

HAMLET OF TURIN GROWTH STUDY REVIEW

2024



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LETHBRIDGE COUNTY

HAMLET OF TURIN GROWTH STUDY REVIEW

Part 1

Overview

From 2018 to 2020, Lethbridge County created a series of hamlet growth studies for each of its hamlets. These studies were prepared by the Oldman River Regional Services Commission on behalf of the County. The purpose was to analyze the existing conditions, demographics and available lands of each hamlet to determine strategies to encourage and support its residential and economic viability. The studies also analyzed present and future servicing needs along with identifying logical areas to support growth with and/or surrounding the hamlet.

The Lethbridge County Municipal Development Plan (MDP) identified that planning for future hamlet growth areas is desirable within its land use management strategy. The MDP is a long-range statutory document providing a framework of policies for decision makers regarding future growth and development opportunities. As part of the growth policies in the MDP, one of the County's objectives is to sustain the hamlets within the County and continue to protect agricultural land uses by encouraging residential development in and around the hamlets. In particular, the MDP outlines the following policies:

- The County shall support hamlet growth provided appropriate servicing provisions exist to facilitate expansions.
- The County shall, where required, undertake servicing master plans and the development of infrastructure required to facilitate growth.

To ensure that the hamlet growth studies remain relevant guiding documents, they are to be reviewed every five years to evaluate growth and development within the community and any new strategies needed to accommodate changing community context.

1.1 Intent

This report reviews how the Hamlet of Turin has changed since the original Hamlet Growth Study was published in May 2019. **Since the data that supported the previous growth study was largely collected in 2018, this report will include development in 2019 as part its data set.**

1.2 Objectives

- Review how Turin has changed in the past 5 years, and how effective the growth study was in guiding its long-term growth and vitality.
- Examine any changes to existing land use and how development has progressed in the infill area outlined in the previous growth study.
- Compare population and development changes in Turin against the resident survey to ensure the needs of the community are being met.
- Identify opportunities for expansion of municipal services/ community resources.
- If there are substantial changes, create a set of recommendations on how Lethbridge County can adapt the Hamlet Growth study to encourage the sustainable and prosperous growth of Turin.



Part 2

Changes Since the Last Growth Study

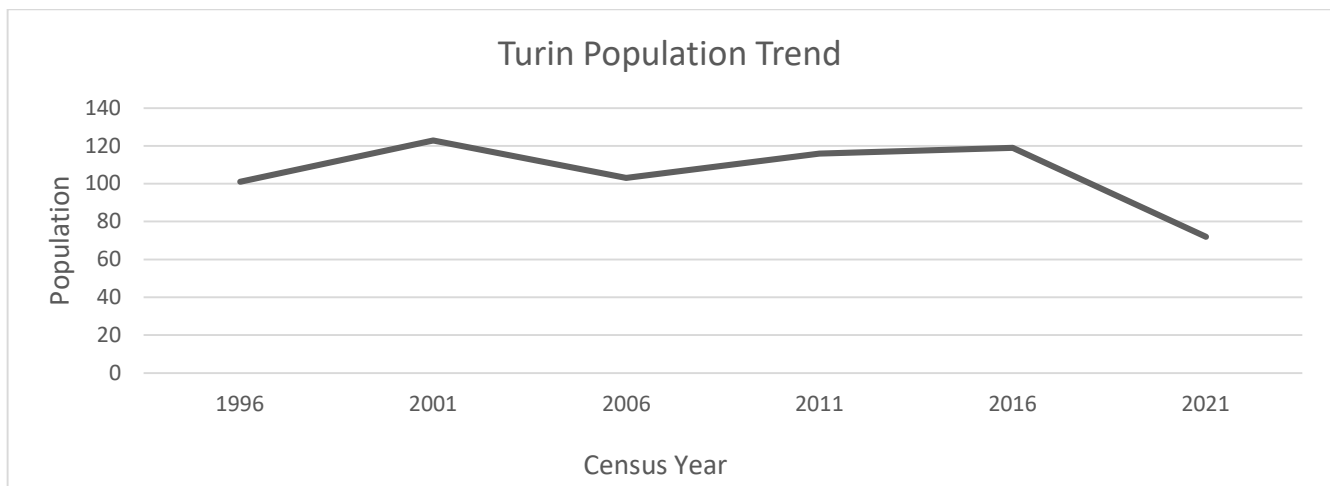
2.1 Population Growth

Since the growth study was published in 2019, the reported population of Turin has declined from 119 in the 2016 census to 72 in the 2021 census, with the average rate of decline being -39.5%. This is a significant difference from the hamlet's typical growth trend, which had small rises and dips since 1996. Turin's population has fallen behind the Hamlets of Iron Springs and Chin, making it the least populated hamlet in Lethbridge County (other than Kipp). Between the two censuses, the number of private dwellings dropped from 41 dwellings in 2016 to 34 in 2021. Only 28 of these dwellings were listed as occupied in the 2021 census, down from 37 in 2016.

