town boundary. Provided there are no significant development constraints, such a strategy would promote efficient use of land and infrastructure.

The following strategies should be considered to accommodate residential growth within the current town boundary:

- extend municipal servicing to the vacant residential lots on 8 Avenue North and promote continued development of the lots on 7 Avenue North;
- encourage residential infill of undeveloped or underdeveloped lots throughout the residential district;
- investigate the feasibility of converting the underdeveloped municipal reserve lot west of the baseball diamonds on the north side of 5 Avenue for residential use;



- initiate a study of the area affected by the landfill buffer south of 10 Avenue to determine the feasibility of potential residential development and undertake the necessary studies to request a reduced setback from the closed landfill;
- intensification of residential density by incorporating consideration for accessory dwellings and variety of housing opportunities in the Land Use Bylaw.

If it is determined that residential needs cannot be accommodated within the town boundary, the town will then need to examine outward growth through the annexation of land from the County of Warner. The preferred direction of growth for residential development is to the east through the continuation of the existing grid and cul-de-sac development patterns.

The residential housing stock is dominated by single-detached dwellings, many of which are ageing. While such form of housing may fulfill current demand and preferences, the following considerations should be made when preparing for residential growth:

- demand for senior-supporting housing can be reasonably expected to increase;
- duplex and multi-unit development can be used to efficiently increase density levels within the town, subject to servicing considerations and fit within the neighbourhood and may be considered a viable redevelopment option;
- mixed-use buildings in the downtown core which can increase housing options and enhance the viability of the downtown;
- the need for affordable housing in the town could be studied and a strategy developed to offer lower-income units if demand exists.

7.5-5.3 Future Commercial Growth Directions

The existing pattern of commercial development within Milk River includes a somewhat compact central business district and linear highway commercial development along the northern portion of Highway 4. As mentioned previously, the downtown area is very limited to expansion because of its location, bounded by the highway to the west and residential neighbourhoods to the east. There is potential to redevelop non-conforming residential property in the downtown area and this would provide for future expansion. A move to designate them as transitional commercial areas could be a means of protecting the integrity of the land for future development.

The twinning of Highway 4 along the western boundary of the town changes many of the prior areas identified as prime areas for highway commercial development. More precise plans of the accesses and actual location of the highway interchanges will be required before future development areas can be identified. The relocation of the highway in the future may provide a growth opportunity to the west and in the meantime the infill of vacant lots and buildings may be options.

Possible future growth direction for central commercial uses include (see Map 5 for growth directions):

- the area between Railway Street and Main Street along 2nd Avenue North — the existing residential uses could be designated as transitional commercial;



- another possible option may be to swap a parcel in this future commercial growth area with another parcel of land in a more suitable residential area;
- possibly expand central commercial development along 1st-Avenue South, from Railway Street to 1st-Street East.

Possible future growth directions for commercial development include:

- Infill development on vacant and underdeveloped parcels and redevelopment of deteriorating buildings will strengthen the viability of the area while limiting the need for outward municipal expansion.
- Encouragement of mixed-use development in the downtown core.
- Expansion of highway commercial or retail general commercial along the west side of Railway Street should the grain elevators and spur lines be decommissioned.
- Land should continue to be provided for highway commercial, given the town's proximity to Highway 4. Potential expansion areas south of 10 Avenue could be examined for such uses along with redevelopment of industrial land.
- Instead of designating industrial and highway commercial uses in an exclusive manner, consideration may be given for inclusion of a combined district in the land use bylaw which could flexibly accommodate both types of development in a compatible manner.

7.6-5.4 Future Industrial Growth Directions

As with commercial uses, it is often difficult to determine future land requirements for industrial applications. Different industries require a different land base than others. Presently there is vacant land for development located within the industrial area to the north of town. Further growth and development should take into consideration the future realignment of the transportation routes and the provision of adequate services to the existing and future industrial development.

A large portion of urban reserve lies to the north of the light industrial area that could be developed into industrial lots along the highway. However, the realignment of the highway and the future access points will have an impact on the ability to develop this area. An area structure plan should be prepared for the area (parcels north of 8th-Avenue North) to guide future development on the parcels that will be impacted by the highway corridor changes. The following are descriptions of potential future growth areas for industrial development (see Map 5):

Currently the town's industrial uses are concentrated in the area east of the service road and north of 4 Avenue. The close proximity of residential development is a limiting factor for intensive industrial development given potential impacts. Also, there is currently limited land area available for additional industrial uses. Expansion of future industrial uses is most likely to occur north of 10 Avenue on the lands currently designated urban reserve. The proximity of this area to Highway 4 is a benefit for companies with transportation needs.

Possible future growth directions for industrial development include:



- Development of the area north of 10 Avenue as an industrial area. An area structure plan should be undertaken to determine feasibility for development and guide future land uses for this urban reserve land.
 - A mixed commercial/industrial use district should be considered for incorporation into the Land Use Bylaw to ensure adequate buffer areas or transition zones between incompatible land uses.
 - Possible transitioning of the existing industrial area to highway commercial uses or mixed commercial/light industrial.
 - Compatible alternative energy projects, such as solar energy if deemed suitable.
1. ~~The south and west portion of SE¼ of 33-2-16-W4 (west of water reservoir)~~
 - ~~Within the town boundaries.~~
 - ~~Topography is sloped.~~
 - ~~Highway and municipal services accessible.~~
 2. ~~The SW¼ of 33-2-16-W4~~
 - ~~Within the town boundaries.~~
 - ~~This area will contain a portion of the realigned highway and Alberta Transportation has expressed an interest in obtaining control of this land.~~
 - ~~The town should discuss the above proposal and ascertain if the area to the east of the service road has any potential for development.~~
 3. ~~The north portion SE¼ of 33-2-16-W4~~
 - ~~This may be the potential future site to expand the water reservoir.~~
 - ~~Outside the town boundaries. Consider swapping the portion of ¼ section the highway is consuming for this portion of ¼ section.~~
 - ~~Consider the sloping topography.~~
 - ~~Highway and municipal services are accessible.~~
 4. ~~The NW¼ of 28-2-16-W4 (west of the highway)~~
 - ~~Outside town boundaries. Consideration may be given for swapping land with the County of Warner.~~
 - ~~Land area is flat.~~
 - ~~Rail and highway are accessible.~~
 - ~~Would need infrastructure upgrade and tie in, if possible, to the south of site.~~
 5. ~~The SW¼ of 28-2-16-W4 (southwest of town, west of the highway)~~
 - ~~Presently outside town boundaries, identified in the Intermunicipal Development Plan as a potential site for lighter industrial and commercial use.~~



- Viability may become somewhat limited, as the realigned highway will come through this area.
- Lift pumps would be required for sewage.
- A six-inch water line ends at 4th Avenue North and would need to be upgraded and extended south.

7.7-5.5 Future Recreation/Open Space/Public And Institutional Growth Directions

For a town of its size, Milk River has a large supply of parks, open space, public and institutional space. As the local population grows, there will be an increase in demand for additional community or human services.

The cost of providing and maintaining adequate recreation/institutional facilities and community services is a major financial expenditure for a municipality. Recreation facilities, including parks and open space, are essential for the well-being of any community and need to be strongly considered when reviewing future development. The feat of balancing the cost, necessity, and demand for adequate facilities is a difficult one that all communities face. An effort should be made to develop a recreation/institutional plan that coordinates present and future development into a unified and organized system that meets the needs of the residents of Milk River.

Future growth strategies should consider:

- promoting infill development on existing vacant lots. There is a large open field that has yet to be developed west of the ball diamonds and thought should be given to developing the site into active recreation space in the future;
- once future residential development occurs to the east of town, a small lot could be developed with community assistance if it is warranted by the presence of families with young children.

The challenge for the community is to ensure that sufficient facilities are available to accommodate the various needs of the residents while, at the same time, not creating a financial burden to the town to design and maintain services.

The provision of greenspace for active recreation, relaxation and enjoyment has a positive effect on resident quality of life and can make the town more attractive to prospective residents. Likewise, recreational facilities and community services enable individuals of all ages to engage in community-oriented programming which contributes to a sense of place.

The cost of providing and maintaining adequate recreation facilities and community services is a major financial expenditure for a municipality. The challenge for the community is to ensure that sufficient facilities are available to accommodate the various needs of residents while, at the same time, not creating a financial burden for the town. To help determine future needs, the town should consider developing a municipal recreation plan which coordinates present and future development needs.



Future growth strategies should consider:

- Promoting open space use on existing lots. Larger open space lots could be converted to tot-lots and parkettes. Smaller open spaces interspersed in residential neighbourhoods can act as community gathering spaces and may be more accessible to individuals with reduced mobility.
- As development occurs, open space provisions are ensured through adequate acquisition of municipal reserve land and fees in lieu of land dedication.
- If residential development is not feasible in the vicinity of the closed landfill south of 10 Avenue, consideration for use of the land as a large active recreation area, if sufficient demand and financial capacity exists.

7.8 5.6 Summary of Total Land Use Requirements

In regards to land requirements to satisfy future development, the Town of Milk River appears to have sufficient vacant land within its present boundaries to support future growth projections. The town may need to adjust its northern and western boundaries to accommodate the CANAMEX Corridor project. It may be in the best interest of Milk River to consider adjusting its western boundary by returning the industrial land west of Highway 4 to the County of Warner because of the lack of access across the highway at this point. Additionally, the new position of the highway will produce fragmented parcels of land east of the highway alignment that could be incorporated into the town and made available for future commercial development. The northern boundary of the Town of Milk River will need to be adjusted to accommodate the highway. The town should consider negotiating with the county to land-swap parcels that will accommodate potential residential and industrial growth areas for the parcels that are no longer suitable due to the realignment of the highway.

Given the level of development expected, it appears that the Town of Milk River has sufficient land within its boundaries to support projected growth. Through the efficient use of land within the town boundary and the redevelopment of underutilized parcels, Milk River is well positioned to grow in a sustainable and efficient manner.

While development within the town boundaries is the municipality's preferred growth strategy, annexation of land to support future development may at times be necessary. The Town will continue to cooperate with the County of Warner to discuss future expansion needs and pursue entering into an intermunicipal development plan to establish agreed upon annexation policies.



Town Of
Milk River

Municipal Development Plan

OBJECTIVES AND POLICIES



8.6. OBJECTIVES AND POLICIES

8.1 6.1 Plan Implementation and Public Engagement

OBJECTIVES

- To adopt a plan which provides guidance for future land use decisions in the Town of Milk River.
- To establish a mechanism whereby the Municipal Development Plan may be revisited, refined and amended to accommodate changes in the municipality.
- To establish practices which promote public engagement and on-going public participation in the municipal planning process.
- To foster awareness of land use planning policies and participation opportunities in planning processes.
- To promote objective and transparent communication processes with respect to land use and planning matters.

POLICIES

~~8.1.1~~ 6.1.1 The Municipal Development Plan shall be adopted and subsequently amended, if required, pursuant to sections 230, 606, and 692 of the Municipal Government Act. The town will ensure that the Municipal Development Plan and other statutory and non-statutory planning documents are readily available for public review.

