

BY-LAW NUMBER 2001/48

BY-LAW NO. 2001/48 is a by-law of the County of Wetaskiwin No. 10 in the Province of Alberta, to authorize the adoption of an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of the area known the Hamlet of Falun in the NE and NW 10-46-27-W4M in accordance with Section 633 of the Municipal Government Act, Chapter M-26.1, Revised Statutes of Alberta 1994, and amendments thereto.

WHEREAS: at the requirements of County Council, an Area Structure Plan has been prepared for NE AND NW 10-46-27-W4M.

AND WHEREAS: the proposed Area Structure Plan has been widely circulated and discussed within the County pursuant to Section 230, 606(1), and 633(1) of the Municipal Government Act, 1994, Chapter M-26.1, and amendments thereto.

NOW THEREFORE: the County of Wetaskiwin No. 10, duly assembled, hereby enacts as follows:


(a) The document attached to this By-law as "Appendix A", together with accompanying maps, is hereby adopted as the *"Hamlet of Falun Area Structure Plan (NW and NE 10-46-27-W4M)"*.

2. This by-law comes into effect on the date of third reading.


READ: A First time this 16th day of August, A.D., 2001.

READ: A Second time this 12th day of July, A.D., 2002.

READ: A Third time and finally passed this 12th day of July, A.D., 2002.



REEVE



SECRETARY-TREASURER

**County of Wetaskiwin
Falun Area Structure Plan**

Summary

There is a demand for commercial lots at Falun, but for reasons of traffic safety, Alberta Transportation will not allow any new lots to have direct access to Highway 13. Ideally, they would like to see most existing highway accesses removed and replaced by service roads. In NE 10 this will require a properly engineered intersection west of the Community Hall. The cost of this work is so high that no single business or landowner can afford it. The only way to pay for it is to develop lots along a rear service road, starting at Range Road 272, behind the hall, out to the highway west of the hall. Once there are enough lots along this rear service road, the front service road and highway access can be built by spreading the cost over the benefitting lots through a local improvement bylaw.

Development at Falun need not be limited to NE 10, and the plan includes proposals for commercial and residential lots in SW 15. This entire quarter is in one title, so there is no problem with allocating road costs; they would all be borne by the developer at the time of subdivision.

1. Purpose

The purpose of this document is to set out the proposed future uses of land in Falun, both north and south of the highway. When adopted by bylaw, an Area Structure Plan provides a quick route for subdivision and development approvals on the subject lands. However, no landowner is compelled to develop if he does not want to do so.

2. Background and Present Land Use

Falun is located 20 minutes west of the City of Wetaskiwin on Highway 13. Map 1 indicates the current uses. The school was among the first developments at Falun. As in many rural cases, this provided a central meeting place for the community which promoted further residential uses and then commercial operations to service the area. The current high school and the elementary school are of fair size and it appears that enrolment is increasing as the high school is in the process of an expansion and renovation. Other institutional uses include a church and a community hall located along the highway.

The Co-op has been a part of Falun for years and has undergone an expansion in continuing to provide grocery and convenience retailing, including a full service gas bar. It appears that there is a demand for more commercial parcels as there has been gradual development in recent years.

Residential uses in Falun are limited, but the potential exists for more to develop if a demand arises. Residences mainly consist of the subdivided teacherages located next to the school site at the far west end and a few more located in and around the commercial developments. There is a grouping of residences behind the Co-op store, accessed by a narrow gravel road.

The balance of NE and NW 10 are currently being farmed and are zoned Urban Fringe. This is a form of Agricultural zoning where development must take into account the possible expansion of the hamlet. The district manages lands so that they can eventually be converted to urban uses. Subdivision and development which will act as a barrier to this urban growth is not allowed under this land use district.

All of SE and SW 15 are zoned Agricultural.

3. Constraints on Development

Former uses of land in Falun do not appear to constrain future use.

In 1990, the sewage lagoon was relocated from behind the school site to the south end of the west quarter. There are no restrictions on development on or adjacent to a former lagoon.

Schools, hospitals, food establishments and residences must not be located closer than 300 metres to a lagoon, but there are no restrictions for industrial uses unless these involve food preparation. Rules and guidelines can be obtained from the Alberta Subdivision and Development Regulations. The Regional Health Authority advises that there are no restrictions imposed for developing on the old lagoon site.

The Alberta Energy and Utilities Board has indicated that there are no sour wells or sour gas lines on either of the quarters.

4. Availability of Services

Existing sewer lines are shown on Map 2. The main line begins at the teacherages and extends east on the west quarter as far as the Co-op. The Co-op has a holding tank on site which connects to the main line to dispose of mostly grey water. The Municipal Development Plan requires that new development in a hamlet already served by municipal services must hook up where the capacity exists. The current lines could potentially service future development on the west quarter if more were to take place. The main users of the lagoon are the two school sites, which in general are seasonal users. Sewage is pumped and stored in the lagoon, which then only needs to be flushed once a year at its current level of operation.

All development on the east quarter is served by independent systems on site. The likelihood of extending the sewer line to the east quarter is doubtful at this time as it would not be financially viable to do so until major development occurs. The extension would cost upward of \$300,000 and would be shared by owners of the benefitting properties.

Alta Gas provides gas service to the hamlet. Lines are also shown on Map 2. Arrangements can be made with the company once development requires service.

There is no municipal water system in Falun. All parcels are served by on site wells. There are no plans to install a municipal water service for the hamlet.