Table 1

Census Population and Growth

	2021	2016	2011	2006	2001	1996
POPULATION	72	119	116	103	123	101
5 YEAR TOTAL GROWTH (OR DECLINE) %	-39.5%	2.5%	0.6%	-3.3%	-4.4%	-
NO. OF PRIVATE DWELLINGS	34	41	37	35		-



However, it should be noted that these numbers are likely inaccurate, as the number of dwellings in 2019-2024 remained above 40 in the County's assessment records. There are also not enough residential/ demolition development permits to explain such a drastic change in numbers. As of 2024, new residential developments have increased the total number of private dwellings to 44.

The severe population decline is also questionable, as such a large vacancy rate would have been noticed by the County or partner agencies. If we consider the 3 new residences constructed after the Growth study was completed, the population could have even risen by 3 - 10 people (assuming that the average household size remains consistent with the 2016 census at 3.3 people per dwelling).

These numbers could be explained as an issue in the data collection process by Statistics Canada, either by data suppression, low response rate, or a coverage error. In a community as small as Turin, minor changes in population numbers would result in more pronounced growth/decline trends than it would in larger communities.

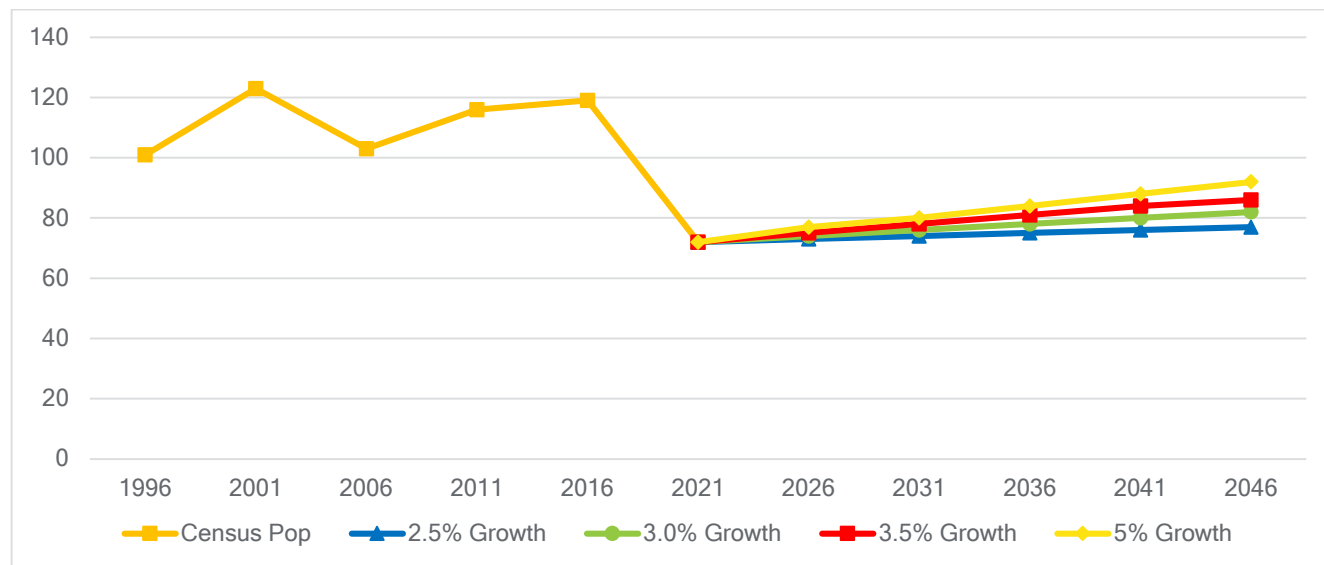
The following table is an updated set of population projections based on the 2021 census data. The new predicted growth rates are far below those predicted in the 2019 Growth Study. Based on the new projections, Turin could reach between 77 or 92 people depending on if growth is actively promoted or not. Due to the rapid decline, it will take 56 years (2081) at 5% growth rate to replace the 2016 population numbers.

If the 2021 census results are indeed flawed, Turin's growth trajectory could still be similar to the 2019 Growth Study.

Table 2

Updated Growth Projections

Year	2.5% Growth	3.0% Growth	3.5% Growth	5% Growth
2021	72	72	72	72
2026	73	74	75	77
2031	74	76	78	80
2036	75	78	81	84
2041	76	80	84	88
2046	77	82	86	92



2.2 Residential Assessment

Housing in Turin has remained relatively consistent with what it was in 2019, with well maintained properties and yards. The housing stock is still largely older dwellings in fair/good condition. A small rise in new residential developments (both in terms of new residences and additions/accessory buildings) has also balanced out some of this older housing. The new residences include one site built, one moved in and one manufactured home. Aesthetically, this range of housing style fits in with the rest of the community, which already has a variety of housing sizes and styles.