~~8.1.2~~ 6.1.2 In order to achieve consistency, the land use bylaw shall be amended to comply with this plan and any polices that may conflict with this plan. The Land Use Bylaw is a key implementation tool for the objectives and policies of the Municipal Development Plan and should be regularly reviewed and amended as necessary to ensure that policy directions can be realized.

~~8.1.3~~ 6.1.3 This plan shall should be reviewed every five years by Council, with community participation, to ensure the goals and polices are consistent with directions of future development. On-going evaluation of the effectiveness of land use planning decisions should be conducted when possible.

~~8.1.4~~ 6.1.4 The ~~town of Milk River~~ shall provide a positive environment for listening, evaluating and responding to the concerns of its citizens.

~~8.1.5~~ 6.1.5 Areas of concern identified by residents should be addressed by Council and given a high priority whenever possible. The town supports ongoing public involvement and encourages the public to provide input on matters of specific and general planning interest wherever possible.



6.1.6 *The town will be proactive in providing transparent communication to the public regarding opportunities for involvement and upcoming municipal decisions.*

6.1.7 *The town will continue to make information regarding the subdivision and development processes available to the public and applicants.*

6.1.8 *The town will monitor federal, provincial and regional legislation, regulations and other relevant documents and update municipal policy, regulations and other relevant documents as appropriate.*

8.2 6.2 **General Plan Policies**

OBJECTIVES

- To promote and maintain the small town atmosphere within the Town of Milk River.
- To maintain a high quality of development and subdivision and to ensure that orderly and efficient planning and development occurs.
- To give guidelines to developers and the appropriate approval authority for the development of land within the town.

POLICIES

~~8.2.1~~ 6.2.1 *In accordance with the results of the Municipal Development Plan questionnaire, a moderate to rapid rate of population growth of two to three percent a year should be encouraged for Milk River. Population growth rates should be monitored and an appropriate growth strategy developed to ensure adequate facilities and services can continue to be sustained for residents.*

~~8.2.2~~ 6.2.2 *Council should attempt to ensure that new growth and development occurs in a stable, balanced and fiscally sound manner with regard to high aesthetics standards to ensure the attractiveness of the community.*

~~8.2.3~~ 6.2.3 *Pursuant to sections 650 and 655 of the Municipal Government Act, the approval of any development or subdivision may require that the developer enter into a development agreement with the ~~municipality~~ town to provide for the construction of roads, the provision of water or waste water services, various municipal services, and any other matter to which Council or the Subdivision and Development Authority may require to be addressed.*

~~8.2.4~~ 6.2.4 *The ~~municipality~~ town may require the preparation and adoption of an area structure plan or conceptual design scheme:*

(a) before land is reclassified from the urban reserve area or other type of land use district to another land use designation; ~~or for any new industrial park proposal;~~

(b) when multiple parcels of land are involved;

(c) more than four lots could be created;



- (d) several pieces of fragmented land are adjacent to the proposal;
- (e) internal public roads would be required;
- (f) municipal services would need to be extended; or
- (g) as deemed necessary by the town.

~~8.2.5~~ 6.2.5 All future subdivision and development shall be evaluated ~~by Council, the Subdivision and Development Authority, or the Development Authority as to~~ with respect to its compliance with the objectives and polices of this plan, the current Land Use Bylaw, and any other statutory plan.

~~8.2.6~~ 6.2.6 When evaluating applications for the subdivision of land, the Subdivision and Development Authority should consider the impact of the proposals on existing residential, commercial and industrial activities in the area and appropriate setbacks from waterbodies.

~~8.2.7~~ 6.2.7 Future urban growth should be directed to areas with existing municipal infrastructure capacity or to locations where infrastructure extensions can be made most logically and economically. All residential and commercial development shall be required to connect to the municipal sewer and water service, unless it is demonstrated to the Subdivision and Development Authority that circumstances exists that services are not required for a commercial development.

~~8.2.8~~ 6.2.8 The burden (costs) of supplying infrastructure, services, and amenities to new developments shall be borne by the developer and not by the ~~municipality~~ town. The ~~municipality~~ town may require that developers/private sector provide or pay for:

- (a) the landscaping costs in new residential, commercial and industrial subdivisions, such as on boulevards, reserve land, etc.;
- (b) the costs of providing roads, sidewalks and public utilities that are necessary to serve the subdivision; and
- (c) any other infrastructure, services and amenities necessary to serve the subdivision.

6.2.9 Decisions regarding future land use and growth directions should be consistent with the concepts illustrated in the Future Land Use and Growth Areas Map (Map 3) and growth strategies of this plan. The feasibility of developing the future growth areas will require additional analysis at the planning stages (at the cost of the developer) through the appropriate planning mechanism deemed acceptable by the town, such as an area structure plan, conceptual scheme or other information demonstrating site suitability and feasibility.

6.2.10 Efficient use of land and infrastructure within the town is a priority. Mechanisms to enhance the efficient use of land in the design of future subdivisions and development through innovative implementation tools such as those identified in the Government of Alberta document "Efficient Use of Land Implementation Tools" or other strategies deemed appropriate by the Town of Milk River, may be considered as necessary to address community needs.

6.2.11 Development of land within the current town boundary is the preferred growth strategy. However, there may be times when annexation of land is necessary to support the needs of the community. At such time, the town will discuss future expansion needs with the County of Warner in advance of pursuing an annexation proposal.



6.2.12 *Subdivision and development of urban reserve land is generally discouraged until such time those lands are required for urban or economic development.*

6.2.13 *The town will endeavour to maintain an appropriate balance of residential, commercial and industrial uses to serve the needs of the community.*

8.3 MUNICIPAL GOVERNMENT ACT REQUIREMENTS

OBJECTIVES

- ~~To meet the legislative requirements of the Municipal Government Act, the Provincial Land Use Policies and the Subdivision and Development Regulation.~~
- ~~To ensure that any applicable municipal and/or school reserves are addressed or acquired at the time of subdivision.~~
- ~~To support the policies and objectives of the Intermunicipal Development Plan with the County of Warner.~~
- ~~To allow for and take advantage of the development of intermunicipal partnerships.~~

6.3 Intermunicipal Cooperation

OBJECTIVES

- To ensure cooperation between the Town of Milk River and the County of Warner on matters of mutual interest or concern.
- To maintain a coordinated approach to development that takes advantage of mutual opportunities for municipalities to maximize efficient use of land, transportation systems and infrastructure, and other matters of common interest.
- To pursue regional partnerships that provide community benefits and maximize efficient use of transportation systems, infrastructure and other mutual interests.

POLICIES

~~8.3.5~~ 6.3.1 The ~~municipality~~ town should continue to build partnerships with neighbouring municipalities to promote regional interests, where deemed appropriate, including the support of mutually beneficial service agreements and shared environmental, economic and social outcomes.

~~8.3.7~~ 6.3.2 The ~~municipality~~ town ~~should~~ will continue to cooperate with the County of Warner, Alberta Transportation, CP Rail and private transportation and utility companies in encouraging the future planning of the land involved in the realignment of Highway 4, to reduce the negative impacts of rights-of-way and to coordinate compatible land uses ~~that are compatible and that put the land to its best use~~ and enhance servicing and transportation interconnectivity.



6.3.3 *The town will endeavour to identify new areas for collaboration in the delivery of programs, services, facilities, economic development and land use planning and may foster new partnerships with business, government, school boards, health authority, and non-profit sectors where deemed appropriate.*

6.3.4 *The town will continue its collaborative relationship with the County of Warner, especially with respect to matters of mutual planning interests, opportunities and concerns.*

~~8.3.6~~ 6.3.5 *Council shall ensure compatibility with the policies contained in this plan with the policies contained in the Intermunicipal Development Plan with the County of Warner. The town will ensure compatibility with the policies contained in this plan with the policies contained in any Intermunicipal Development Plan with the County of Warner.*

8.4-6.4 Sour Gas, Reserves, and Protection of Agricultural Land

OBJECTIVES

- *To meet provincial legislative requirements of the Municipal Government Act.*
- *To ensure that any applicable municipal and/or school reserves are addressed or acquired at the time of subdivision.*
- *To minimize impact of development on agricultural land and operations.*

POLICIES

~~8.3.1~~ 6.4.1 *Setback guidelines for sour gas facilities shall be in accordance with standards established by the Alberta Energy and Utilities Board Alberta Energy Regulator or any subsequent standards should these existing guidelines be revised.*

~~8.3.2~~ 6.4.2 *Municipal and/or school reserve will be provided in accordance with sections 666 and 667 of the Municipal Government Act. The ~~municipality~~ town shall continue to collect school reserves until such time as an agreement is entered into with the school authorities.*

~~8.3.3~~ 6.4.3 *The municipal assessor shall establish the rate of payment when the reserve requirement is to be satisfied in money rather than the provision of land.*

6.4.4 *Municipal reserve dedication in residential subdivisions will generally be provided in the form of land, unless in the opinion of the town, land dedication is unnecessary or not desirable. In such circumstances, the municipal reserve may be taken in the form or money in-lieu of land dedication or a combination thereof. A deferred reserve caveat may be considered in accordance with policy 6.4.6.*

6.4.5 *Municipal reserve dedication in non-residential subdivisions will generally be provided as money in-lieu of land dedication, unless in the opinion of the town, land is required to provide buffers between land uses or for other community benefits.*



~~8.3.4~~ 6.4.6 Where the municipality town is of the opinion that certain lands may be resubdivided in the future, the Subdivision and Development Authority may require that municipal or school reserves be deferred by caveat pursuant to section 669 of the Municipal Government Act.

6.4.7 Developers will typically be responsible for landscaping municipal reserve land to the town's satisfaction.

6.4.8 Environmentally sensitive areas, unstable land, land subject to flooding or land consisting of a swamp, gully, ravine or natural drainage course should be dedicated as environmental reserve or placed under an environmental reserve easement in accordance with the provisions of the Municipal Government Act.

~~8.3.8~~ 6.4.9 The municipality town shall protect agricultural operations by ensuring land within town is used to its best potential before expansion into agricultural areas; and, by ensuring approved land uses within town do not conflict or create adverse effects on existing agricultural operations that may be located on adjacent lands in the County of Warner.

~~8.4~~ 6.5 Residential

ISSUES

- ~~• Population analysis indicates that the population as a whole is aging. This indicates that speciality housing may be needed to accommodate this group.~~
- ~~• Future residential development should take into consideration the availability and ease of servicing.~~
- ~~• It is important to provide a broad variety of housing opportunities to meet changing needs. Residential development should encourage a diversity of housing by type, accessibility, tenure and cost.~~
- ~~• Some existing residential development in the downtown area may be in conflict with commercial development.~~
- ~~• The design capacity of water and sewage treatment facilities must be considered as new developments tie into the existing distribution and treatment systems.~~

OBJECTIVES

- To have bylaws and policies that allow for housing and residential design to relate to a variety of lifestyles.
- To provide a variety and mix of housing that should be pursued to adequately meet the needs of the population, i.e. multi-family units and condominiums.
- To ensure that adequate serviceable land is to be available to accommodate housing in the future.
- To provide land use districts that ensure compatible uses and limit non-conforming uses.



