

TOWN OF LAMONT

MUNICIPAL DEVELOPMENT
PLAN

2007

By-law No. 06/07

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MUNICIPAL DEVELOPMENT PLAN

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BY-LAW NO. 06-07

Being a By-law of the Town of Lamont to adopt the Municipal Development Plan for the Town of Lamont.

WHEREAS The Municipal Government Act, R.S.A. 2000 and amendments thereto authorize a municipality to adopt a Municipal Development Plan; and


WHEREAS it is deemed necessary to adopt a new Municipal Development Plan for the Town of Lamont; and

WHEREAS a new Municipal Development Plan has been prepared by Council;

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, R.S.A., 2000 and amendments thereto, the Council of the Town of Lamont Duly Assembled Enacts As Follows:

1. THAT the Town of Lamont Municipal Development Plan, being the document attached hereto as Schedule "A", is hereby adopted as the Town of Lamont Municipal Development Plan; and
2. THAT By-law No. 592/93, adopting the previous Municipal Development Plan, and all amendments thereto, are hereby repealed.

READ A FIRST TIME this 14 day of August A.D., 2007


MAYOR

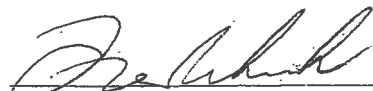

TOWN MANAGER

READ A SECOND TIME this 25 day of September A.D., 2007


MAYOR


TOWN MANAGER

READ A THIRD TIME AND FINALLY PASSED this 25 day of
September A.D., 2007


MAYOR


TOWN MANAGER

**AMENDMENTS
TO TOWN OF LAMONT
MUNICIPAL DEVELOPMENT PLAN NO. 06-07**

Amendments By-Law #	Date Amendment Adopted	Text or Map	Town Signature Amendment # and Date	Office Consolidation
04-08	March 11, 2008	Text		

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PART 1

INTRODUCTION

SECTION 1 - PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN

A Municipal Development Plan is intended to be an expression of the wishes of Council and the public regarding the future development and redevelopment of the community. It is a tool for planning Town growth, and is to be used regularly by Council and the public when making development decisions.

SECTION 2 - THE PLAN

The Municipal Development Plan identifies a logical land use development strategy which ensures that land is developed efficiently and in an orderly fashion.

The Municipal Development Plan provides the citizens of Lamont, land developers, government departments and other public and private interests with a clear understanding of Town Council's land use and planning policies.

SECTION 3 - ADOPTION

The Municipal Development Plan is effected through By-law and any changes to this Plan can only be made by amending that By-law.

SECTION 4 - IMPLEMENTATION

The Plan is implemented by a complementary Land Use By-law which divides the Town into a number of separate Land Use Districts. Each District contains standards which are designed to cater to a specific type of land use. Following the passage of the Land Use By-law, all development must conform with the intent of the Municipal Development Plan and the Land Use By-law.

SECTION 5 - AMENDMENT

Amendments to the Plan are made by Council, either on its own initiative or upon application by a property owner or other person. These changes can only be made by amending the Municipal Development Plan By-law.

SECTION 6 - MONITORING AND REVIEW

Council shall check the Municipal Development Plan annually to ensure the objectives and policies still reflect the current situation. The Plan shall be reviewed and updated in 2012 or sooner if economic conditions or the pace of development warrants it.

PART 2

SECTION 1 - GOAL

To provide the best quality of life possible with a full range of residential, commercial, industrial, recreational and institutional land use options.

SECTION 2 - SPECIFIC GOALS

1. Residential

- (a) to provide for a total residential population, at full build out of the areas designated for residential development within the Town, of approximately 6500 person;
- (b) to provide for all housing options;
- (c) to maintain the predominance of what is now considered to be larger lot residential development, that is, one family housing on lots with a width of 15 m (50 ft.) or more, within the Town;
- (d) to encourage the development of additional seniors and adult living accommodation and services which will complement the current seniors accommodation within the Town;
- (e) to provide a variety of housing alternatives and an adequate supply of land for future development;
- (f) to ensure a high standard of building and site design;
- (g) to enhance the quality of life through subdivision design and development standards;
- (h) to encourage energy conservation in residential development; and
- (i) to regulate the quantity and types of home occupations and their effects on the residential neighbourhoods in which they are located.