In the previous growth study, it was mentioned that 1 Avenue has some of the oldest housing in the hamlet. As of now, there have been two new residences added on this road, with one development happening in the area between 2 and 3 Street, a location concentrated with the majority of older housing also in slightly poorer condition.

There has also been a small rise in area being used for residential purposes, with 1 parcel zoned as Hamlet Direct Control being used as the site of a new residence.

2.3 Commercial/ Industrial Assessment

Commercial activity remains largely centered around Main Street (Range Road 19-3). There have been no changes to land designated as Hamlet Commercial or Hamlet Direct Control since the previous growth study was published.

- Assuming the population of Turin is similar to what it was in the 2016 census, the hamlet is still too underpopulated to support commercial uses. The Country Corner convenience and liquor store is the only commercial service still in operation and has been noted to struggle due to the low customer base.
- The Country Corner was also the only commercial use to make any changes to their property, adding a new garage to be used as cold storage in 2020.
- Parcels in the Hamlet Direct Control district continue to accommodate a local business and the post office.

Turin also had a large growth in area designated as Hamlet Industrial following the acquisition of land formerly owned the Canadian Pacific Railway. This led to the expansion of the hamlet's boundary in 2020.

- In the last growth study, it was noted that there was potential for agriculture related businesses to establish themselves in Turin. The sale of this new industrial land to a local feedlot could be a fulfillment of this prediction as well as potential for more industry in the hamlet. It should be noted, however, that these lands are not yet actively utilized.

- In the Resident Engagement Survey, community members were generally in support of commercial/industrial growth. The majority of respondents noted that they would like to be consulted about development in this area.
- During the boundary change, a small Hamlet Industrial lot was cut out of Turin's boundary (the north west corner of the hamlet) and consolidated with a neighbouring parcel and re-designated as Urban Fringe.

2.4 Community Services

Lands designated as Hamlet Public/Institutional have remained unchanged. Turin Community Curling Club is still the only community service active in the hamlet and acts as its community association. The area to the southwest of the hamlet is owned by the County and currently used as park space.

The former Turin school site and neighbouring land in the south of the hamlet is also still owned by the County and remains a site of potential future development.

Turin residents rely on the services in the Town of Picture Butte for shopping, government services or health care.

2.5 Parks and Recreation

The majority of recreation space in Turin is green space on County owned property. The playground and baseball diamond have remained in good condition with little to no change in terms of landscaping or infrastructure.

Lethbridge County is budgeting funds in 2025 for new playground equipment. This will be on County owned land and maintained and insured by Lethbridge County for the duration of its life cycle. This project is in partnership with the Turin Community Curling Club, who will support the implementation of this park through volunteering efforts.

2.6 Confined Feeding Operations (CFO'S) – Proximity and Effects

There have no changes to confined feedlot operations in the area around Iron Springs. The hamlet's CFO exclusion zone prevents new CFOs from being established

Part 3

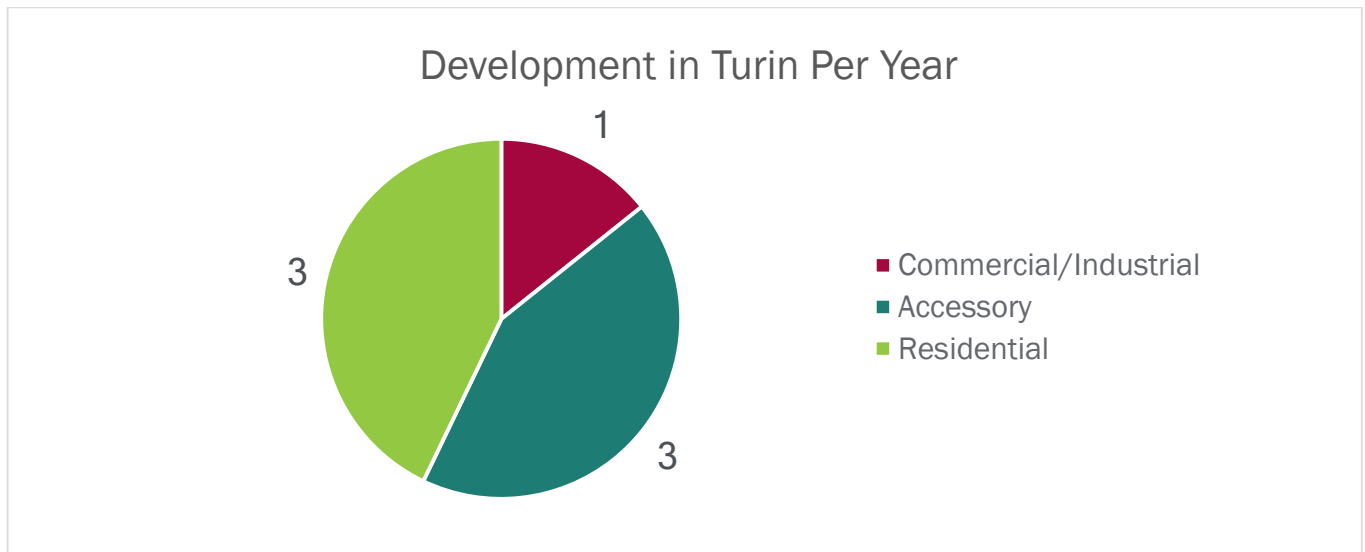
Growth and Land Use

Turin has had a small but somewhat consistent amount of development since the 2019 growth study. **Map 1** displays this growth through the different categories of development permits Lethbridge County issued between the publishing of the growth study and the present. Standalone waiver applications were not included in this survey.