5. Drainage/ Flooding

Several drainage swales wind their way across NE and NW 10. The land drains west to east with no major areas of trapped drainage. Starting on the west quarter, the ditches appear minor, but several of them join to feed a more incised ditch which then continues to wind across the east quarter. This ditch eventually flows under the highway to drain into the Falun Creek a few miles north of Falun. When development expands into the balance of either quarter, some of these ditches may need to be re-routed. Alberta Environment requires that a permit be obtained to move any water bodies. Permission can be requested from the department directly.

6. Highway Access

Access is the most significant issue controlling development in Falun. There are nine approaches along the south side of Highway 13. This number of direct accesses off the highway is not supported by Alberta Transportation. The department usually permits no more than one approach for every half mile.

Alberta Transportation has made it clear that no more private highway approaches will be allowed. As more development takes place in the area, it becomes increasingly important for safety to develop a service road off the main highway. Ideally, the best solution would be to continue the existing service road on the west quarter starting in front of the school sites straight across to the east. Unfortunately, this is not likely. The development of a continuous service road is restricted due to the close proximity of some structures to the highway. In particular, there are two small residential parcels at the east end of the NW 10. There is limited incentive for those owners to negotiate land to develop a service road across their front yards. At the very least, a front service road should be implemented along part of the east quarter. Construction of a road in front of the commercial lots would result in the removal of some of the existing approaches. This will be discussed later.

The more recent subdivisions in NE 10 have been required to dedicate access roads behind highway fronting lots. As such, an internal road is emerging from the east end of Falun off the county road. There is also an internal road at the west end of the hamlet, which provides access to the subdivided teacherages adjacent to the high school site.

There are two highway approaches in to SW 15: one to the home site and another which accesses the hayfield. The hayfield access is directly across from that to the elementary school and there are acceleration/deceleration lanes on the north and south side of the highway.

SE 15 has no direct highway access.

Records for 1999 indicate traffic volumes between 2,500 and 3,000 vehicles per day, depending on the time of year. Local people consider that this volume warrants a lower speed limit than the current 90km/h, and they have started a petition to have it lowered.

7. Zoning

All parcels are required to have the appropriate zoning in place before proceeding with subdivision. The County of Wetaskiwin Council meets regularly once a month to review zoning and subdivision applications. In straight forward applications, the two processes can be heard simultaneously.

As land is subdivided, it is required to be re-classified according to the new proposed use. Most development in Falun has taken place under a variety of land use districts which are shown on Map 4.

8. Proposed Design

Falun is expected to slowly expand parcel by parcel, as in the past. Map 5 shows a possible design to accommodate this growth. It incorporates the current developments and assumes that demand for parcels will continue as in recent years. Varied sized lots can be created depending on the demand at the time of subdivision.

In NE 10, a front service road is proposed starting at the Co-op lot (Map 6, detail). In order to successfully achieve this, a strip along the front of the restaurant lot would have to be dedicated as road. This is privately owned and would be negotiated between the owner and the developer. If this is achieved, three, or possibly up to five direct approaches could be removed. This road would then continue into the back of the quarter to meet up with an internal road system.

The owners of SW 15 have also expressed interest in commercial development facing the highway. The design shows a front service road from Range Road 273, along the north side of the highway to a properly engineered intersection opposite the school entrance, taking advantage of the existing acceleration and deceleration lanes. If there is sufficient interest, this service road could be extended east through SE 15 to Range Road 272.

Two locations are shown for residential development. The first is south of the schools in NW 10. These would likely be smaller lots. North of the highway, SW 15, which is largely tree covered, appears to be suitable for acreage development on somewhat larger lots. Access would be from Range Road 273 only.

9. Reserves

Reserves are required as part of the subdivision process on parcels which are not the first parcel out of the quarter. They are taken either in the form of cash or land at the decision of Council. Reserves are taken for the purpose of possible future public uses such as schools and parks. Recent subdivisions in NE 10 have paid out reserves in cash and it is expected that this will continue as there is no need for parks in a commercial area. Residential development in SW 15 should dedicate reserve land along the drainage courses, and as a buffer between residential and commercial land uses.

10. Development Costs

A service road access between the hall and the Loft restaurant will require relocating the creek and probably also building a turning lane on the highway. The cost is estimated at close to \$200,000. Alberta Transportation and the County are unlikely to contribute because that would amount to a taxpayers' subsidy to private development.

Council has rejected a suggestion that the County do the work now and recover the cost later by development levies on benefitting lots.

This leaves two ways that a front service road might be financed. The first is to wait for a development which is sufficiently large that it can afford the road work. This is not likely to happen in the near future.

The other way to finance a front service road is to start subdivision from the east, along a rear service road. Initially, highway access would be via Range Road 272. Eventually, the rear service road and lots would reach the highway between the hall and the Loft, and at that time the front service road and highway access would be built. It would be financed by contributions from all the lots along the rear service road. The requirement to contribute at that time would be part of a development agreement caveated on the lot titles as a condition of subdivision approval.

Map 7 illustrates the sequence of events. Stage 1, dedication of service road across the front of the hall and removal of one highway approach, is under way at this time. Stage 2 creates lots along the existing road extended to a cul-de-sac south of the church. Subdivision application RW/01/50 has started this process. In Stage 3, a rear service road originates at Range Road 272 and is extended, probably a lot or two at a time, until it swings north to connect to the highway. At that time the highway access and front service road are constructed as Stage 4, with the cost recovered from the lots in Stage 3.

