

COMMUNITY RESOURCES

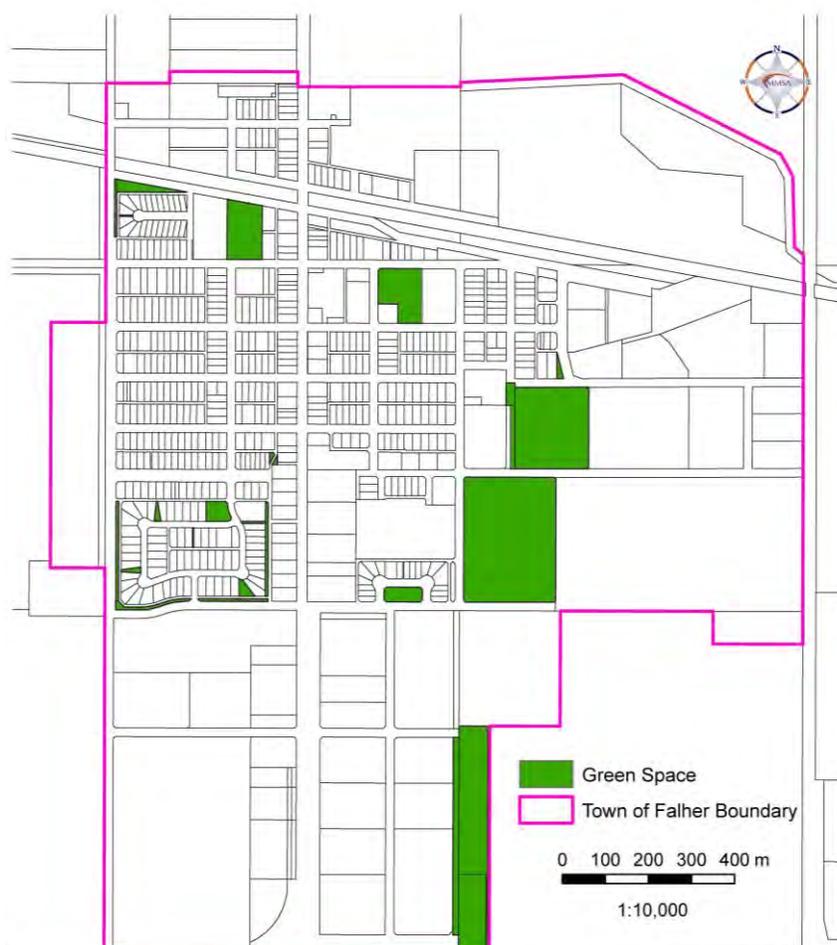


FIGURE 10 - GREEN SPACES

access to town water, washrooms with shower facilities, a sanitary disposal system, an enclosed shelter, and a playground.

Residents and visitors have access to meeting facilities such as Club Alouette, a seniors' drop-in and event centre, the Falher Friendship Corner for people with developmental disabilities and the Centre Chevalier, a community hall that can hold up to 500 people.

The Falher Intermunicipal Library/ Bibliothèque Dentinger operates as part of the Peace Library System, a regional branch that provides library services to residents in the Town and the region.

Falher's robust francophone heritage is kept alive through language, cultural events, and history. École Héritage offers French instruction from kindergarten to grade 12 and the local radio station, CKRP, offers French programming.

The Town of Falher has a number of recreational resources available to its residents. The Falher Regional Recreation Complex includes an ice rink, curling rink, fitness center, and a meeting facility. A newly completed splash park and beehive slide enhances the adjacent park. The Falher Regional Swimming Pool is an outdoor facility, which operates over the spring/summer adjacent to École Routhier. Community baseball diamonds, a soccer field, and a running track are located just south of the Villa Beausejour.

The Falher Municipal Campsite, located southeast of downtown has a total of 30 lots with electrical servicing, as well as, overflow camp sites. The campground includes





FIGURE 11 - ÉCOLE HÉRITAGE

DEVELOPMENT CONSTRAINTS

There are a number of natural and man-made features that have and will continue to impact change and growth patterns in the Town of Falher.

CONFLICTS BETWEEN CURRENT LAND USES AND THE LAND USE BYLAW

The *land use bylaw* regulates development within the Town. Existing development that does not conform to the bylaw is legally existing *non-conforming development* (Section 643 of the *MGA*).