Between 2019 and 2024, the County received:

- 1 application for commercial/industrial use, which was a garage/ cold storage building for the aforementioned Country Corner store.
- 3 applications for a residential use (a site built dwelling, a moved in residence and a manufactured home).
- 3 applications for an accessory use (an attached garage, a solar array, and a deck).

Diagram 1 - Development by Types of Uses



This new development has resulted in an estimated \$525,159 being invested in the community over the last 5 year period. Accessory uses made up \$55,159 of this total, while commercial/industrial made up \$20,000. The remaining \$450,000 comes from residential development.

3.1 Infill

Subdivisions

ORRSC determined that Turin had large swaths of area that could be subdivided to create up to 61 residential lots. Commercial/industrial infill was not possible through subdivision and was anticipated to rely on existing vacant parcels. Since the last growth study, the consolidation of former CPR lands is the only subdivision that has happened in Turin. This has created a significant amount of commercial/industrial infill potential in the community. The majority of eligible residential parcels are privately owned, and it will be up to their owners to decide to subdivide. See **Map 3**.

- Given the distance to other urban areas and services, demand for residential space in Turin is very low. Turin residents have also stated that they enjoy their large lot sizes, meaning the demand subdivision is also quite low.
- County owned lands in the south of the hamlet were not considered for subdivision in the previous growth study. Slow growth rates and a lack of demand for more residential lots also mean that repurposing these parcels is not a high priority for the County.
 - The existence of several vacant lots in the north of Turin also deters this, as there is no reason to add more vacant lots to the hamlet when there is still room for infill. Infill in this area would also be somewhat disconnected from the rest of the community.
 - New lots would also have to be serviced with water and sewer infrastructure, which would be an unnecessary cost for the County if there is little demand.

Vacant Lots

There are currently 13 vacant lots spread throughout the hamlet, the majority of which were vacant at the time of the last growth study. Two of the parcels that were vacant in the previous growth study are now filled, both of which are new residential developments.

3.2 Future Expansion

The borders of Turin have expanded eastward after the transfer of land formerly owned by the Canadian Pacific Railway to the County. This land has since been subdivided into 8 lots designated as Hamlet Industrial and was put up for sale in 2022. 4 lots have been purchased and the other 4 are owned by the County. This expansion connects to Highway 25 and is primarily serviced by gravel road and a small portion of pavement.

3.3 Future Municipal Services and Infrastructure

Under Municipal Development Plan Policy 9.8, new developments are required to be serviceable by local infrastructure services. However, unreliable census data makes it difficult to assess municipal servicing capabilities. A lack of significant population growth and development also means there is little to no demand to enhance existing municipal services within Turin (aside from servicing new developments within the existing boundary). Assuming Turin's real population has remained relatively the same since the 2016 census period, municipal infrastructure can be considered to be well utilized and not in immediate need of change. A drop in in population numbers would not impact lots that are already being serviced.

WATER: Turin is still serviced via domestic potable water line from the City of Lethbridge. The water is allocated under the County's own water license. A truck fill station and water treatment plant operate on County owned land to the south of the hamlet. See **Map 4**.

- 5 of the 8 new subdivided lots are connected to Turin's waterline. The waterline would have to be expanded to accommodate the other 3 on the far east side of the hamlet
- All new residential developments are serviced by the waterline. 1 residence northwest of the hamlet is also serviced.
- 7 parcels do not have direct service to the water line (as of August 2024).
 - 1 parcel has a small shed/ accessory type building but no residence.
 - The other 6 parcels are vacant and would need to be serviced in the future if a development is constructed on it.

SEWER: Turin is serviced by wastewater lines that feed into a 2 cell sewer lagoon system located to the east of the community. This system is maintained by the County. See **Map 5**.

- 8 parcels do not have service to Turin's sanitary lines as of October 2024.
 - All of these parcels are vacant and would need to be serviced in the future if a development is constructed on it. This is in accordance with Lethbridge County's Municipal Development Plan Policy 9.8.

DRAINAGE: There is still no formal (i.e. piped) municipal storm water drainage infrastructure system in Turin. The community continues to rely on drainage being directed existing gutters and ditches. No major drainage issues have resulted in a need to change this.