- To outline the location of future residential areas both inside and outside the current boundaries.
- To encourage the improvement and protection of existing residential areas.

POLICIES

~~8.4.1~~ 6.5.1 All future residential development in the ~~municipality~~ town:

- (a) shall comply with the objectives of this plan and the current Land Use Bylaw;
- (b) should be directed to the areas of the ~~municipality~~ town as identified in Map ~~3.5~~ as future residential growth areas;
- (c) should take into consideration the availability and ease of servicing; and
- (d) should be evaluated ~~by the Council and/or the Subdivision and Development Authority~~ to be suitable based upon engineering studies in conjunction with the costs of providing municipal servicing.

~~8.4.2~~ 6.5.2 Future residential development shall be located pursuant to any setbacks contained within the Subdivision and Development Regulation or any subsequent provincial legislation.

~~8.4.3~~ ~~When the existing Phase One (existing 7th and 8th Avenue area) residential subdivision and the proposed Phases Two and Three (see Map 5, Future Residential 1 area) are developed, future residential growth should expand east of the town into the NW¼ 27-2-16-4 and SW¼ 27-2-16-4 (see Map 5).~~

~~8.4.4~~ 6.5.3 At such a time in the future when residential expansion needs to occur east of the town into the NW¼ 27-2-16-4 and SW¼ 27-2-16-4, the ~~municipality~~ town shall prepare a current land use study, consult with the County of Warner ~~No. 5~~ and any affected land owner, and undertake an annexation report, before proceeding with an annexation request to the province.

~~8.4.5~~ ~~The municipality may require the preparation and adoption of an area structure plan before land is reclassified from the urban reserve land use district.~~

~~8.4.6~~ 6.5.4 Area structure plans for residential development should take into consideration the following:

- (a) ease of municipal servicing and logical tie-in with existing utility corridors,
- (b) density of development,
- (c) storm water management,
- (d) provision of alternative types of housing,
- (e) transportation patterns,
- (f) compatibility with existing adjacent land uses,
- (g) linking open space areas with any existing parkways,
- (h) any other matter Council deems necessary.

~~8.4.7~~ 6.5.5 The ~~town~~ town of Milk River should regularly monitor the vacancy rate and volume of building permits so that short-term needs for serviced residential land can be anticipated.



- ~~8.4.8~~ 6.5.6 The town should, for the convenience and enjoyment of residents, emphasize the provision of parks, space, and walkways for pedestrian traffic in new residential neighbourhoods.
- ~~8.4.9~~ 6.5.7 As the community ages, the town should encourage the development of multi-family-unit or row house development, or other higher density housing types and styles to provide an alternative to traditional *single-detached housing* while also increasing density.
- ~~8.4.10~~ 6.5.8 Council The town should accommodate seniors' housing needs by ensuring suitable lands are made available for these types of development, encouraging developers to provide this type of housing, and to support and work cooperatively with various agencies and provincial departments involved with seniors' housing.
- ~~8.4.11~~ Some of the lots on the south side of 3rd Avenue North, south of the existing nursing home, should be encouraged to be developed as a future area to accommodate "group home care", due to the close proximity to the existing nursing facilities.
- ~~8.4.12~~ 6.5.9 The town Milk River, through its Land Use Bylaw, shall provide for a variety of housing types by ensuring there is suitable land designated for residential uses and including a variety of housing types (e.g. manufactured homes, multi-unit, accessory, seniors' housing, etc.) as either permitted or discretionary uses in the district to serve the needs of different social, age and income groups.. ~~single family dwellings and alternatives such as mobile or manufactured homes, multi-family and seniors' housing development.~~
- ~~8.4.13~~ 6.5.10 The town should encourage infill development in older neighbourhoods ~~or areas with decrepit housing or~~ and on vacant parcels and underdeveloped lots, especially in the downtown area, which could possibly be redeveloped with higher densities to provide efficient use of existing infrastructure and accommodate ~~provide for the aging population~~ community needs.
- ~~8.4.14~~ 6.5.11 The town should encourage existing residential uses in the downtown area that are not compatible with adjacent commercial land uses to relocate to designated residential areas, which may be accomplished through land swapping agreements.
- ~~8.4.15~~ 6.5.12 The presence of incompatible land uses in residential areas shall should be reduced by:
- (a) encouraging the owners to relocate to more suitably-zoned sites; and
 - (b) where there is a discretionary use under the Land Use Bylaw, withholding a development permit where a potential conflict exists.
- ~~8.4.16~~ Manufactured homes shall be permitted to be located in the R-1 (residential) district provided that the dwelling meets all the land use bylaw standards of the municipality and is constructed to the specifications of the Alberta Uniform Building Code.
- ~~8.4.17~~ New residential housing should be discouraged adjacent to any industry that produces noxious byproducts.



6.5.13 *The town recognizes that accessory dwelling units such as garden suites and basement suites will assist in diversifying the housing stock and may incorporate provisions for such uses in the Land Use Bylaw.*

~~8.4.18~~ 6.5.14 The pattern of storm drainage and the systems used to handle storm drainage shall be evaluated and updated as new development occurs. The north end of town is identified as a problem area and new development shall be evaluated in terms of effects on the storm drainage system and the development of an adequate storm drainage management system.

~~8.5~~ 6.6 Commercial

ISSUES

- ~~• Landscaping would benefit commercial areas, as there is a need to improve the appearance of the downtown core.~~
- ~~• The downtown core is constrained by the highway and surrounding residential development, but there are some vacant lots and buildings that could be developed or redeveloped.~~
- ~~• There is a need to attract industries to the community to encourage the retention or relocation of younger members of the community.~~
- ~~• Future central commercial growth directions need to take into consideration the future realignment of Highway 4.~~
- ~~• There are some non-conforming uses located in the downtown core such as auto/truck repair shops and residential uses.~~

OBJECTIVES

- To develop strategies for promoting commercial and tourist related growth.
- To promote infill, redevelopment and beautification in the downtown core.
- To expand and promote the commercial districts as a vital component of the local economy.
- To develop a strategy to expand and accommodate highway commercial uses.

POLICIES

~~8.5.1~~ 6.6.1 All commercial development shall be required to connect to municipal sewer, water and electrical utility system services, unless it is demonstrated to the Subdivision and Development Authority that circumstances exist that services are not required.

~~8.5.2~~ 6.6.2 The ~~municipality~~ town should require and apply landscaping minimums in future commercial developments, which may be placed as a condition of approval on a development permit.



~~8.5.3 Residential dwellings located on lots in the prime commercial areas or next to the highway should be rezoned in the land use bylaw to transitional commercial use and eventually phased out of residential use.~~

~~8.5.4~~ 6.6.3 Commercial development should be encouraged to concentrate in the existing commercial areas by infilling vacant lots, by consolidating sites for redevelopment projects, and by the redevelopment of older properties in the various commercial districts.

Central Commercial

~~8.5.5~~ 6.6.4 Commercial uses should be kept in one general district to avoid fragmentation and create a healthy, viable central business area. The downtown is envisioned to encompass the areas along Main Street, Centre Avenue and blocks to the west as illustrated in Map 3, and is intended to serve as the core for commercial, cultural and civic activities.

~~8.5.6~~ 6.6.5 Future central commercial development should be encouraged to locate and expand:
(a) ~~along the north side of 1st Avenue South, from Railway Street to 1st Street East;~~
(b) ~~the area along 2nd Avenue North between Railway Street and Main Street, by designating the existing residential uses as transitional commercial to protect the integrity of the land for future development. Expansion of highway commercial and retail general commercial uses should be consistent with the future commercial growth areas identified in Map 3.~~

~~8.5.7~~ 6.6.6 To accommodate policy 8.5.6(b) above, Council may consider the option of swapping a residential parcel in this future commercial growth area (2nd Avenue North) with another parcel of land in a more suitable residential area. Mixed use developments (residential and commercial uses in a single building) should be encouraged in the downtown.

~~8.5.8~~ 6.6.7 Council The town should examine the feasibility of purchasing vacant parcels in the downtown and making them available for appropriate central-commercial development.

~~8.5.9~~ 6.6.8 Future commercial development or redevelopment projects occurring in the downtown core should be encouraged to provide pedestrian features to improve pedestrian safety, comfort and convenience.

~~8.5.10~~ 6.6.9 Whenever possible, new commercial uses in the downtown area should be required to provide off-street parking. If such parking cannot be provided, then off-street levies should be collected.

~~8.5.11~~ 6.6.10 Council ~~should formulate~~ The town should consider developing a downtown business plan or implement some form of a business renewal program, which may be carried out individually or in partnership with community groups, private business owners or the ~~municipality~~ town.

~~8.5.12~~ 6.6.11 The ~~municipality~~ town should complete a detailed study of Milk River's central downtown area, which may include recommendations ~~to Council~~ as to how this area may be improved and revitalized.



- ~~8.5.13~~ 6.6.12 The town should formulate a plan with business owners and community groups to improve both the entrances to town and the ~~central~~ downtown commercial area with landscaping.
- 8.5.14 6.6.13 The town should continue to support efforts of business owners to improve the appearance of the business district.
- ~~8.5.15~~ 6.6.14 A local improvement tax may be levied to a property until it is brought up to the higher standards of an adjacent property, due to improvements done on the neighbouring parcel that would either increase the value or improve the standards of that adjacent property.
- ~~8.5.16~~ The town should consider opportunities for relocating the firehall out of the downtown core into the industrial area, and enabling the property to be utilized for other future commercial or institutional use.
- ~~8.5.17~~ 6.6.15 Uses that are not compatible with the ~~central commercial~~ *downtown* area (i.e. automotive) should be encouraged to relocate to a more suitable district, such as light industrial or highway commercial.

Highway Commercial

- ~~8.5.18~~ 6.6.16 Future highway commercial development shall *should* be directed to the areas identified in Map 5 3 of this plan, with the intent to concentrate expansion in a northward direction.
- ~~8.5.19~~ 6.6.17 The ~~municipality~~ *town* shall consult with Alberta Transportation when evaluating proposed highway commercial land use designations adjacent to primary and secondary highways.
- ~~8.5.20~~ A strategy needs to be developed to address highway commercial development along the future Highway 4 relocation. This may include designating land for highway commercial development at the access and interchange points.
- ~~8.5.21~~ 6.6.18 The town should encourage highway (~~drive-in~~) commercial land use developments such as motels, restaurants, service stations, truck stops, etc. to be located within easy access and visibility to the new Highway 4.
- ~~8.5.22~~ Council or the Subdivision and Development Authority may require the preparation and adoption of an area structure plan for certain areas where highway commercial developments or subdivisions are proposed.
- 6.6.19 *Commercial zoning districts and uses will be reviewed periodically to ensure they adequately encompass the needs of the community and business.*
- 6.6.20 *The preservation and restoration of historic buildings and sites important to the town's character and identity should be encouraged.*



6.6.21 *A mixed highway commercial/light industrial district for inclusion in the Land Use Bylaw should be investigated to provide adequate buffer areas and transition zones between commercial, industrial and residential districts.*

8.6-6.7 Industrial

ISSUES

- ~~Industrial areas would greatly benefit from landscaping and on-site improvements.~~
- ~~Industrial activities often create noxious by products, noise and waste disposal problems and require a large land base to store materials.~~
- ~~Industrial areas require good access to an efficient transportation system designed to handle the specific types and volumes of industrial traffic.~~
- ~~The realignment of Highway 4 and the main CPR line will affect transportation routes, access and services roads.~~
- ~~The Town of Milk River should identify suitable land for a possible new, better located industrial park.~~

OBJECTIVES

- To prevent or minimize any potential land use conflicts with existing or proposed industrial uses.
- To attract new investment and industries to the community to balance the assessment base and provide employment opportunities.
- To accommodate the less-desirable effects of industry.