The area shown as Stage 3 development on Map 7 covers about 25 acres so it would probably contain about 20 lots. If the \$200,000 cost of the highway access, front service road, and ditch relocation is divided equally among these lots, each would pay about \$10,000. If this were financed through a local improvement scheme, and spread over 20 years at 8%, the cost to each benefitting lot would be \$1,018 per year.

This appears to be the most practical and affordable way of constructing the necessary highway access.

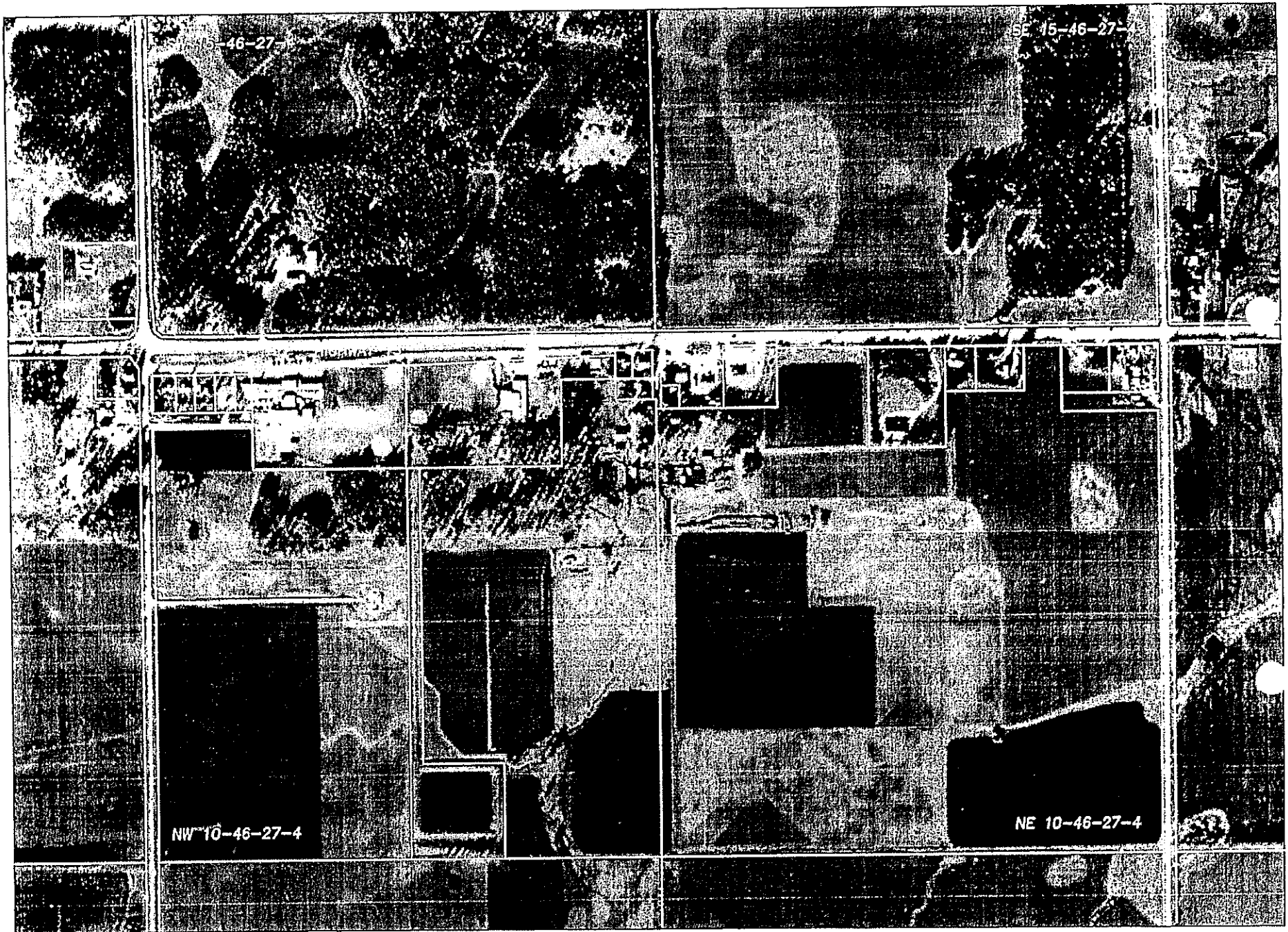
11. Further studies

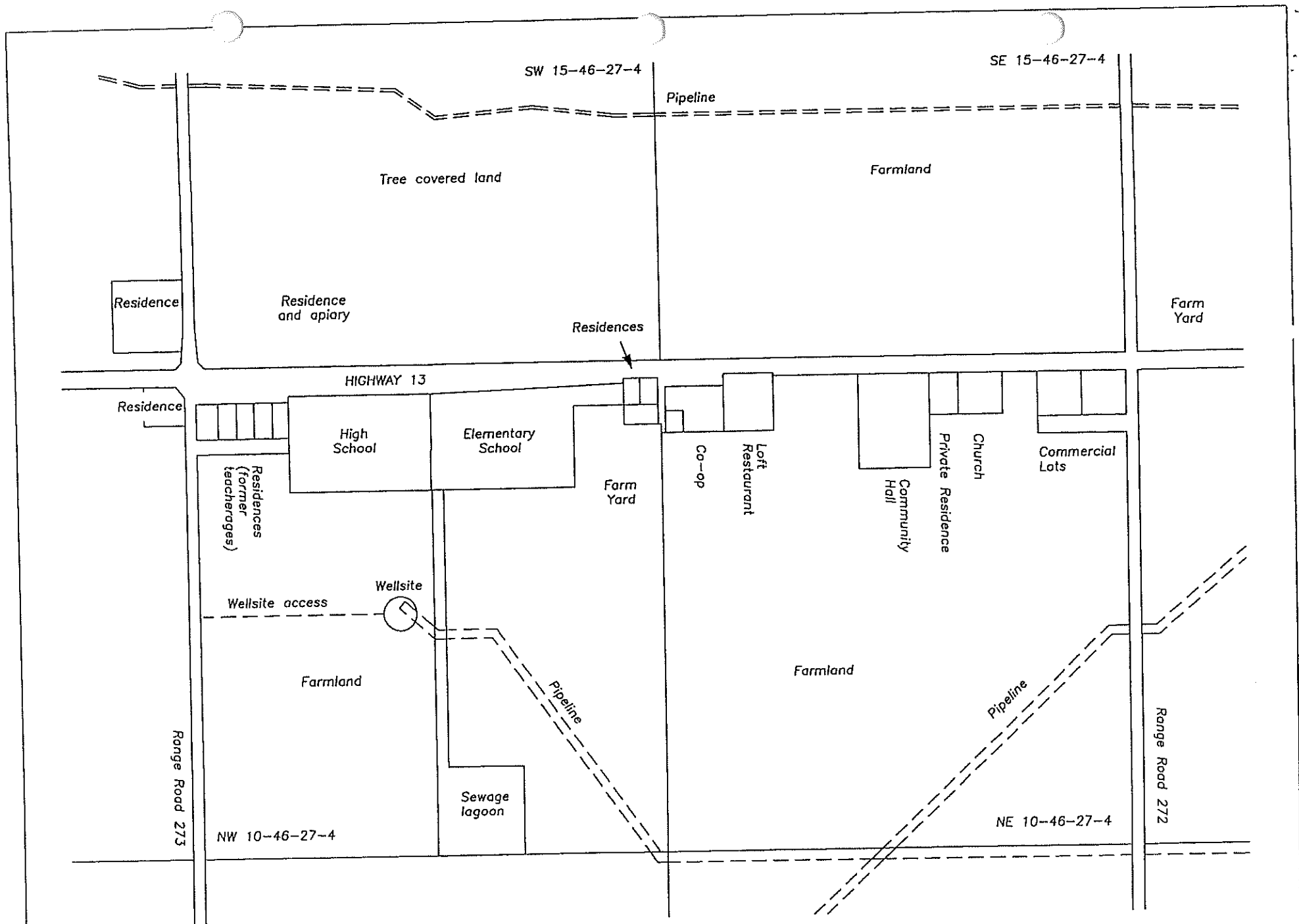