ROADS: The majority of local municipal roads within the hamlet are paved and may be considered in overall good condition. There is only one residence in the hamlet that relies on access from a gravel road. All 3 new residences have direct access to paved roads.

The majority of the new Hamlet Industrial area is serviced by a gravel road that was created during its subdivision. This road gives the hamlet another way to access Highway 25 and will likely be favoured by future businesses in this area. Only 3 of the 8 Hamlet Industrial parcels front a paved road, and only 1 has a direct approach to it. As this area develops more, it may become necessary to pave this road to prevent negative impacts like dust disturbing residential life. Higher intensity uses could also lead to deteriorating road conditions following an increase of traffic from larger commercial vehicles.

Another option would be to regularly treat this road with dust control to minimize its impact and/or to direct industrial traffic exclusively onto the highway. The latter option would require developers to build accesses directly onto the highway and involve consultation with Alberta Transportation and Economic Corridors.

Part 4

Analysis

Turin has changed very little since the last growth study. While inaccurate census data makes it difficult to determine the true rate of growth/ decline, the presence of well-maintained properties and interest in new playgrounds/ recreation spaces indicates a healthy population level. Lethbridge County is also still well equipped to accommodate future growth due to the large amount of developable County owned land and vacant parcels. Due to this, the plans for expansion laid out in the 2019 Hamlet of Turin Growth Study (while not immediately relevant), still act as a valuable guideline for any future changes.

- Very slow growth trends show that Turin is not a prime destination for new home buyers. This is likely due to its distance from other urban areas and most services. Turin will likely remain a rural bedroom community for the foreseeable future unless there is large amount of development in surrounding areas.
 - This is consistent with residents' expectations of the community, valuing it for its quiet atmosphere and spacious properties.
- The majority of vacant land in the Hamlet is intended for commercial/industrial use and is the potential site of a growing agribusiness node. This in turn may generate new demand for housing in the community.
- There are very few vacant parcels left in Turin to accommodate new residential development.
 - Residential infill is limited to privately owned parcels. Residential subdivision and development in Turin will likely be limited for the foreseeable future.
- If this growth trend continues, there will only need to be minor adjustments to existing utility infrastructure to accommodate growth in the next few years.

Appendix

Chart 1 - List of Development in Turin 2019 - 2024

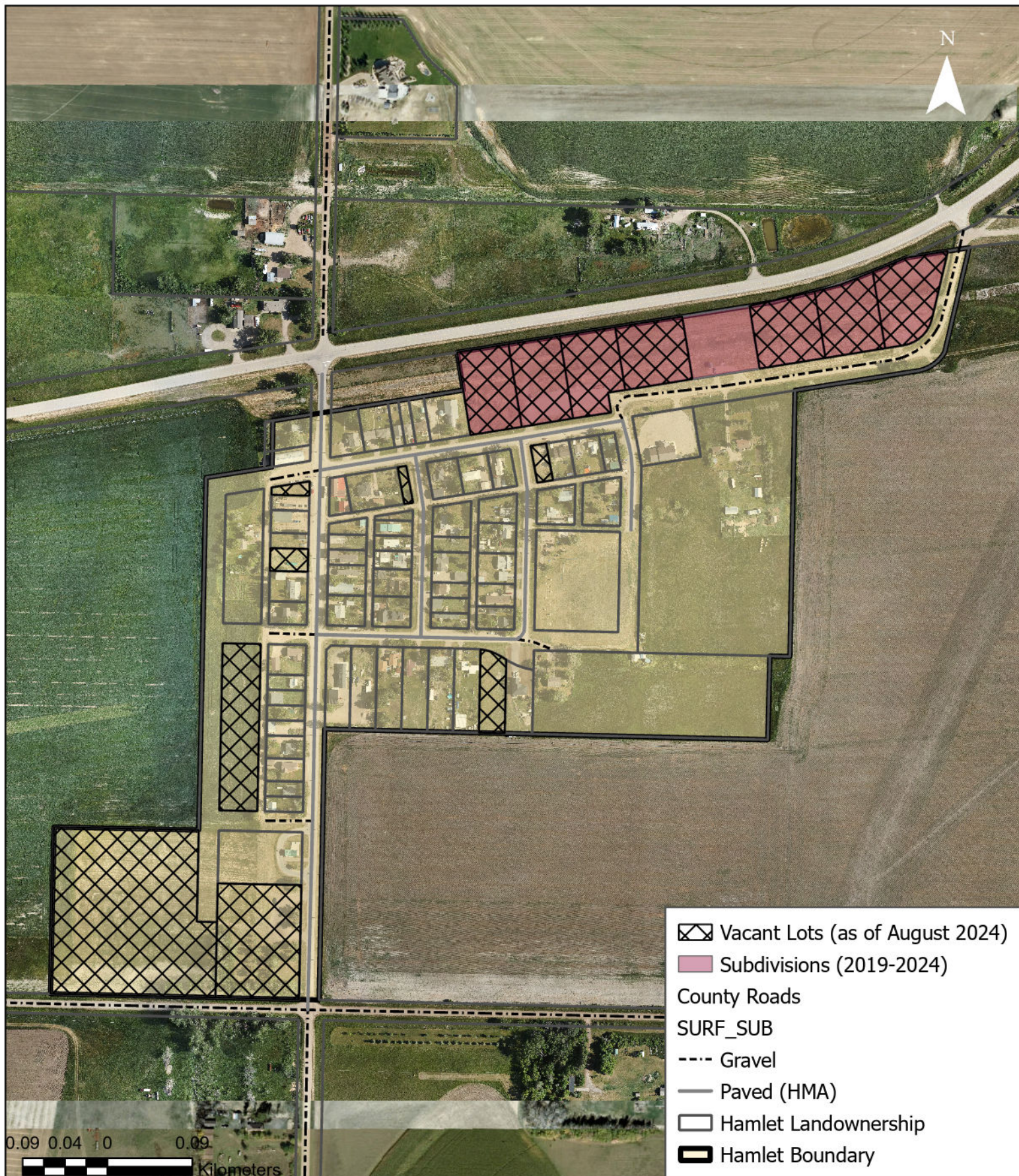
Municipal Address	Permit Number	Development Type	Description	Cost of Development	Year
127 Main Street, Turin	2019-038	Residential	Manufactured home 2	25,000	2019
115 1 Avenue, Turin	2019-091	Accessory	Attached garage	40,000	2019
102 - 1st Avenue	2020-087	Commercial/industrial	Accessory Building with Waiver	20,000	2020
310 - 1 Avenue, Turin	2021-105	Residential	Residence with attached garage	250,000	2021
201 - 1 Avenue	2021-127	Residential	Moved-in residence with rear addition and front deck addition garden shed and detached garage	175,000	2021
310 1 Ave, Turin	2023-156	Accessory	Deck	5,311	2023
132 2 Street, Turin	2024-032	Accessory	Roof-mounted Solar Array	9,848	2024