Early settlement patterns and changing regulations within the Town have resulted in a number of *non-conforming* land uses. Predominantly the conflicts (highlighted in Figure 12) are residential uses in commercial or industrial districts of town. Within the industrial area, this includes three multi-acre lots with a lot size more consistent for country residential development in a rural setting.

WINAGAMI-GIROUXVILLE WATER CANAL

The water canal delineates the northern boundary of the Town of Falher. It was built in the 1960s and provides extra drainage capacity within the Town's stormwater management system. Crossing the canal to provide for northward expansion could impose additional costs on the development associated with the provision of new transportation and utility infrastructure.

HIGHWAY 49

Highway 49 provides for regional transportation and as such, crossing the highway to provide for southward expansion is a challenge, particularly while maintaining the grid development pattern



that characterizes much of the residential and primary commercial development in Falher. Interference with the regional transportation function resulting from the encroachment of urban uses should be minimized, apart from the provision of services to the travelling public.

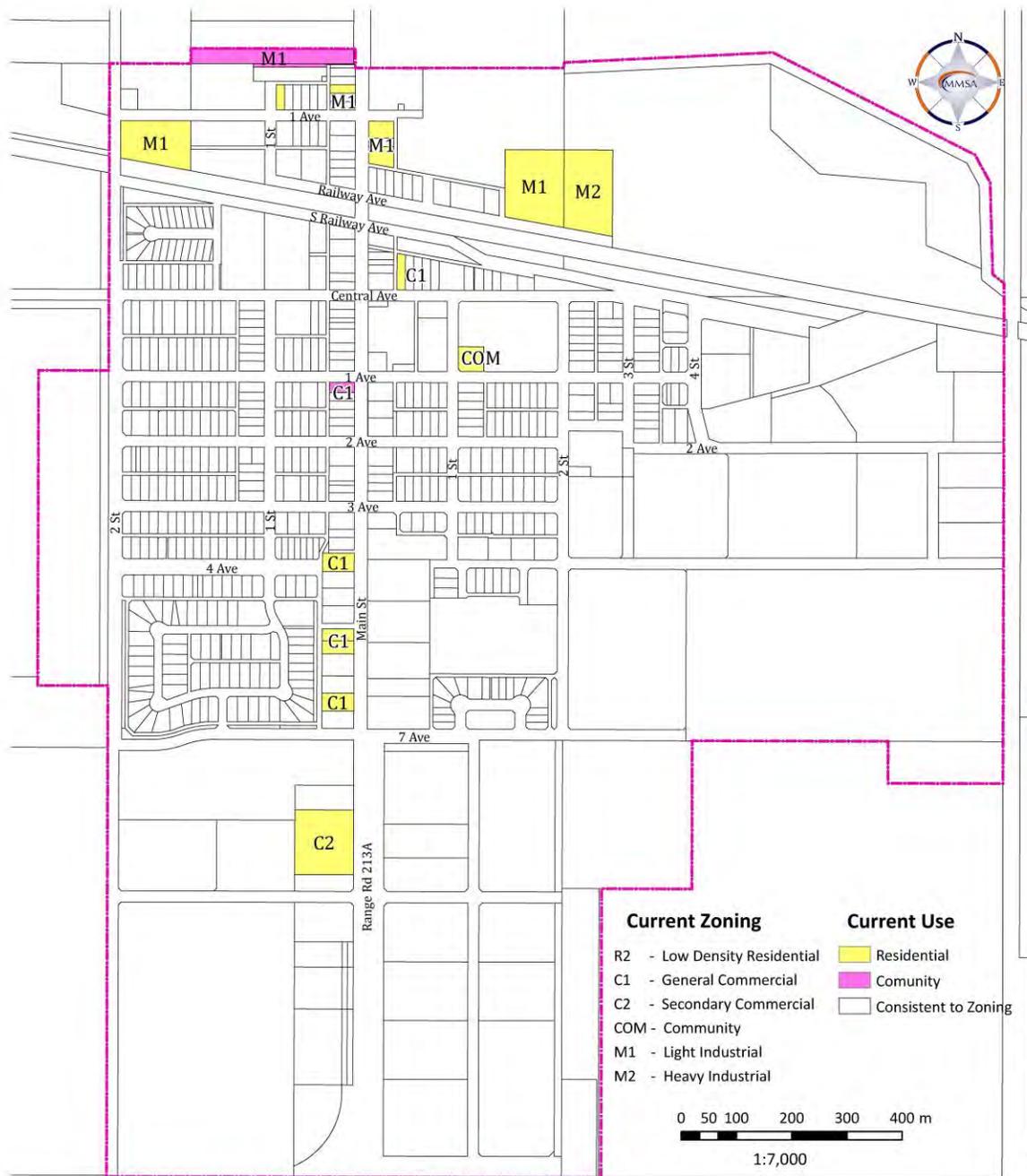


FIGURE 12 ZONING AND CURRENT USE CONFLICTS





FIGURE 13 RAILWAY TRACKS THROUGH FALHER

RAILWAY

The railway through the Town of Falher is a branch line. There is also a rail yard parallel to a portion of South Railway Avenue. The railway also poses challenges to the expansion of existing transportation and utility infrastructure. Under the *Guidelines for New Development in the Proximity to Railway Operations* (2013) prepared for the Federation of Canadian Municipalities and the Railway Association of Canada, the standard recommended setback for the development of new *sensitive uses* in proximity to railway operations is 15 metres for a branch line and 300 metres for a rail yard

TRUCK ROUTE