If development proceeds as suggested, there will be increased traffic from Range Roads 272 and 273 on to Highway 13. Traffic studies should be undertaken so that necessary roadway improvements can be planned. The cost is likely to be in four

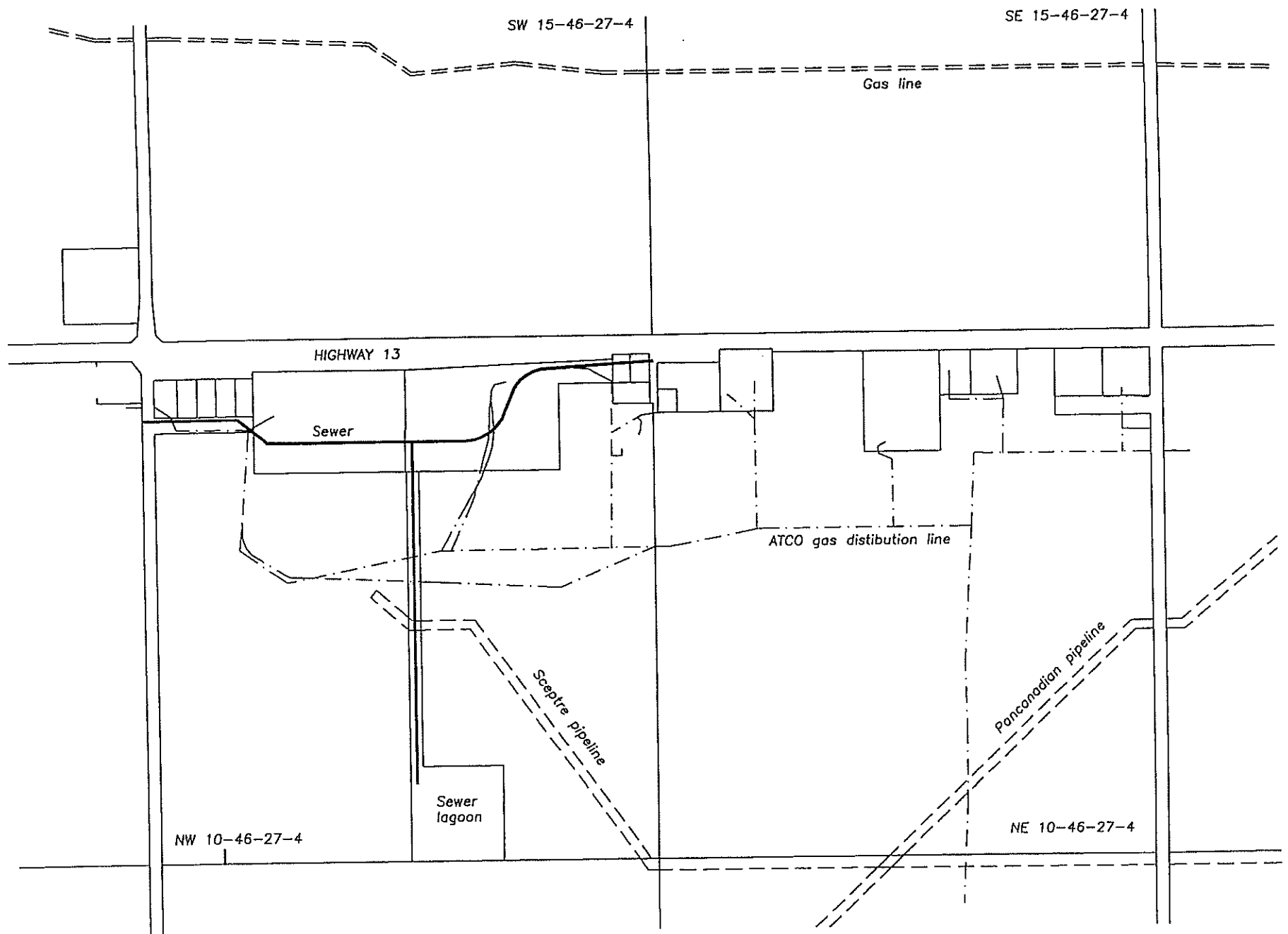
figures. Several landowners will benefit from this work and it will be difficult to attribute costs to individuals. It is therefore recommended that the County pay for these traffic studies and recover the cost by a levy on future lots at the time of subdivision. The cost per lot is unlikely to be more than two or three hundred dollars.