2. Commercial

- (a) to strengthen and diversify commercial development in the Town to provide a variety of goods and services, to increase local employment opportunities and to expand the economic base;
- (b) to allow for innovative business development within the Town;
- (c) to enhance Lamont's attractiveness as a regional trading centre;
- (d) to promote existing businesses;
- (e) to attract rural as well as Edmonton area consumers;
- (f) to encourage theme development;
- (g) to encourage commercial development related to tourism;
- (h) to use Elk Island National Park in promotional events;
- (i) to ensure that there is a sufficient supply of commercial land and that commercial land is effectively utilized;
- (j) to increase commercial activity on 50 Avenue, to maintain and strengthen downtown Lamont as the primary commercial centre, to develop a stronger commercial core, and to allow for downtown expansion, but not into stable residential areas;

- (k) to encourage people-oriented activities in the downtown and expand its role as an institutional, cultural and community focal point;
 - (l) to encourage a higher density and mixture of uses in the downtown commercial area;
 - (m) to encourage downtown promotional events;
 - (n) to encourage new businesses requiring large tracts of land and attracting the traveling public to locate adjacent to Highway #15, while not discouraging such businesses from the commercial core; and
 - (o) to discourage incompatible uses from locating in commercial districts.
3. Industrial
- (a) to expand employment opportunities and strengthen the tax base by attracting industries to locate in Lamont and district;
 - (b) to ensure the availability of land options for future industrial development;
 - (c) to attract industries which protect, complement or are not harmful to the environment; and
 - (d) to encourage attractive industrial development in areas which are visible from residential areas or Highway #15.
4. Recreational
- (a) to encourage the development of additional facilities to provide for quality of life improvements that are self-sustaining or have limited negative fiscal impacts on the Town; and
 - (b) to provide an infrastructure of parks, open space and recreation facilities to meet the recreational needs of the residents of Lamont.
5. Institutional
- (a) as population increases, encourage upgrades to the Town's elementary school and further upgrades to the junior high and senior high schools;
 - (b) to attract a post-secondary educational institution; and
 - (c) to encourage the location of additional medical facilities and medical support facilities in the Town.
6. Transportation
- (a) to provide a safe and efficient transportation system to meet the Town's existing and future requirements;
 - (b) to protect and maintain the functional integrity of the primary and secondary highways passing through Lamont;
 - (c) to establish a road hierarchy which will ensure access and movement throughout the Town and facilitate future development;
 - (d) to encourage the provision of safer and better access to residences and businesses located south of the railway and Highway #15;
 - (e) to ensure adequate parking space is available in the areas and during the times it is required;

- (f) to minimize land requirements and energy costs through more efficient roadway planning and parking design;
- (g) to monitor the existing handicapped and seniors transportation systems to optimize service to people who require transportation while limiting the financial impact on the Town;
- (h) to continue to provide funding support and actively seek other private and public support for the public transportation systems in place; and
- (i) to provide for the possibility of commuter services between Edmonton and Lamont being provided by public agencies or by private entrepreneurs using commuter buses to Lamont.

7. Development

- (a) to ensure that the undeveloped land within the Town can be readily developed when required;
- (b) to ensure that there is adequate land available for future expansion;
- (c) to minimize the occurrence of incompatible or premature development which could impede or alter the logical direction of urban growth;
- (d) to ensure that the long range financial plan of the Town takes into consideration the need for future expansion of utilities and services;
- (e) to encourage Lamont County to participate in the development of a joint plan for fringe areas;
- (f) to ensure that adequate land is available in suitable locations and configurations to meet public needs;
- (g) to integrate the development of future public facilities into the 5-year capital works budget;
- (h) to capitalize as much of the Town's land holdings as possible, and
- (i) to work with Lamont County to ensure that appropriate lands are annexed into the Town to allow for reasonable urban growth based on economic trends and the capacity of the Town to accommodate that growth.

8. Conservation and Environment

- (a) to encourage the use of existing buildings and space before new buildings are erected;
- (b) to use planning principles which enhance the quality of life of Lamont residents;
- (c) to foster a municipal and public commitment to conserving land and energy - a spirit of awareness of the importance of conservation, preserving the environment and improving quality of life;
- (d) to provide opportunities for dealing with environmental issues such as recycling, toxic waste disposal and waste management; and
- (e) to regulate the raising of livestock within the Town.