POLICIES

~~8.6.1~~ 6.7.1 Future industrial expansion ~~shall be~~ *should be* directed to the industrial area east of Highway 4 and the potential future industrial sites as indicated in Map 5 3 of this plan.

~~8.6.2~~ Future industrial land areas should include:

- ~~(a) The south and west portion of SE¼ of 33-2-16-W4 (west of water reservoir)~~
- ~~(b) The SW¼ of 33-2-16-W4 (east of Highway 4 and north of 10th Avenue)~~
- ~~(c) The north portion of the SE¼ of 33-2-16-W4~~
 - ▶ ~~This may be the potential future site to expand the water reservoir.~~
- ~~(d) The NW¼ of 28-2-16-W4 (west of the highway)~~
 - ▶ ~~Presently located outside town boundaries. Consideration may be given for swapping land with the County of Warner.~~
- ~~(e) The SW¼ of 28-2-16-W4 (southwest of town, west of the highway)~~



- ▶ ~~Presently outside town boundaries, identified in the Intermunicipal Development Plan as a potential site for lighter industrial and commercial use.~~

~~8.6.3~~ 6.7.2 The town should consider discussing with the County of Warner the possibility to swap land parcels for parcels that are no longer suitable due to the realignment of the highway, to accommodate potential commercial and industrial growth areas.

~~8.6.4~~ 6.7.3 An area structure plan should be prepared for the northwest area, east of the Highway 4 realignment (parcels north of ~~8-10~~ Avenue North), ~~to guide future development on the parcels that will be impacted by the highway corridor changes~~ to establish areas suitable for future industrial development.

6.7.4 If a new industrial area is established north of 10 Avenue North, redevelopment of the existing industrial area to highway commercial or a mix of light industrial and highway commercial uses, or even possibly residential uses should be considered.

~~8.6.5~~ 6.7.5 Industrial activities should be compatible with the town's physical environment and industrial activities shall comply with Alberta Environment and other provincial, federal or municipal standards in respect to noise, odour, and other noxious emissions and fire or explosive hazards.

~~8.6.6~~ 6.7.6 Land use classification should be flexible so as to permit a wide range of light industrial, service, limited retail and recreational land uses to locate on industrial land.

~~8.6.7~~ 6.7.7 Existing industrial uses that are not compatible with adjacent land uses should be encouraged to relocate (land swapping) to better-designated industrial areas.

~~8.6.8~~ 6.7.8 The ~~town of Milk River~~ town should identify suitable land for a possible new industrial park. In locating the new industrial park, consideration should be given to such matters as adjacent land uses, municipal services, transportation access and future growth directions.

~~8.6.9~~ 6.7.9 The approval of any industrial development or subdivision may require the developer to enter into an agreement with the ~~municipality~~ town pursuant to the Municipal Government Act, to provide or pay for the construction of roads, the provision of services, and any other matter which the Council or the Subdivision and Development Authority may require to be addressed.

~~8.6.10~~ 6.7.10 Any proposed industrial development:

- (a) shall meet all the required and appropriate regulations of the Alberta ~~Uniform~~ Building Code; and
- (b) shall be serviced through the ~~municipality's~~ town's water, sewage and electrical utility systems, unless it is determined by the Development Authority that this is not required.

~~8.6.11~~ 6.7.11 The ~~municipality~~ town may, ~~by bylaw~~, institute architectural and design controls for structures within the industrial areas for the purpose of maintaining the appearance of the area and the image of the community.



~~8.6.12~~ 6.7.12 Industrial buildings situated adjacent to non-industrial areas or major roadways should have a high standard of building design and exterior finishing. Building exteriors on all four sides shall be constructed of materials considered first class exterior finishes.

~~8.6.13~~ 6.7.13 The ~~municipality~~ town should require and apply landscaping minimums in future industrial developments, which may be placed as a condition of approval on a development permit. Buffering, berming or fencing may be required by the Development Authority in areas where industrial uses abut non-industrial uses, or are clearly visible from major roadways.

~~8.6.14~~ 6.7.14 Municipal servicing and road paving in industrial areas should coincide with potential growth and ~~municipality~~ the town may allow construction to be completed in phases to lessen the costs. This will be allowed at the discretion of Council or the Subdivision and Development Authority.

6.7.15 *The identification and reclamation of brownfield sites in a timely manner is encouraged.*

6.7.16 *Opportunities for alternative energy development, such as solar energy, should be considered..*

~~8.7~~ 6.8 Recreation/Parks and Community Facilities

ISSUES

- ~~• Parks and playgrounds are expensive to construct and maintain but are needed for families and add to the quality of life for residents.~~
- ~~• Recreation facilities need to be evaluated and monitored to ensure they are providing an adequate service to residents and at a cost reasonable to maintain.~~
- ~~• There is a concern that there is a lack of recreational activities for young adults.~~
- ~~• Milk River provides recreation programs and facilities for a large region outside the town boundaries.~~

OBJECTIVES

- To provide and maintain quality parks and recreational facilities to serve all residents.
- To consider the preparation of a recreation services and facility master plan.
- To ensure that future land developments preserve natural features and provide adequate or open space for residents.
- To encourage new partnerships or proposals that would assist the town in providing parks and recreational facilities in a cost-effective method.



POLICIES

~~8.7.1~~ 6.8.1 Future recreational growth and development strategies for the town should take into consideration:

- ~~(a)~~ Promoting infill open space development on existing vacant lots, ~~such as on the large open field that has yet to be developed west of the ball diamonds. Thought should be given by the town into developing the site for active recreation space in the future.~~
- ~~(b)~~ Once ~~future~~ residential development occurs to the east of town, an area for a small tot lot should incorporate smaller open spaces interspersed in residential neighbourhoods to serve active and passive recreational needs should be to be identified in an area structure plan.
- ~~(c)~~ The library space located in the Civic Centre may be used by the Civic Centre to expand their programs and Council should investigate the possibility of moving the library to a more central downtown location.
- ~~(d)~~(c) Council should examine opportunities for accommodating parking facilities should be examined, as parking is a concern around the Civic Centre.
- ~~(e)~~(d) The town should investigate the possibility of owning and maintaining the local golf course, to ensure quality control and potentially expand the operation. the viability of establishing a large active recreation area south of 10 Avenue North in the vicinity of the closed landfill if development of the area for other uses is not feasible.

~~8.7.2~~ 6.8.2 The town should continue to encourage the commitment of residential developers to incorporate green space and community parks into future developments that meet the town's needs.

~~8.7.3~~ 6.8.3 The provision of new parks, playgrounds, open space, and walkways may be accomplished through allowing smaller tot lots in new residential areas, and encouraging open space to be left in a more natural state, including landscape elements of native prairie vegetation, to help lower maintenance costs and irrigation needs.

~~8.7.4~~ 6.8.4 ~~Council and the municipality~~ town should encourage citizen organizations and volunteers to fundraise and/or donate sweat equity to upgrade playground or park areas.

~~8.7.5~~ 6.8.5 The ~~municipality~~ town should review and update the Recreation Master Plan to reflect current facility management and direct future recreation expansion.

~~8.7.6~~ 6.8.6 Future recreational development should have regard to optimizing the use of land for both social and recreational facilities. The use of open space areas to accommodate a broad range of activities and user groups without creating unsafe conditions or potential conflicts among users is encouraged.

~~8.7.7~~ 6.8.7 The operation of recreation facilities should be reviewed on an annual basis to ensure they are meeting the public's needs and are operating in an efficient manner.

~~8.7.8~~ 6.8.8 The ~~municipality~~ town should continue to work with school authorities and support the shared use of open space and playground areas.



~~8.7.9~~ 6.8.9 The ~~municipality~~ town, pursuant to section 666 of the Municipal Government Act, shall require a ten (10) percent land dedication or money in lieu which may be used for open space requirements in new residential developments. that open space provisions are ensured through adequate acquisition of municipal reserve land and fees in lieu-of-land dedication. The dedication of municipal and environmental reserves shall be carried out at the time of subdivision.

6.8.10 Public access and enjoyment of water features will be encouraged, where feasible.

6.8.11 Storm water management facilities should be designed to function as part of the open space system, where feasible.

~~8.8~~ 6.9 **Municipal and Community Service/Support**

ISSUES

- ~~• The town may be requested to support or provide additional cultural, health or educational services that cater to seniors' interests.~~
- ~~• The community needs to take into consideration the need for a variety of housing types, such as a group home, to accommodate those persons with developmental problems.~~
- ~~• New and existing institutional facilities are costly to build and maintain over time.~~
- ~~• Milk River supplies educational, health and cultural services for a large region outside the town.~~
- ~~• The Provincial Government has been cutting back on the budgets for health care, education and other community services, which creates more stress and problems for a small community.~~

OBJECTIVES

- To evaluate the need for new community services, programs or facilities.
- To continue cooperation with service clubs, volunteer organizations and government agencies.
- To continue cooperative roles with health authorities and protection services to ensure town residents' needs are met.
- To achieve and maintain a high level of community and social services in the ~~municipality~~ town.

POLICIES

~~8.8.1~~ 6.9.1 The ~~municipality and Council~~ town shall attempt to balance the needs of natural and cultural environments with economic development, recreation and individual landowners as a reflection of community values.

~~8.8.2~~ 6.9.2 ~~Council and the Town of Milk River~~ The town should continue to support and work in mutual agreement with other government departments or agencies that help provide various community services to residents.



~~8.8.3~~ 6.9.3 Where possible, Council the town should continue to cooperate with the town's service clubs and other volunteer agencies.

~~8.8.4~~ 6.9.4 The ~~municipality~~ town should encourage non-profit groups/organizations and provincial service agencies to establish services and operate in the community to enhance the level and quality of existing community services.

~~8.8.5~~ 6.9.5 Programs and initiatives should be developed that encourage and enhance volunteerism and community service organizations as they contribute considerably to the quality of life in the town.