12. Recommendation

It is recommended that Council approve this document as an Area Structure Plan to guide development in Falun.





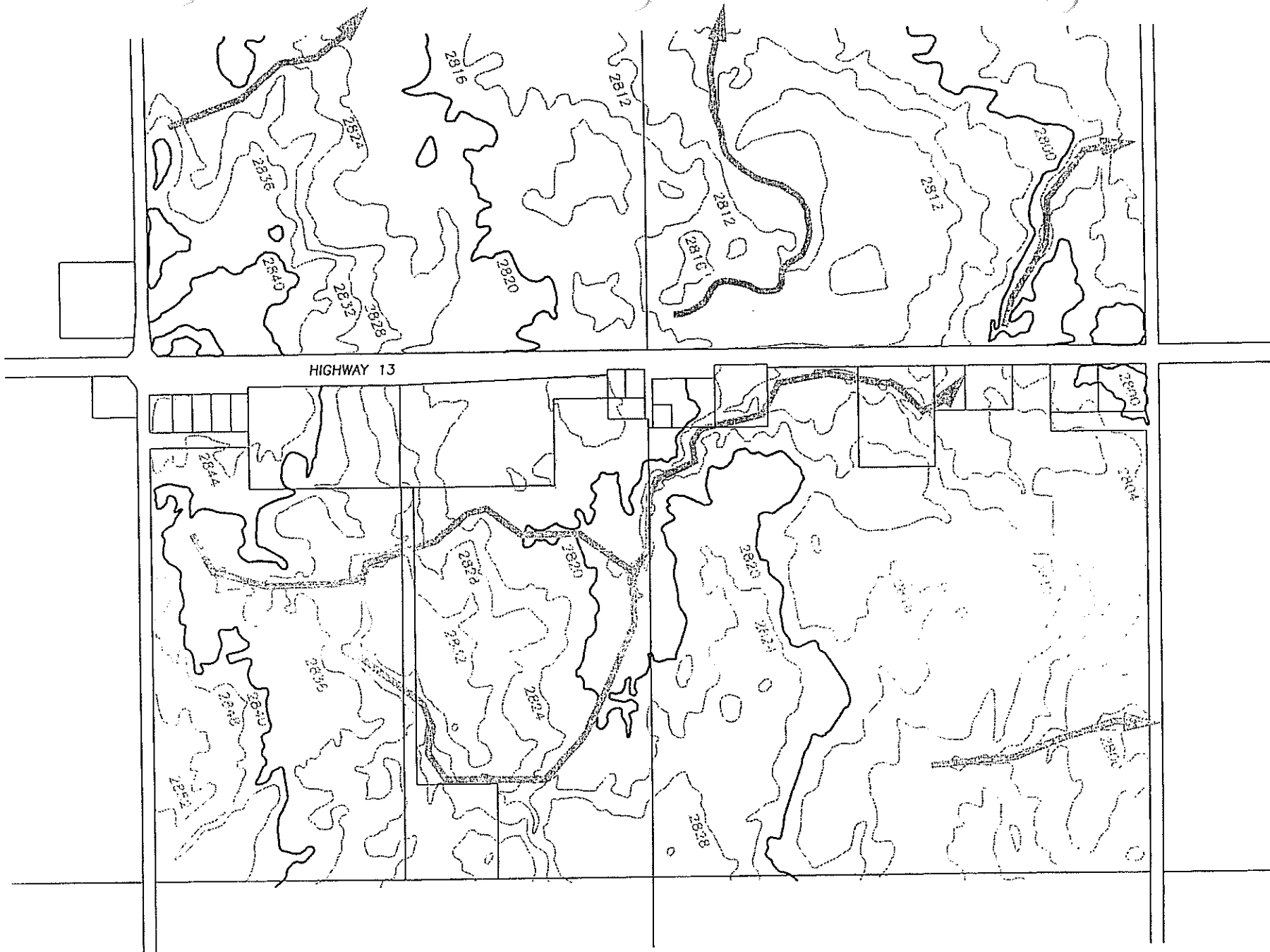


County of Wetaskiwin
Falun Area Structure Plan