The 1985 General Municipal Plan designated an arterial truck route that provides access to industrial and secondary commercial areas while directing large truck traffic away from the primary residential areas.

SANITARY SEWER SYSTEM

The current sanitary sewage lagoon south of Highway 49 is fed through a force main from the lift station located in the centre of town. The gravity system is sufficient to meet the needs of the majority of the existing built up town site. However, future expansion eastward or westward would



require the installation of another lift station, which presents a significant additional cost to the Town.

TRANSLOAD FACILITY



FIGURE 14 TRANSLOAD FACILITY LOCATION AND 100M BUFFER

The activities of the transload facility are regulated by the Province, under the *Dangerous Goods Transportation and Handling Act*, however, the *development* of the transload facility is not provincially regulated. As such, there are no provincially mandated setbacks for the development of a transload facility and the jurisdiction to approve the development remains with the municipality.

That said, the Alberta Energy Regulator (AER) does establish setbacks between other types of energy facilities and other development, which may assist the municipality in determining a setback. Under the AER regulations, the minimum setback between an energy facility (such as a pipeline or facility) and an urban center, public facility, country residential development, and/or a permanent dwelling is 100m.

NON-OPERATING LANDFILL

Historically, a municipal landfill was located on the eastern edge of the Town. Under the *Subdivision and Development Regulation*, development of a school, hospital, food establishment, or residence may be constructed within 300 metres of a non-operating landfill.

OVERLAND FLOODING

Due to landscape elevation changes the west side of Falher is more susceptible to overland flooding that is caused by stormwater back up during spring run-off or after a heavy rainfall event. This issue impacts existing residential neighbourhoods, in particular houses east of the flood control ditch, as shown on Figure 15.