8.9 6.10 Transportation and Utilities/Municipal Services

ISSUES

- ~~• The realignment of Highway 4 and the CPR mainline will result in the construction of new access points and interchanges and will leave a changed Railway Street with different land use possibilities.~~
- ~~• Improvement of visibility at intersections within town and providing safe, reliable circulation.~~
- ~~• Efficient snow removal and maintenance of roads and streets in the town.~~
- ~~• Local roads in town that are not registered road plans should be closed by bylaw or barriers put in place to prevent access for liability reasons.~~

OBJECTIVES

- To ensure that future land developments have adequate transit and utility services provided, which also meet the minimum standards or capacities required by the ~~municipality~~ town.
- To maintain a transportation network that meets the needs of the community and provides both safe and efficient routes.
- To ensure that future land developments have adequate infrastructure and that water and sewage treatment services are able to handle the minimum capacities required for future growth.
- To establish guidelines for developers regarding the provision of municipal services that are necessary to serve subdivisions or developments.

POLICIES

Transportation

~~8.9.1~~ 6.10.1 The ~~municipality~~ town should endeavour to maintain open dialogue with Alberta Transportation regarding ~~any future plans to relocate a portion of Highway 4 and Highway 501,~~



~~including or regarding any other major~~ changes to the highways that may have important impacts on the community and may explore the development of highway vicinity agreements with the Ministry.

~~8.9.2~~ 6.10.2 Residential street designs shall continue to employ a hierarchical road pattern, which provides local, collector and arterial roadways to service the population.

6.10.3 *Street designs should consider opportunities to accommodate pedestrians and cyclists.*

6.10.4 *Pedestrian and cycling routes are integral components of the transportation, recreation and open space systems; residential designs should focus on linking parks, recreation, and community and education facilities through pedestrian and cycling routes.*

~~8.9.3~~ 6.10.5 All utilities for new developments shall be underground. Utilities in this context also include shallow utilities such as electrical power lines, cable services and telephone services.

~~8.9.4~~ 6.10.6 The ~~municipality~~ town shall maintain a consistent standard of road design in all new subdivisions.

~~8.9.5~~ 6.10.7 The minimum setback of developments from public roadways that developers must adhere to shall be the standards established under the ~~municipality's~~ town's Land Use Bylaw in effect.

Municipal Services

~~8.9.6~~ 6.10.8 Developers of residential, commercial or industrial lots shall ensure that adequate and safe lighting is provided on their development and shall meet the specifications and standards required by the Development Authority.

~~8.9.7~~ 6.10.9 The burden of supplying or upgrading infrastructure services to subdivisions or new developments shall be borne by the developer and not the ~~municipality~~ town.

~~8.9.8~~ 6.10.10 ~~Council and town staff~~ The town should monitor the condition of utilities that exist in town in order to ensure ~~the town has~~ a sufficient infrastructure framework to support community growth and development.

~~8.9.9~~ 6.10.11 The town should review the quality of municipal services and, where appropriate, individual services should be improved, to ensure a consistently high level of services and facilities is achieved and maintained.

~~8.9.10~~ 6.10.12 The design capacity of water and sewage treatment facilities shall be taken into consideration as new developments tie into the existing distribution and treatment systems.

~~8.9.11~~ 6.10.13 The pattern of storm drainage and the systems used to handle storm drainage shall be evaluated and updated as new developments occur. The north end of town should be identified as a potential problem area and given due consideration in the planning and design of any new subdivision or development.



~~8.9.12~~ 6.10.14 The town should continue to work in conjunction with the community committee, which is reviewing the possibility of pursuing an on-river storage reservoir concept to capture and store more of the province's share of the spring runoff from the Milk River as it flows by the town.

~~8.9.13~~ 6.10.15 The town should ensure adequate planning and precautions are needed to limit the effects of storm water run-off or flash flooding, as the area north of 8th Avenue North has been identified as a possible problem area due to the topography.

~~8.9.14~~ 6.10.16 Pursuant to section 648 of the Municipal Government Act, the ~~municipality~~ town may require that developers pay off-site levies to help offset the capital costs for expanding municipal services, such as roads, water, sewage or storm water drainage facilities or land required for the connection with any of these facilities, if it is determined that a subdivision or development may directly impact these facilities.

6.10.17 *Concurrency of services and facilities with impacts of development is expected. Development will not be permitted to outpace infrastructure capacity.*

6.10.18 *The town will continue to encourage residents, business and institutions to reduce their overall consumption of treated municipal water.*

6.10.19 *A water use and sewer assessment may be required as part of an area structure plan, conceptual design scheme, subdivision application, and/or development permit application to determine water demand and infrastructure requirements.*

~~8.10~~ 6.11 Community Economy and Finance

ISSUES

- ~~• Milk River does not have a large industrial base on which to promote and expand growth but relies on the need of the region for local basic services.~~
- ~~• With seniors making up a large portion of the population, it is important for the community to develop economic strategies to attract businesses and industry that will in turn attract a younger population.~~
- ~~• Economic development may be able to take advantage of the opportunities the CANAMEX Corridor will bring.~~

OBJECTIVES

- To attempt to increase employment opportunities and to integrate tourism and trucking industry-support policies into economic development.
- To protect and support existing industry and commercial uses and to diversify local economic base by attracting new retail and manufacturing firms.



- To provide suitable land for future growth and development needs.
- To promote the improvement of the community image through encouraging both public and private support.

POLICIES

~~8.10.1~~ 6.11.1 The town should investigate both programs and sources of funding from senior levels of government and other non-government organizations that may be available for some infrastructure upgrades as well as other municipal projects.

~~8.10.2~~ 6.11.2 Attempts should be made to make the town a clean, attractive community by encouraging the cleanup of unsightly premises, redevelopment, and enforcing regulations through a municipal bylaw.

~~8.10.3~~ 6.11.3 Home-based occupations ~~shall be~~ are encouraged and permitted in residential areas as long as it is determined there will be no negative impacts to neighbouring property owners. The criteria for home-based businesses shall continue to be administered through the standards established under the ~~municipality's~~ town's Land Use Bylaw.

~~8.10.4~~ 6.11.4 ~~Council and the municipality~~ The town should continue to encourage and support local business, and the promotion of Milk River by local bodies as a service centre for residents and tourists should be given a high priority.

~~8.10.5~~ 6.11.5 ~~Council is encouraged~~ The town will continue to work with the Chamber of Commerce, Milk River Business Association, Regional Economic Development and Tourism Committee, and other business or government organizations to attract quality jobs or businesses without a host of negative impacts.

~~8.10.6~~ 6.11.6 The town should continue to work with developers in creating a positive atmosphere for development and ensuring that land and municipal services will be available for future growth.



Town Of
Milk River

Municipal Development Plan

Appendix A

SOUTH SASKATCHEWAN REGIONAL PLAN



Appendix A: SOUTH SASKATCHEWAN REGIONAL PLAN

South Saskatchewan Regional Plan Conformance

The Alberta Land Use Framework, implemented by the Provincial Government in 2008 provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The Land Use Framework established seven new land-use regions and requires the development of a regional plan for each. The Town of Milk River is located within the geographical area of the South Saskatchewan Regional Plan (SSRP) which was effective the fall of 2014. The SSRP lays out a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources.

All statutory plans and relevant documents must comply with the SSRP by September 1, 2019. Compliance can be achieved by updating relevant statutory and other relevant documents, and filing a statutory declaration declaring compliance with the province. The timing of the 2017 update of the Municipal Development Plan provides the opportunity for Milk River to align this plan with the SSRP. However, on-going consideration of what alignment means is recommended, as the implications of the SSRP continue to be determined and realized at all levels of government in Alberta.

The following excerpts from the SSRP relevant to the Municipal Development Plan (MDP) are identified and the most pertinent MDP policies highlighted:

Section 1: Use Land Efficiently

1. All land use planner and decision-makers responsible for land-use decisions are encouraged to consider the efficient use of land principle in land-use planning and decision making. (SSRP Implementation Plan Section 5.1)

1.1 Reduce the rate at which land is converted from an undeveloped state into permanent, built environment.

Relevant MDP Policy: 6.2.1; 6.2.7; 6.2.9-6.2.12; 6.4.9; 6.5.7; 6.5.10; 6.6.3; 6.7.15

1.2 Utilize the minimum amount of land necessary for new development and build at a higher density than current practices.

Relevant MDP Policy: 6.2.1; 6.2.10; 6.5.7; 6.5.9; 6.5.10; 6.5.13; 6.6.3

1.3 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.

Relevant MDP Policy: 6.2.10; 6.5.10; 6.5.13; 6.6.3; 6.6.6; 6.6.10; 6.6.15; 6.7.4

1.4 Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.

Relevant MDP Policy: 6.2.4; 6.2.7; 6.2.10; 6.5.1; 6.5.4; 6.5.10; 6.10.10



1.5. Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner.

Relevant MDP Policy: 6.6.5-6.6.7; 6.6.10; 6.7.4; 6.7.7; 6.7.15

1.6 Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.

Relevant MDP Policy: 6.1.1; 6.1.2; 6.1.4; 6.1.5-6.1.8; 6.2.4; 6.2.9; 6.2.10; 6.6.4; 6.10.2; 6.10.19

2. Build awareness and understanding of the efficient use of land principle and the application of land-use planning tools that reduce the footprint of the built environment, how they might be applied and how their effectiveness would be measured over time with municipalities, land-use decisions-makers and land users, on both public and private lands. (5.2)

Relevant MDP Policy: 6.2.1; 6.2.2; 6.2.6; 6.2.7; 6.2.10; 6.5.10; 6.10.10

Section 2: Planning Cooperation and Integration

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

Relevant MDP Policy: 6.1.2; 6.3.1; 6.3.3

Address common planning issues, especially where valued natural features and historic resource are of interests to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries. (SSRP Implementation Plan Section 8.2)

Relevant MDP Policy: 6.3.2; 6.3.3

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. (SSRP Implementation Plan Section 8.3)

Relevant MDP Policy: 6.1.3; 6.3.4; 6.7.2

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. (SSRP Implementation Plan Section 8.4)

Relevant MDP Policy: 6.2.1; 6.5.5; 6.9.1; 6.10.10; 6.10.11; 6.10.17; 6.11.6

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. (SSRP Implementation Plan Section 8.5)

Relevant MDP Policy: 6.2.10; 6.6.10; 6.6.11; 6.11.6



Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specially to Intermunicipal land use planning. (SSRP Implementation Plan Section 8.6)

Relevant MDP Policy: section 6.3

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

Relevant MDP Policy: 6.3.4; 6.3.5

Coordinate land use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest. (SSRP Implementation Plan Section 8.8)

Relevant MDP Policy: 6.3.3; 6.4.2; 6.8.8; 6.9.2 – 6.9.5

Section 3: Building Sustainable Communities

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. (SSRP Implementation Plan Section 8.11)

Relevant MDP Policy: 6.2.2; 6.2.13; 6.5.9; 6.6.19; 6.8.7; 6.6.21; 6.7.6; 6.9.1; 6.11.3

Contribute to a healthy environment, healthy economy and a high quality of life. (SSRP Implementation Plan Section 8.12)