File: RW\FALUN\MAP

Map 2: Existing Buried Utilities

West
Central
Planning
Agency

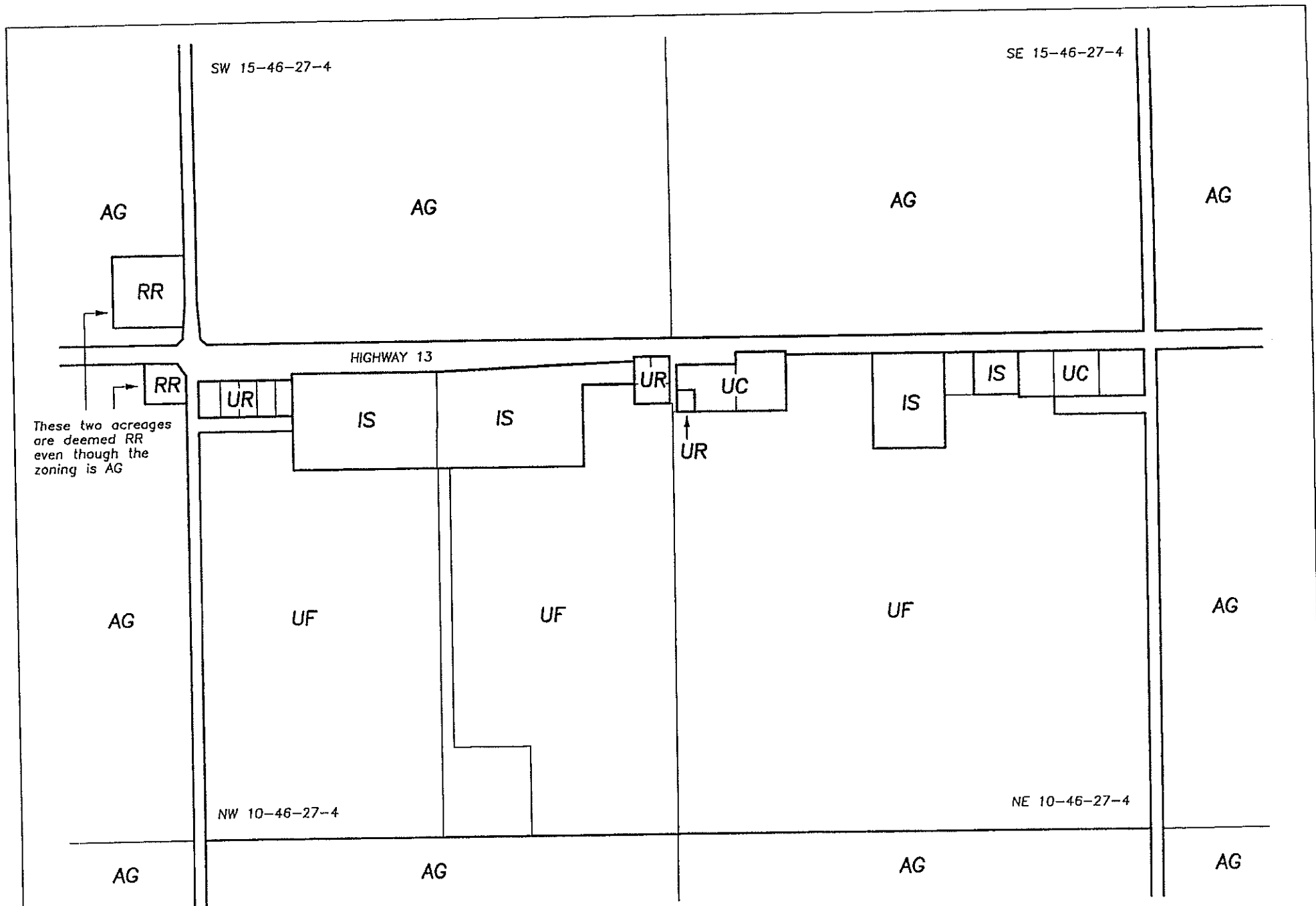


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Map 3: Contours and Drainage