Map 1: Development in Turin by Permit Type

Created by: Hannah Laberge, Planning Intern

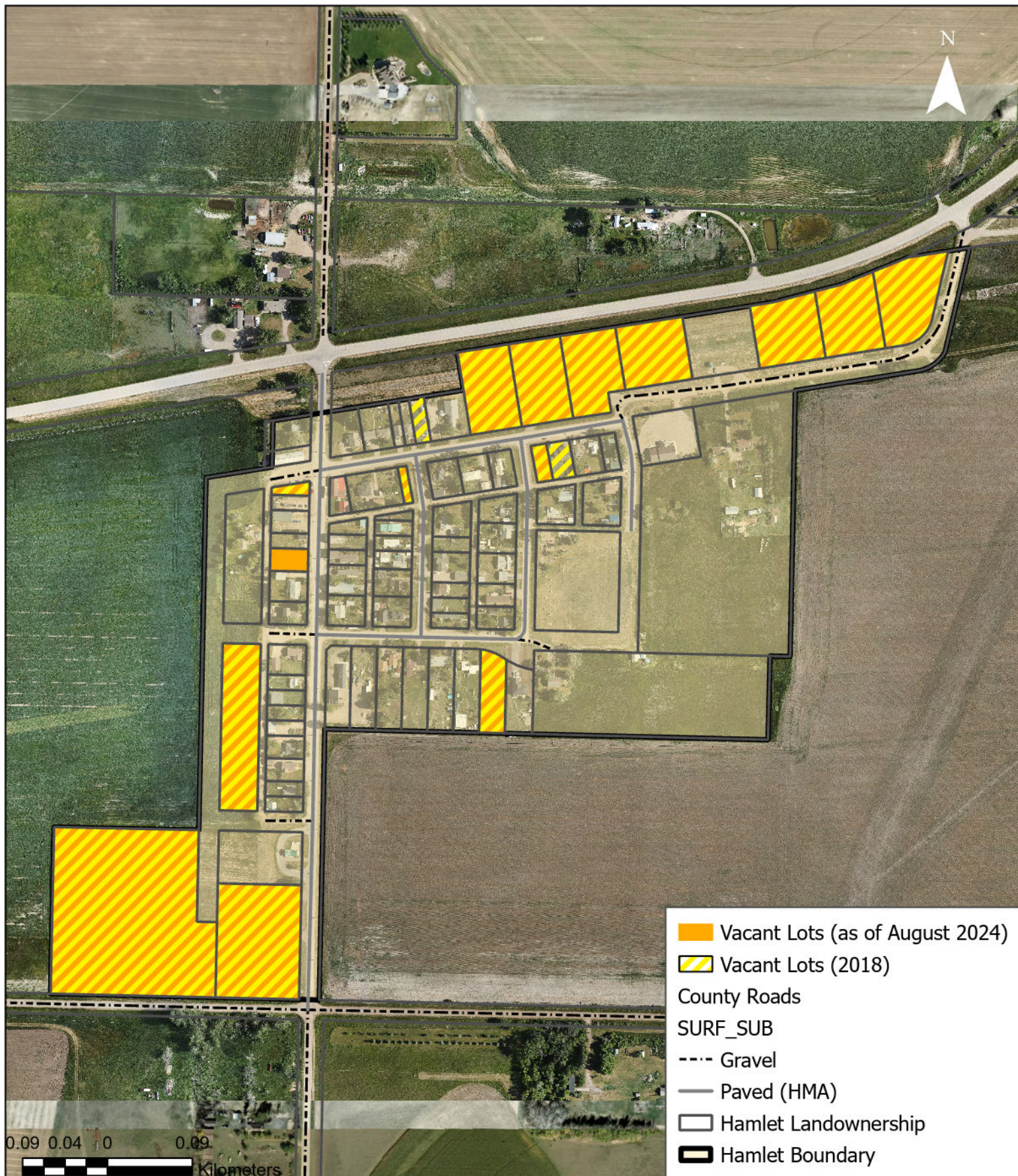
Data Source: Lethbridge County Development Permit Applications (2019 - 2024)