Relevant MDP Policy: 6.5.6; 6.5.9; 6.6.8; 6.7.5; 6.7.7; 6.7.11 – 6.7.13; section 6.8; section 6.9; 6.10.3; 6.10.4; section 6.11

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. (SSRP Implementation Plan Section 8.13)

Relevant MDP Policy: section 6.3; section 6.9; section 6.11

Feature innovative housing design, range of densities and housing types such as mixed use, cluster development, secondary suites, seniors' centres and affordable housing. Provide the opportunity for the variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation. (SSRP Implementation Plan Section 8.14)

Relevant MDP Policy: section 6.5

Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments. (SSRP Implementation Plan Section 8.15)

Relevant MDP Policy: 6.4.1; 6.7.3; 6.7.5; 6.7.7; 6.7.8; 6.7.12; 6.7.13



Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire. (SSRP Implementation Plan Section 8.16)

Relevant MDP Policy: 6.4.8; 6.5.14; 6.10.15

Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality. (SSRP Implementation Plan Section 8.17)

Relevant MDP Policy: 6.2.3; 6.2.7; 6.2.8; 6.5.1; 6.7.9; 6.7.10; 6.7.14; 6.8.9; 6.10.8 - 6.10.19; 6.11.1

Locate schools and health facilities, transportation and transit and other amenities appropriately, to meet increased demand from a growing population. (SSRP Implementation Plan Section 8.18)

Relevant MDP Policy: 6.2.1; section 6.9

Section 4: Agriculture

Identify areas where agricultural activities, including extensive and intensive agricultural and associated activities, should be the primary land use in the region. (SSRP Implementation Plan Section 8.19)

Relevant MDP Policy: *The Town has determined that this strategy is most appropriately addressed within an Intermunicipal Development Plan.*

Limit the fragmentation of agricultural lands and their premature conversion to other, non-agricultural uses, especially within areas where agriculture has been identified as a primary land use in the region. Municipal planning, policies and tools that promote the efficient use of land should be used where appropriate to support this strategy. (SSRP Implementation Plan Section 8.20)

Relevant MDP Policy: 6.2.10; 6.2.11; 6.4.9; and most appropriately addressed within an Intermunicipal Development Plan.

Employ appropriate planning tools to direct non-agricultural subdivision and development to areas where such development will not constrain agricultural activities, or to areas of lower-quality agricultural lands. (SSRP Implementation Plan Section 8.21)

Relevant MDP Policy: 6.2.12; 6.4.9; and most appropriately addressed within an Intermunicipal Development Plan.

Minimize conflicts between intensive agricultural operations and incompatible land use by using appropriate planning tools, setback distances and other mitigating measures. (SSRP Implementation Plan Section 8.22)

Relevant MDP Policy: *The Town has determined that this strategy is most appropriately addressed within an Intermunicipal Development Plan*



Section 5: Water and Watersheds

Utilize or incorporate measure which minimize or mitigate possible negative impacts on important water resources or risks to health, public safety and loss to property damage due to hazards associated with water, such as flooding, erosion and subsidence due to bank stability issues, etc., within the scope of their jurisdiction. (SSRP Implementation Plan Section 8.23)

Relevant MDP Policy: 6.2.6; 6.4.8; 6.10.13; 6.10.15

Incorporate measures in future land-use planning decisions to mitigate the impact of floods through appropriate flood hazard area management and emergency response planning for floods. (SSRP Implementation Plan Section 8.24)

Relevant MDP Policy: 6.5.4; 6.10.15

Prohibit unauthorized future use or development of land in the floodway in accordance with the Flood Recovery Reconstruction Act and the Floodway Development Regulation under development, which will control, regulate or prohibit use of development of land that is located in a floodway and define authorized uses. (SSRP Implementation Plan Section 8.25)

Relevant MDP Policy: Flood mapping data is not available for the Milk River. The Town of Milk River Land Use Bylaw contains requirements for consideration of development in proximity of areas subject to potential flooding.

Identify and consider, based on available information including information from the Government of Alberta, the values of significant water resources and other water features, such as ravines, valleys, riparian lands, stream corridors, lakeshores, wetlands, and unique environmentally significant landscapes within their boundaries. (SSRP Implementation Plan Section 8.26)

Relevant MDP Policy: 6.10.18; 6.10.19

Determine appropriate land-use patterns in the vicinity of these significant water resources and other water features. (SSRP Implementation Plan Section 8.27)

Relevant MDP Policy: 6.9.1

Consider Local impacts as well as impacts on the entire watershed. (SSRP Implementation Plan Section 8.28)

Relevant MDP Policy: 6.10.18; 6.10.19

Consider a range of approaches to facilitate the conservation, protection or restoration of these water features and the protection of sensitive aquatic habitat and other aquatic resources. (SSRP Implementation Plan Section 8.29)

Relevant MDP Policy: 6.10.18; 6.10.19



Establish appropriate setbacks from waterbodies to maintain water quality, flood water conveyance and storage, bank stability and habitat. (SSRP Implementation Plan Section 8.30)

Relevant MDP Policy: 8.2.6

Assess existing developments located within flood hazard areas for long-term opportunities for redevelopment to reduce risk associated with flooding, including human safety, property damage, infrastructure and economic loss. (SSRP Implementation Plan Section 8.31)

Relevant MDP Policy: Flood mapping data is not available for the Milk River. Existing development in proximity of the Milk River is already limited and comprised of a golf course, camp ground and visitor centre.

Facilitate public access and enjoyment of water features, to the extent possible. (SSRP Implementation Plan Section 8.32)

Relevant MDP Policy: 6.8.10; 6.8.11

Use available guidance, where appropriate, from water and watershed planning initiatives in support of municipal planning. (SSRP Implementation Plan Section 8.33)

Relevant MDP Policy: 6.3.3

Section 6: Historic Resources

Identify significant historic resources to foster their preservation and enhancement for the use and enjoyment by present and future generations. (SSRP Implementation Plan Section 8.34)

Relevant MDP Policy: 6.6.20

Work toward the designation of Municipal Historic Resources to preserve municipally significant historic places. (SSRP Implementation Plan Section 8.35)

Relevant MDP Policy: 6.6.20

Formulate agreements with the Ministry for development referrals to assist in the identification and protection of historic resources within the scope of their jurisdiction. (SSRP Implementation Plan Section 8.36)

Relevant MDP Policy: The Town has determined that this would most appropriately be addressed through the Land Use Bylaw referral process.

Section 7: Transportation

Identify the location, nature and purpose of key provincial transportation corridors and related facilities. (SSRP Implementation Plan Section 8.37)

Relevant MDP Policy: 6.3.2; 6.10.1



Work with the Ministry to minimized negative interactions between the transportation corridors and related facilities identified in accordance with strategy 8.37 above and the surrounding areas and land uses through the establishment of compatible land-use patterns. (SSRP Implementation Plan Section 8.38)

Relevant MDP Policy: 6.3.2; 6.6.17

Enter into highway vicinity agreements with the Ministry and employ appropriate setback distances and other mitigating measures relating to noise, air pollution and safety to limit access if subdivision and development is to be approved in the vicinity of the areas identified in accordance with 8.37 above. (SSRP Implementation Plan Section 8.39)

Relevant MDP Policy: 6.10.1



Town Of
Milk River

Municipal Development Plan

Appendix B

CHARTS AND TABLES

CHART 2 - TOWN of MILK RIVER

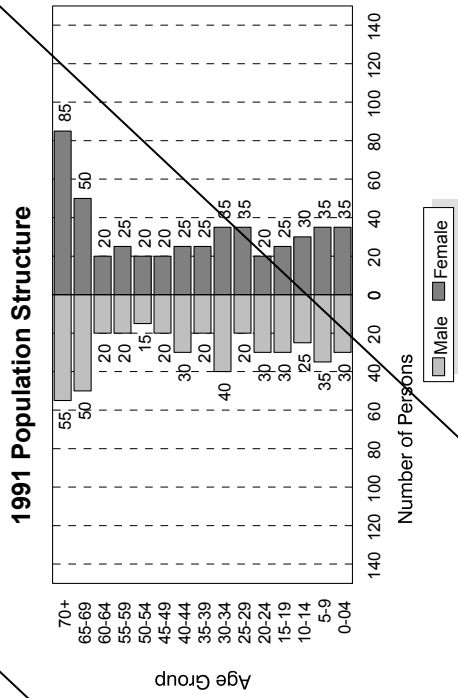


CHART 4 - TOWN of MILK RIVER

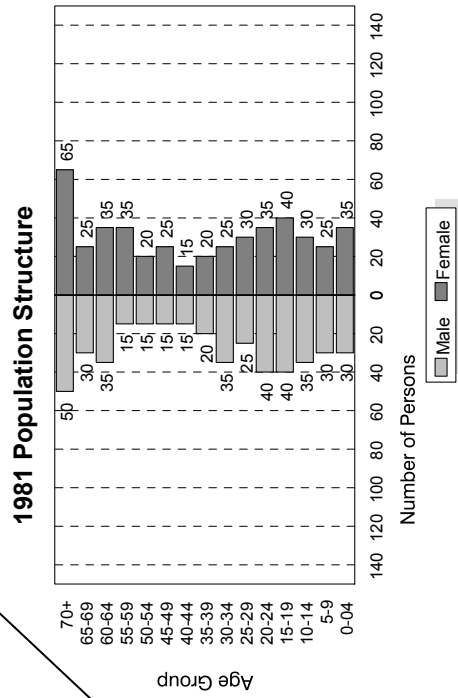


CHART 1 - TOWN of MILK RIVER

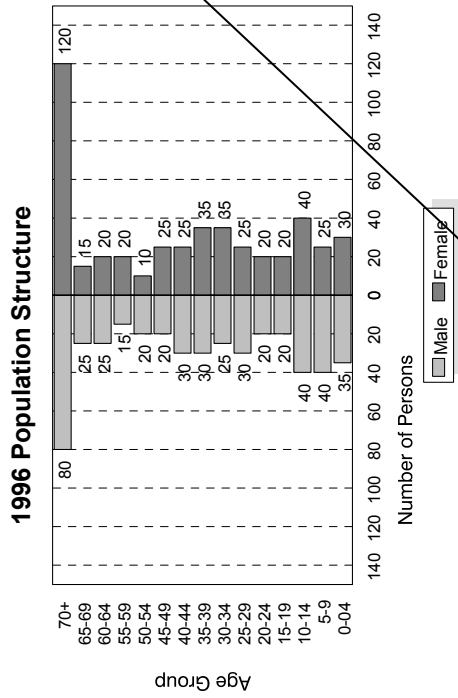
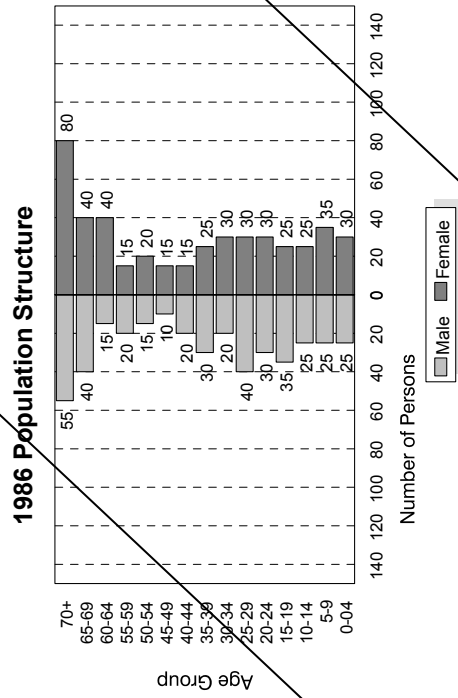