West
Central
Planning
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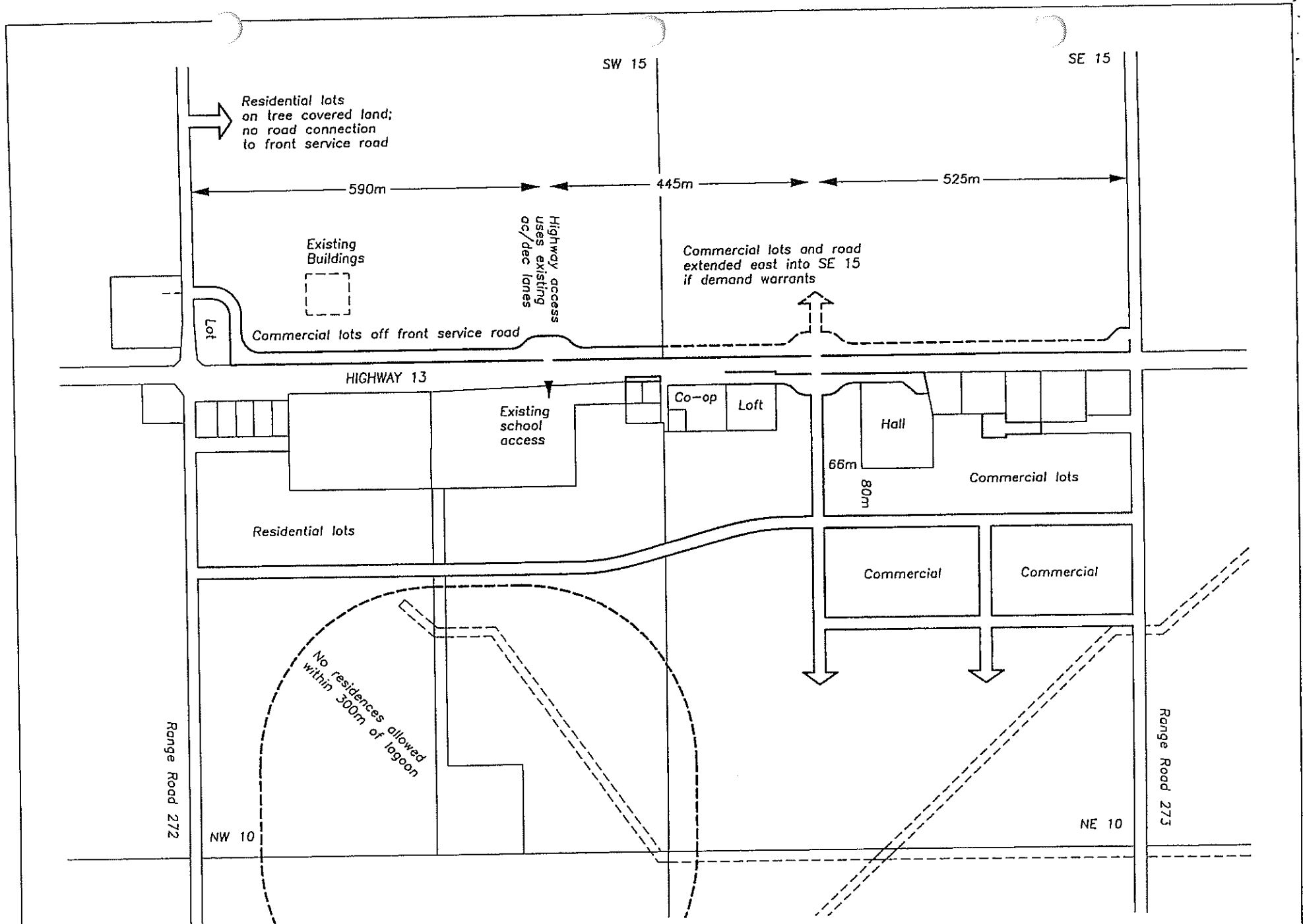


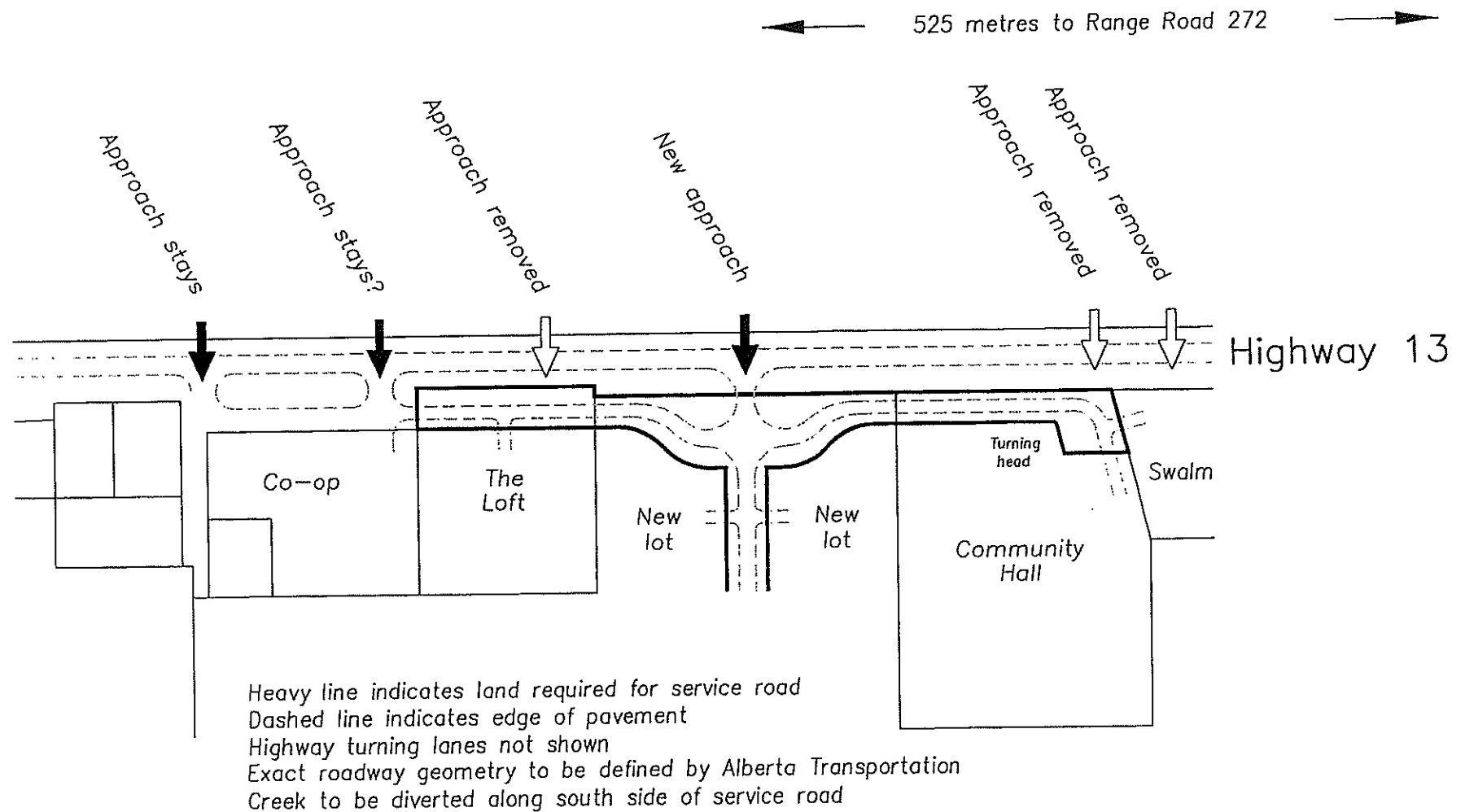
County of Wetaskiwin
 Falun Area Structure Plan
 File: RW\FALUN\MAP4