Map 2: Vacant Lots and Subdivisions

Created by: Hannah Laberge, Planning Intern

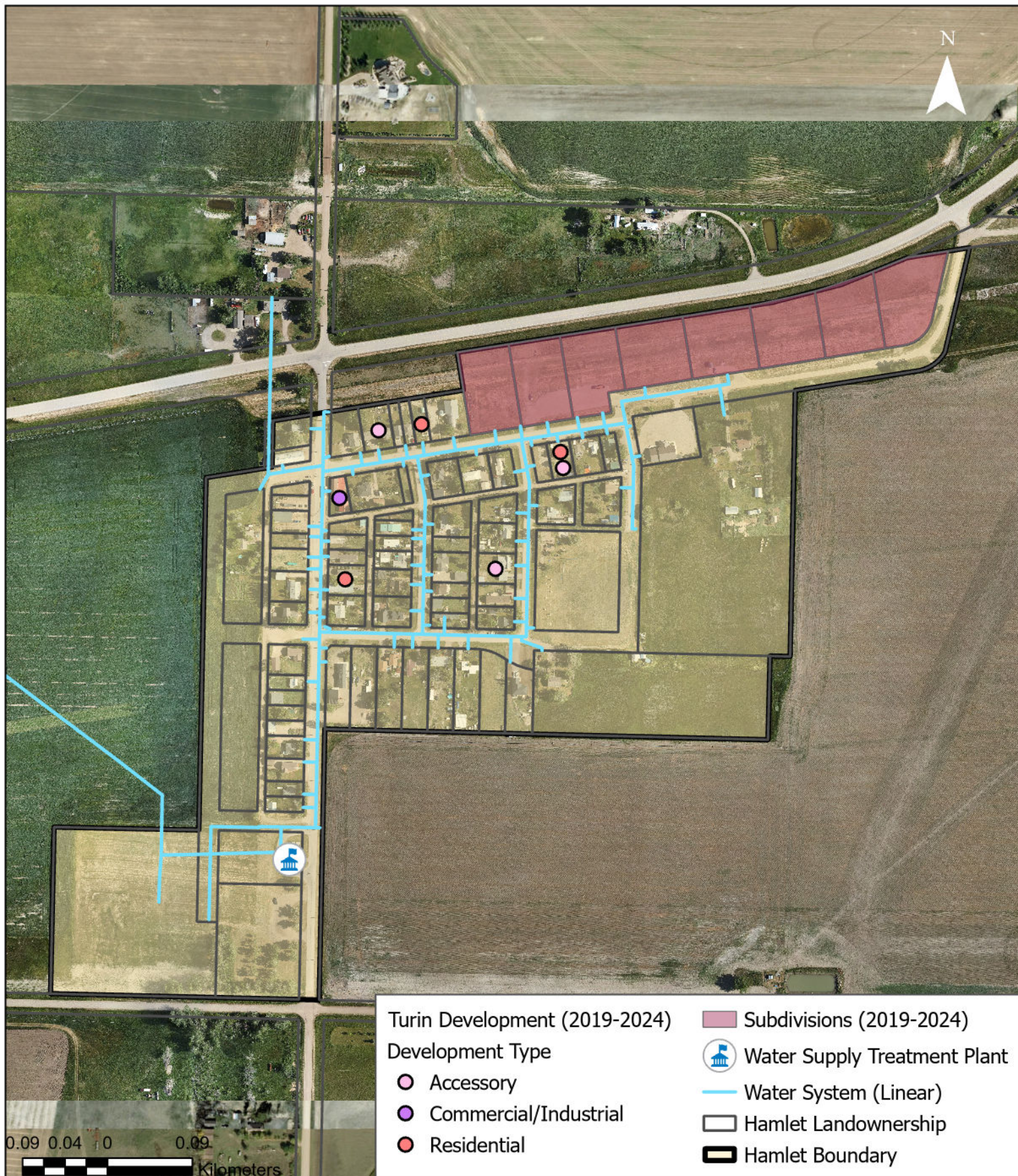
Data Source: Lethbridge County Development Permit Applications (2019 - 2024)