CHART 3 - TOWN of MILK RIVER





Appendix B: CHARTS AND TABLES

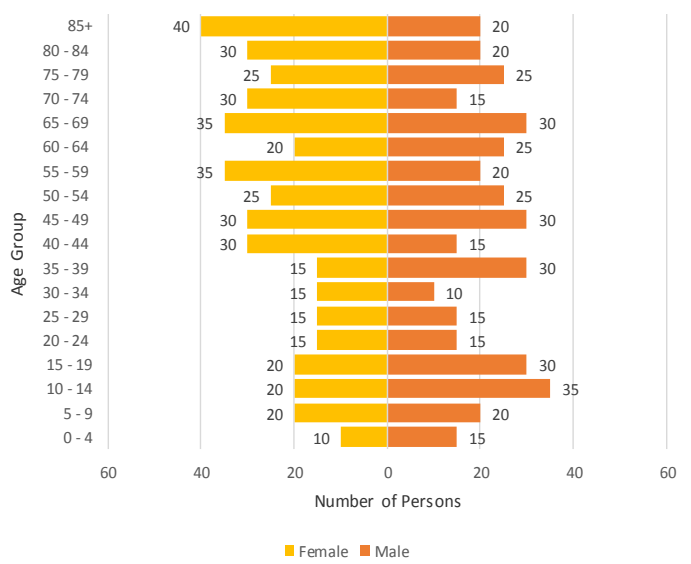
Chart 1

**Town of Milk River
2011 Population Structure**



Chart 2

**Town of Milk River
2006 Population Structure**



Source: Statistics Canada

Chart 3

**Town of Milk River
2001 Population Structure**

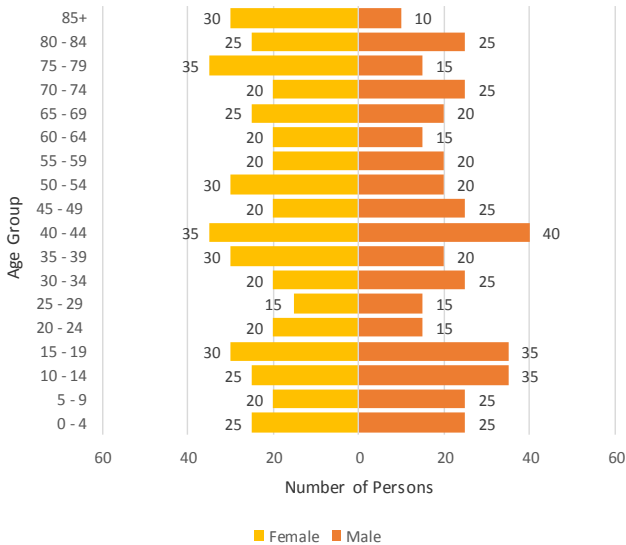
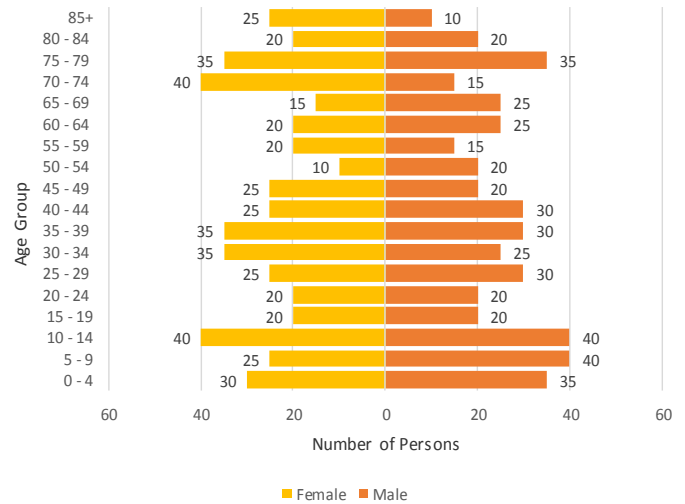


Chart 4

**Town of Milk River
1996 Population Structure**



Source: Statistics Canada



CHART 5

MILK RIVER

Year	Census Pop.	Arithmetic	Logarithmic	Share of Region	Cohort (last 5 yr)	Cohort (last 10 yr)	Cohort (last 20 yr)
1976	817						
1981	894						
1986	861						
1991	929						
1996	929	929	929	929	929	929	929
2001		962	965	935	908	943	942
2006		988	994	939	888	959	957
2011		1013	1023	944	863	972	969
2016		1039	1054	950	838	988	983
2021		1065	1085	953	811	1003	999

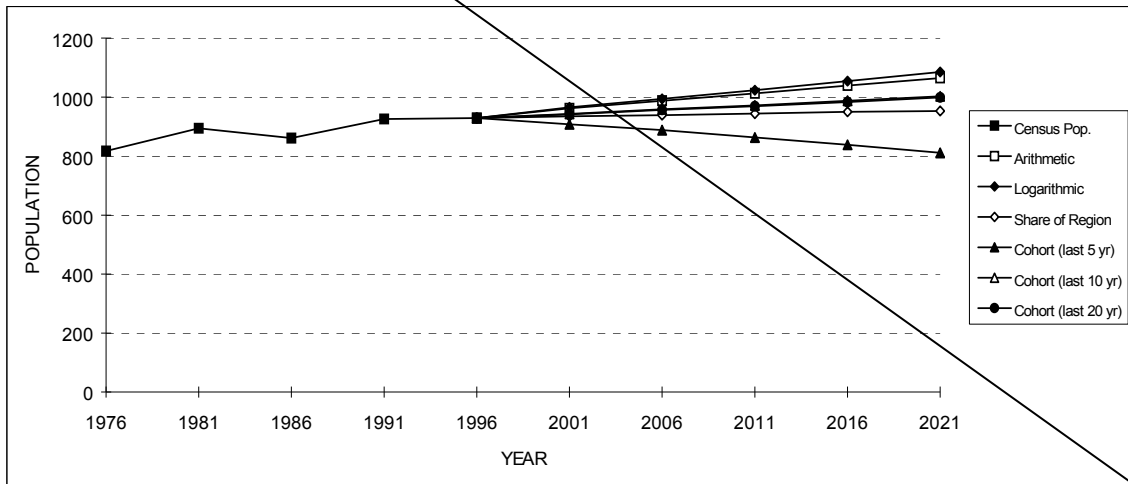
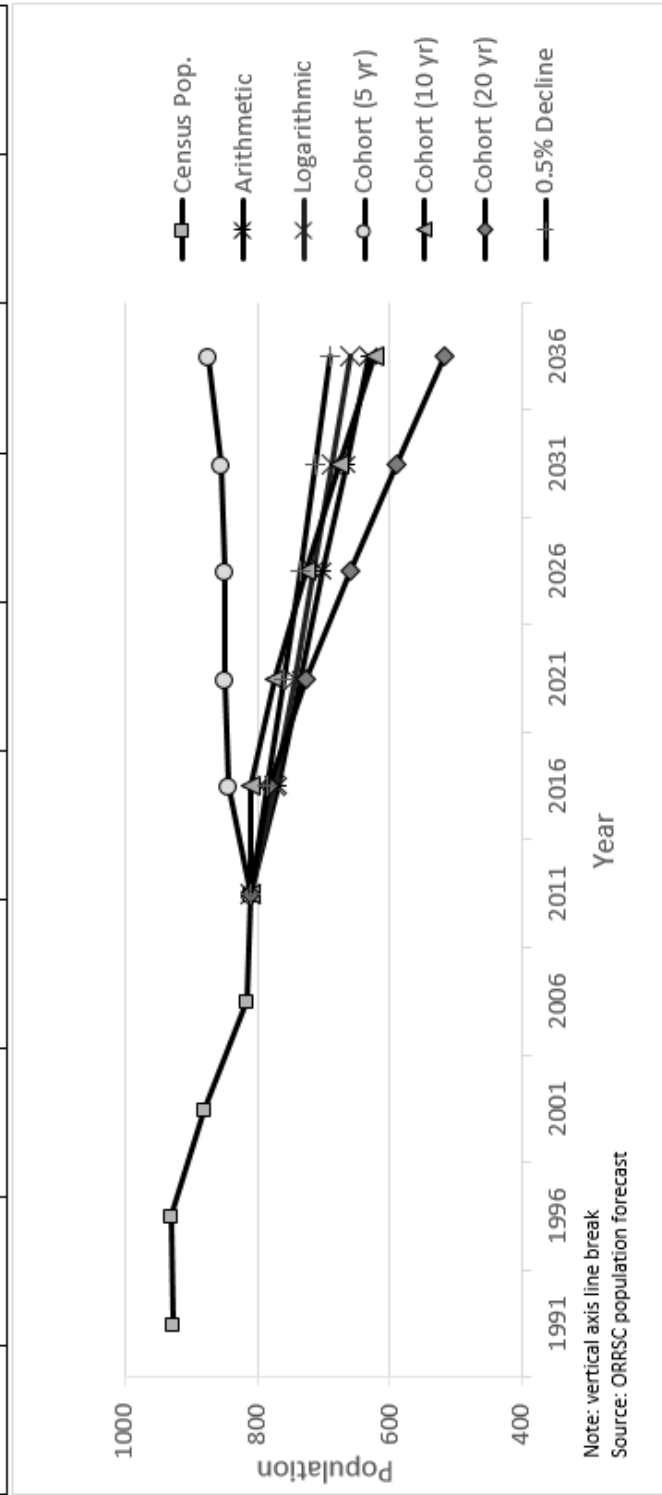


Chart 5

Year	Census Pop.	Arithmetic	Logarithmic	Cohort (5 yr)	Cohort (10 yr)	Cohort (20 yr)	0.5% Decline	0.5% Growth	1.0% Growth
1991	926								
1996	929								
2001	879								
2006	816								
2011	811	811	811	811	811	811	811	811	811
2016		769	773	842	810	783	785	815	819
2021		735	743	848	774	726	760	819	827
2026		701	715	849	726	660	736	823	836
2031		666	687	855	675	590	712	827	844
2036		632	660	873	622	517	689	831	852



Note: vertical axis line break
Source: ORRSC population forecast



POPULATION STATISTICS

Table 1
Comparison of Population Structure for Milk River
1981 to 2001

Age Category	2001	1996	1991	1986	1981
under 15	18.2%	22.6%	20.5%	21.4%	20.5%
15–24	10.8%	8.6%	11.3%	16.3%	17.3%
25–39	14.8%	19.4%	18.9%	16.3%	17.4%
40–64	28.9%	22.5%	23.1%	23.2%	25.2%
65 and over	27.3%	25.8%	25.4%	16.2%	18.9%

Source: Compiled from data acquired from Statistics Canada, 1981–2001 Censuses

Table 2
Milk River Population Projections
Showing Percentage Population of Varying Age Groups
(20-Year Cohort Survival)

Age Group	1996 Base Population	2001 Projection	2006 Projection	2011 Projection	2016 Projection	2021 Projection
0–4	7	5	4	4	4	4
5–19	20	24	21	20	18	16
20–29	10	7	11	14	13	13
30–49	24	24	21	16	17	16
50–64	12	12	14	16	17	17
65+	27	28	29	30	34	34
TOTAL	100	100	100	100	100	100

Source: Compiled from data acquired from the Oldman River Intermunicipal Service Agency Population Projections 2001–2021.