Map 4: Present Zoning

AG Agricultural
 IS Institutional
 RR Rural Residential
 UC Urban Commercial
 UF Urban Fringe
 UR Urban Residential

West
 Central
 Planning
 Agency



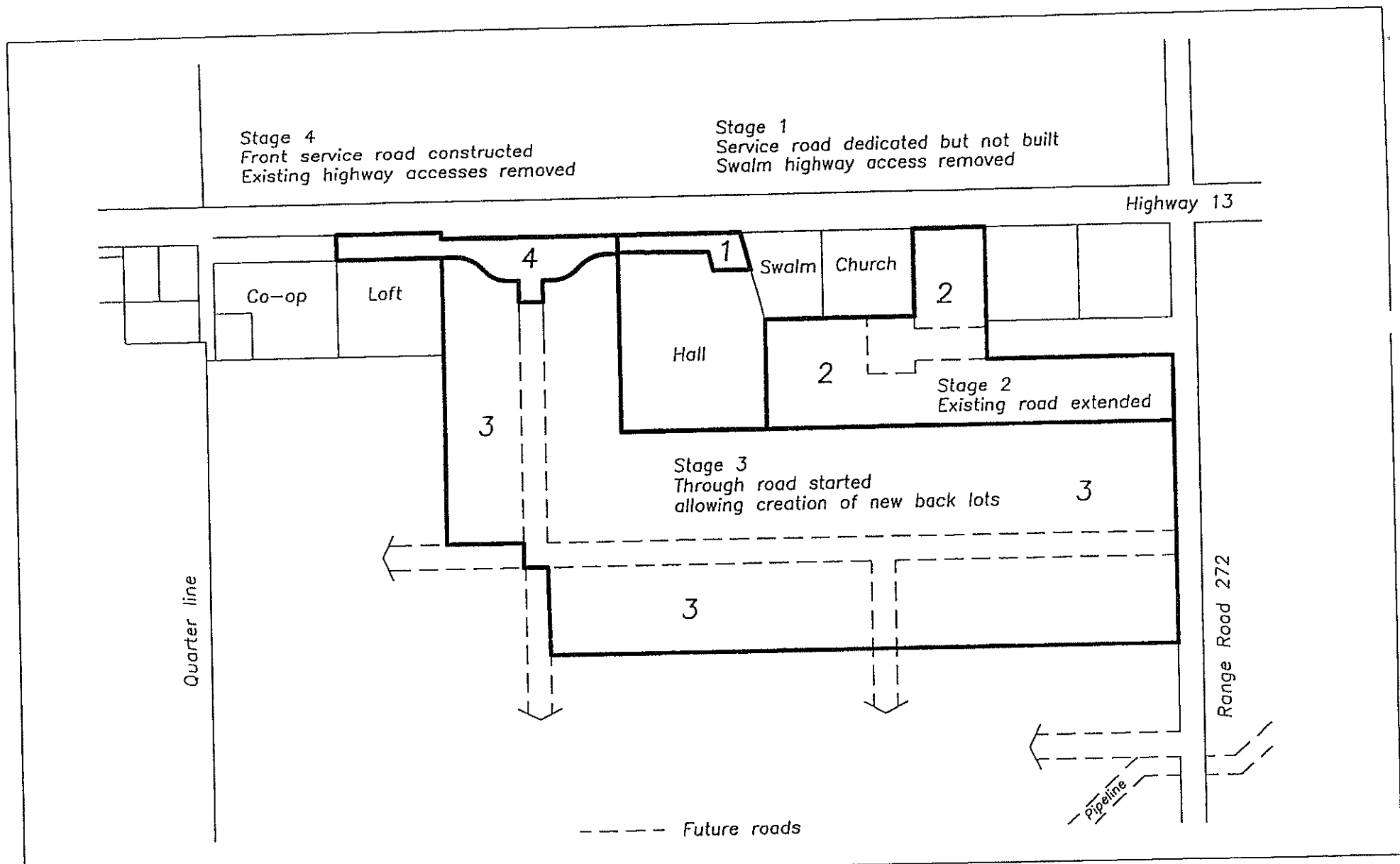


County of Wetaskiwin
 Falun Area Structure Plan
 Map 6: Service Road Access to NE 10
 Based on Alberta Transportation proposal

Drawn: 2001 Oct 12

West
 Central
 Planning
 Agency

File: RW\FALUN\MAP6



County of Wetaskiwin
Falun Area Structure Plan
Map 7: Proposed Staging of Development in NE 10

West
Central
Planning
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Drawn: 2001 Oct 15

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