Map 3: Vacant Lots in 2018 versus Vacant Lots in 2024

Created by: Hannah Laberge, Planning Intern

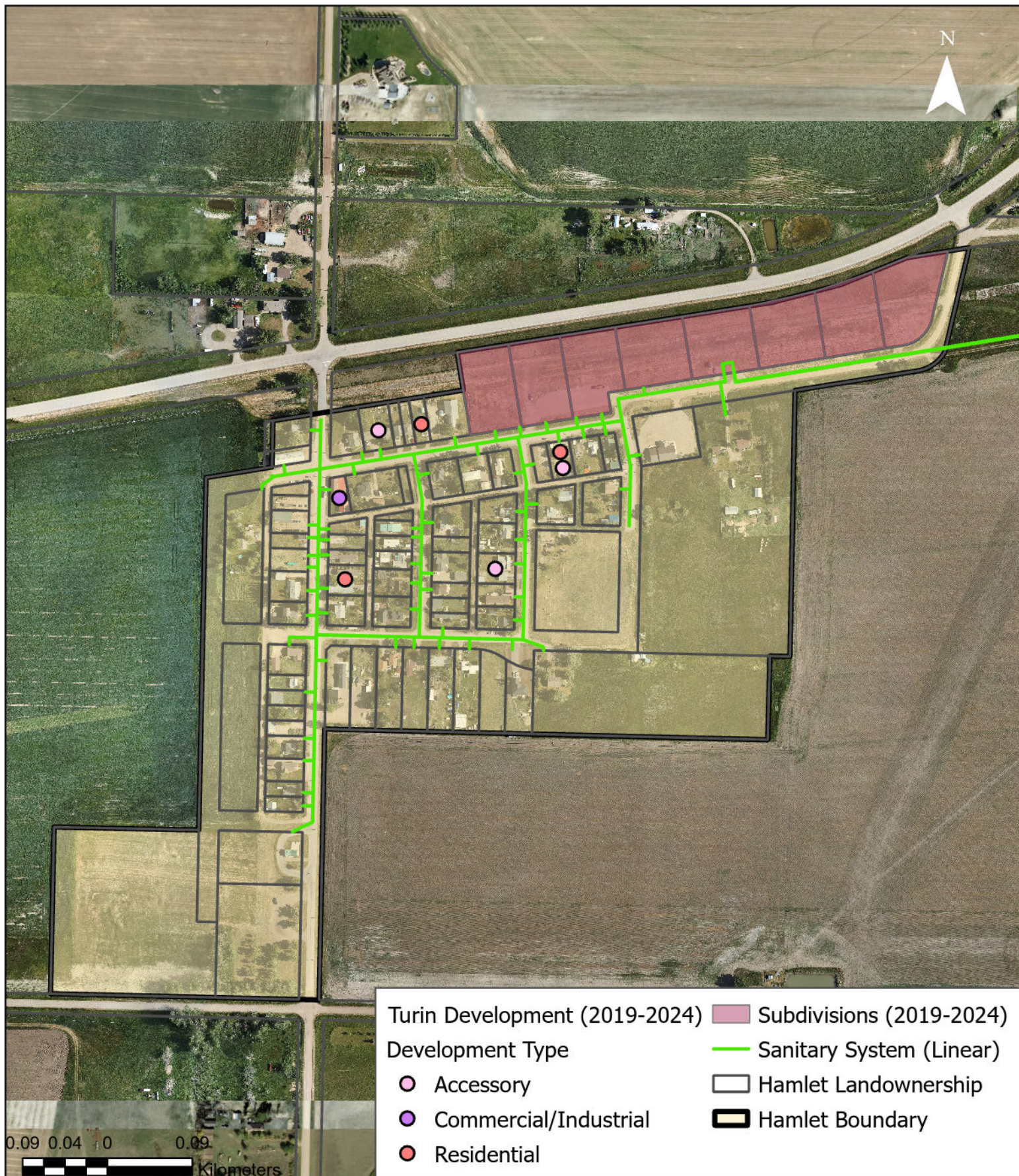
Data Source: Lethbridge County Development Permit Applications (2019 - 2024)



Map 4: Water Utility Infrastructure

Created by: Hannah Laberge, Planning Intern

Data Source: Lethbridge County Development Permit Applications (2019 - 2024)



Map 5: Sanitary System Infrastructure

Created by: Hannah Laberge, Planning Intern

Data Source: Lethbridge County Development Permit Applications (2019 - 2024)