Table 1
Town of Milk River
Comparison of Population Structure for Milk River – 1991 to 2011

Age Category	2011	2006	2001	1996	1991
under 15	15.5%	15.4%	18.2%	22.6%	20.5%
15 - 24	8.1%	9.3%	10.8%	8.6%	11.3%
25 - 39	10.6%	11.7%	14.8%	19.4%	19.4%
40 - 64	35.4%	30.9%	28.9%	22.5%	22.5%
65 and over	30.4%	32.7%	27.3%	25.8%	25.8%

Source: Compiled from data acquired from Statistics Canada, 1991–2011 Censuses



Table 2
Town of Milk River
Population Projections Showing Percentage Population of Varying Age Groups
(20-Year Cohort Survival)

Age Group	2011 Base Population	2016 Projection	2021 Projection	2026 Projection	2031 Projection	2036 Projection
0 - 4	4.9	3.6	3.0	2.4	2.7	3.1
5 - 19	16.6	16.6	14.9	12.4	10.0	8.9
20 - 29	8.6	3.4	7.2	8.3	7.6	5.0
30 - 49	18.5	16.6	12.1	11.1	11.2	9.5
50 - 64	22.8	21.5	21.5	17.3	14.4	11.6
65+	30.8	41.5	41.5	48.5	54.1	61.9
TOTAL	100	100	100	100	100	100

Source: Compiled from data acquired from the Oldman River Regional Services Commission Population Projections 2011-2036

Table 3
Town of Milk River Subdivision Activity 10-Year Overview

Year	No. of Applications	PROPOSED USE OF LOTS						Total Lots
		Residential	Country Residential	Institutional	Commercial	Industrial	Misc.	
2002	4	4						4
2004								
2000								
1999								
1998								
1997	4	44						44
1996*								
1995/96								
1994/95								
1993/94								
1992/93								
1991/92	4	4						4
TOTAL	3	43						43

* Nine-month period April 1 to December 31, 1996.
 Source: Oldman River Intermunicipal Service Agency



Table 4
Town of Milk River
Total Number of Private Households by Household Size

Household Size	Number	Percentage
1 person	120	33.3
2 person	130	36.1
3 person	35	9.7
4-5 person	70	19.4
6 or more	5	1.5
TOTAL	360	100.0

Source: Statistics Canada 2001 Census

Table 5
Private Dwellings in Milk River – Period of Construction

Period of Construction	Number	Percentage
Before 1946	65	18.5
1946—1960	90	25.7
1961—1970	30	8.5
1971—1980	80	22.9
1981—1990	60	17.1
1991—1995	15	4.3
1996—2001	10	2.9

Source: Statistics Canada 2001 Census

Table 6
Occupied Dwellings in Milk River by Ownership Status

Dwellings	1996 Number	2001 Number
Owned	285	295
Rented	95	60

Source: Statistics Canada 2001 Census

Table 7
Milk River Residential Land Acreage Comparison of Designated and Existing Land Use

Land Use District	Designated in Land Use Bylaw		Existing Land Use 2000		Non-Developed Land		Percentage of Land Available
	Acres ±	ha ±	Acres ±	ha ±	Acres ±	ha ±	
Residential*	78.5	31.8	71.4	28.9	7.2	2.9	9.2
Manufactured/Mobile	8.6	3.5	5.8	2.3	3.0	1.2	34.8
Total ±	87.1	35.3	77.2	31.2	10.2	4.1	11.7

* Large Lot Residential district is included in the Designated Residential district total and single, 2 family, 3-4 family, multifamily and seniors residential is combined in the Existing Residential land use.



Table 3
Town of Milk River
Subdivision Activity – 2004-2015

Year	No. of Applications	PROPOSED USE OF LOTS						Total Lots
		Residential	Country Residential	Institutional	Commercial	Industrial	Misc.	
2015								
2014	1	2						2
2013	1				1			1
2012	1	6						6
2011	3	15				2		17
2010								
2009								
2008	2	2						2
2007	1	1						1
2006								
2005								
2004								
TOTAL	9	26			1	2		29

Source: Oldman River Regional Services Commission

Table 4
Town of Milk River
Total Number of Private Households by Household Size

Household Size	Number	Percentage
1 person	110	30.6
2 person	160	44.4
3 person	35	9.7
4 person	30	8.3
5 person	15	4.2
6 or more	10	2.8
TOTAL	360	100.0

Source: Statistics Canada 2011 Census



Table 5
Town of Milk River
Private Dwellings – Period of Construction

Period of Construction	Number	Percentage
Before 1946	65	18.5
1946 – 1960	90	25.7
1961 – 1970	30	8.5
1971 – 1980	80	22.9
1981 – 1990	60	17.1
1991 – 1995	15	4.3
1996 – 2001	10	2.9

Source: Statistics Canada 2001 Census

Table 6
Town of Milk River
Occupied Dwellings by Ownership Status

Dwellings	2001 Number	2006 Number
Owned	295	295
Rented	60	90

Source: Statistics Canada 2006 Census



Town Of
Milk River

Municipal Development Plan

Appendix C

**MUNICIPAL DEVELOPMENT PLAN
QUESTIONNAIRE SUMMARY**



Appendix C:

MUNICIPAL DEVELOPMENT PLAN QUESTIONNAIRE SUMMARY

One of the legislative requirements of the Municipal Government Act regarding the preparation of a Municipal Development Plan is the stipulation that the community at large has an opportunity to participate in the process. Section 636(1) of the Municipal Government Act specifies that a municipality must provide a means for any person who may be affected by the preparation of the plan to participate in the process and to make suggestions and representations.

As a method of determining citizens' concerns and opinions, the Town of Milk River chose to mail out questionnaires to their citizens. The Municipal Development Plan Questionnaire was mailed out in June of 2001 and was to be returned by July 5, 2001. This was a detailed questionnaire designed to provide information about the direction Milk River should pursue in the future.

A total of 346 questionnaires were circulated to residents by direct mailing in the Town of Milk River with 131 responses. The response rate of 38 percent was very high for a mail-out questionnaire. According to the literature on statistic methodology and from previous experience, response rates are usually between 10 and 20 percent. The response rate of 38 percent is also comparable to questionnaires in the past where the average return rate for 15 southern Alberta communities was 41.5 percent. In 1989, a similar questionnaire was conducted for the 1990 General Municipal Plan in Milk River and received a response rate of 41.9 percent.

The questionnaire was divided into nine sections covering the following topics: Respondent Background, Town Appearance, Recreational and Cultural Facilities, Protection Services, Health Services, Education, Town Administration/Roads and Streets, Town Funding, Conclusion.

The following is a brief overview of some of the main trends found in the summary; for more detailed results please see the Town of Milk River Municipal Development Plan Questionnaire Response Booklet where the tables will give a more complete illustration of the responses to the survey questions.

RESPONDENT PROFILE

- Approximately 53.3 percent of the respondents were female, 39.9 percent male and 6.8 percent of the respondents did not indicate either.
- Approximately 31.3 percent of the questionnaires were completed by people in the 60 and over age group. Another 30.9 percent are under the age of 20 years.
- The 1996 Federal census indicates the 60 and over age group comprises approximately 30.7 percent of Milk River's population and the under 20 age group comprises 27 percent of Milk River's population.



MAJOR SURVEY HIGHLIGHTS

- 73 percent of respondents rated Milk River as a good to excellent place to live.
- Average length of time respondents have lived in Milk River is 25.8 years.
- The most important reason why the household chooses to live in Milk River:
 - Employment
 - Close to family and friends
 - Small town atmosphere
- 76 percent of respondents would like to see the Town of Milk River grow at a moderate to rapid rate (10 to 14 or more new people a year).
- Major likes about living in Milk River (64.5 percent of the respondents):
 - Friendly people
 - Low crime rate (safety and security)
 - Small size of town
- Major dislikes (21.5 percent of the respondents):
 - Town Council
 - People (difficult to fit in, cliques)
 - Cost of living (high taxes)
- Facilities most needed in the town:
 - Activities/programs for youth
 - Physical fitness center/gym
 - Skating rink/arena
- Respondents in favour of the following proposals for Milk River:
 - 77.8 percent of the respondents (a ratio of 25:1) agreed the town should take an aggressive approach to economic development with incentives to attract businesses.
 - Between 60 and 74 percent of the respondents were in favour of owning and developing land for residential, commercial and industrial purposes and to upgrade downtown.
 - Approximately 46 percent were in favour of promoting discussion and cooperation with the County of Warner regarding the future development within the town's fringe.
 - 38.2 percent were in favour of promoting pedestrian traffic by employing streetscaping and unique street furniture.



GENERAL OVERVIEW OF HOW RESPONDENTS FELT ABOUT:

1. Town Appearance

The general appearance of the town, the new residential areas and new residential development were rated as good, with the downtown, main entrance and older residential rated as average.

2. Recreational and Cultural Facilities

Most categories were rated as good with parks and playgrounds rated as average by 41.9 percent and 37.5 percent respectively. The walking paths were rated as average to poor by 43.6 percent of the respondents.

3. Protection Services

The fire and ambulance services were rated as excellent and the RCMP services were rated as good. The remaining categories received negative ratings. The weed and pest control and bylaw enforcement received average to poor and very poor ratings, while animal control received a very poor rating of 25.2 percent and poor of 23.6 percent.

4. Health Services

Most categories were rated as good with the Hospital and Nursing Home receiving an excellent rating. Mental Health received a high no opinion rating of 38.2 percent this may be attributed to many respondents being unfamiliar with the services.

5. Education

Most categories received a rating of good, except Preschool received a high 'no opinion' rating of 36.7 percent, however preschool was also rated as good by 30.5 percent of the respondents. All categories received a high 'no opinion' rating which can be attributed to respondents being unfamiliar with the system because they may not have children in the system.

6. Town Administration/Roads and Streets

Most categories received good to average responses. Respondents generally rated the infrastructure and general administration as good, while the maintenance categories and the community planning, access to local government and downtown parking were rated as average.