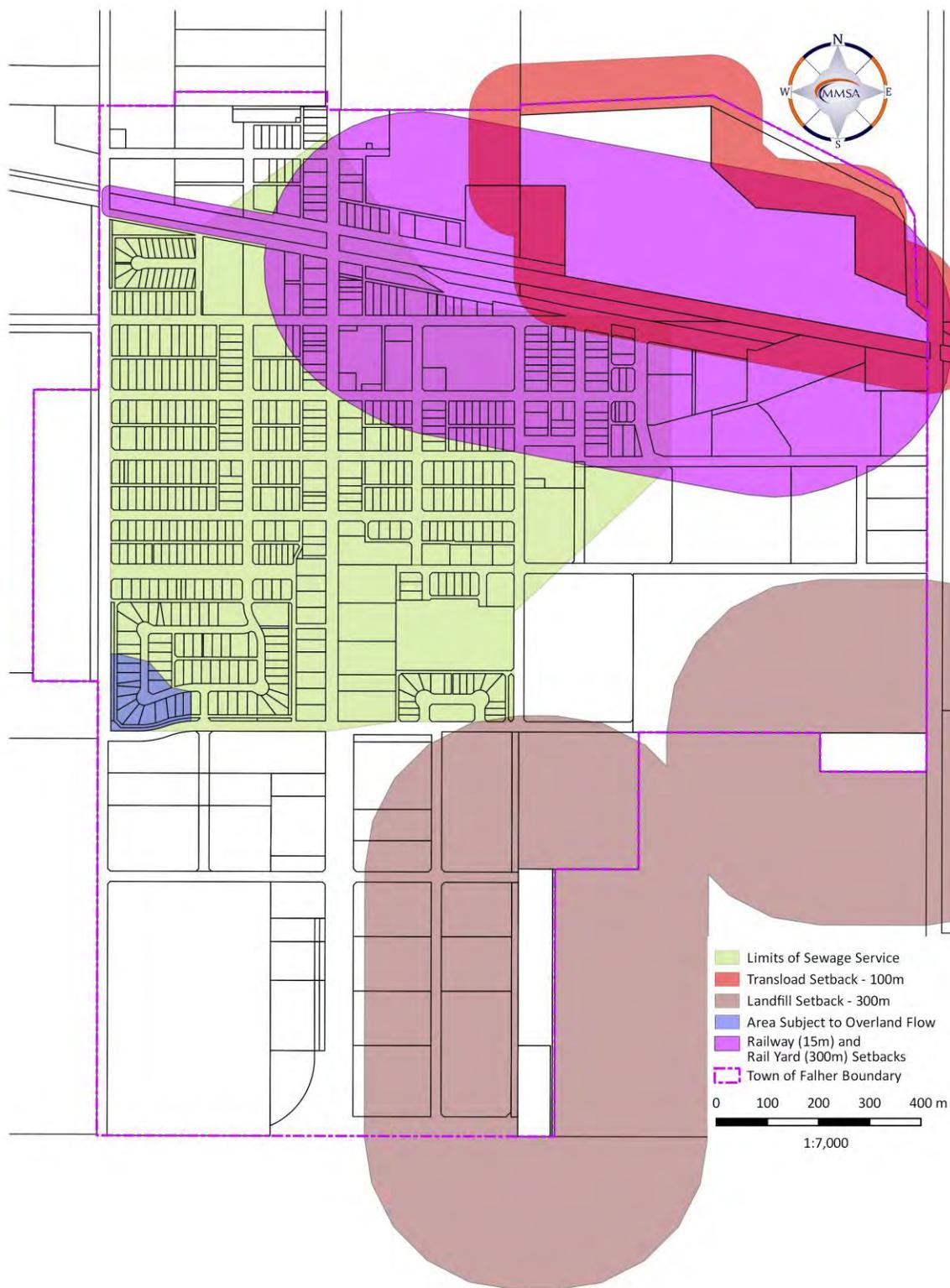


FIGURE 9 DEVELOPMENT CONSTRAINTS MAP



PLANNING PROCESS

The development of the MDP is led by the Steering Committee by providing direction and feedback on:

- community principles and values
- a vision and goals
- community consultation events
- municipal policies
- implementation strategies

The Steering Committee has met a total of eight times as a part of the MDP process.



A community survey was developed in the spring of 2015 and launched to the public on June 21, 2015 at Honey Fest in the Town of Falher. Responses were accepted from June 21 to September 7, 2015. The MDP Community survey was advertised in every issue of the Smoky River Express from June 24 until September 2, 2015. An article introducing the municipal development plan and process to the community was published in the Smoky River Express on June 24, 2015. Information about the plan and process was also available on the Town of Falher website and Facebook page.

The survey was mailed out with the Town utility bill to all households and was made available online through the Town's website and Facebook page. The survey was managed by the Mackenzie Municipal Services Agency through Survey Monkey.

Information about the MDP was posted on the Town's Facebook page twice along with a link to the online survey. The post reached⁷ 155 people on August 17 and received 9 clicks and reached 106 people on September 7 and received 18 clicks.

A total of 76 surveys were completed, which represents approximately 7% of the Town's total population or 9% of the Town's adult population, based on the most recent population count of 1,075⁸. The surveys that were sent out with water bills had the highest response rate; 23 were completed online and the remaining 46 were completed manually and submitted to the Town office.

The results of the community survey were compiled into a *Community Survey Report*, which was reviewed by the Steering Committee and made available to the public. The results of the survey have informed this plan's guiding principles, vision and policy statements.

⁷ Post reach is the number of people who have seen a post. A post counts as reaching someone when it's shown in their News Feed.

⁸ Source: 2011 Stats Canada Census. Note the population numbers for men and women within the Stat Canada data are inconsistent with the total population numbers.