9. Utilities

- (a) to develop and maintain an efficient, effective and economical utility system to meet future requirements at minimum cost to existing taxpayers;

- (b) to ensure the community grows in such a manner as to allow the orderly and economical extension of utility systems;
- (c) to develop an upgrading plan for infrastructure systems to accommodate the population growth envisioned in this Municipal Development Plan;
- (d) to ensure necessary Town budgeting for service upgrading and expansion; and
- (e) to ensure that the regional sanitary landfill site is continued to be operated in co-operation with other municipalities.

PART 3

POLICIES

SECTION 1 - GENERAL

1. All development will conform to the Future Land Use Map in this Plan and to the Land Use By-law.
2. Council will continually monitor development and review the Municipal Development Plan at least every five years. The next formal review will be completed by the end of 2012.
3. Council will attempt to ensure that there will be adequate reserves of land for residential, commercial, industrial, and other land uses as indicated in this Plan and the Future Land Use Map.
4. The Town will encourage high quality development in design, construction, and environmental considerations.
5. The Municipal Development Plan will be implemented, among other means, through the Land Use By-law, through the subdivision process, through the establishment of up-to-date servicing standards, and through development agreements.

SECTION 2 - FUTURE DEVELOPMENT

1. The Town will promote the development of its land bank located in the SW and NW 21-55-19-W4.
2. The Town will allow the development of the residential areas within the Town without particular regard to phasing, except that all residential development will only take place provided that municipal piped sewage disposal and water supply services are available.
3. In anticipation of the demand for additional development beyond the Town's current boundaries, the Town will apply to annex those areas shown as Annexation Areas on the Future Land Use Map and other areas deemed appropriate by Council. For residential purposes, these include NE and SE 21-55-19-W4, NE 16-55-19-W4, and that portion of SE 16-55-19-W4 lying north of Highway #15. For highway commercial purposes, these include parts of NW 17, SW 16 and SE 16 55-19-W4. For light industrial purposes, these include SW 17-55-19-W4, and parts of NW 17 and SE 17 55-19-W4. For light and medium industrial purposes, these include NE and NW 9-55-19-W4. NW 20-55-10-W4 is also designated as an annexation area, though due to the proximity of the Heartland Industrial Area, its future land use will be determined through a subsequent Municipal Development Plan amendment process.
4. No further residential development will be encouraged south of Highway #15.
5. Approved Outline Plans or Area Structure Plans shall be required for all undeveloped quarter sections prior to changing the classification in the Land Use By-law from Urban Reserve to the other appropriate classifications and prior to the approval of subdivisions. Such Plans should provide information on proposed land uses, roadways, servicing, reserves, compatibility with adjacent uses, public facilities and services, and phasing.
6. Future land uses for Urban Reserve lands in the Town should be in accordance with those shown on the Future Land Use Map.
7. Co-operation with Lamont County on planning for future land use and development in the fringe area within 3.2 km (2 mi.) of the Town boundary shall be encouraged.
8. Direction of growth and annexation should be determined by several factors including;
 - (i) availability and cost of land;
 - (ii) serviceability;
 - (iii) access;
 - (iv) proximity to the central business area;
 - (v) environmental constraints; and
 - (vi) compatibility with adjacent land uses.
9. The consideration of development proposals shall include, but not be limited to, factors of access, servicing, parking, buffering, aesthetics, frontage, noise, impact on adjacent uses, centrality, and cost.

10. The Town shall encourage joint use of public facilities and land, provided shared costs are reasonable, with the County, School Board and service clubs.
11. The projected costs of future public facilities shall be included in the 5-year capital works budget.
12. The Town will explore innovative ways to sell the Town's land as encouragement for development.

SECTION 3 - RESIDENTIAL LAND USE AND DESIGN

1. The Town shall encourage a range of dwelling and lot sizes, a variety of housing types, and an adequate supply of rental units; however, the predominant form of housing within the Town shall be one detached housing on lots with a width of 15 m (50 ft.) or greater.
2. The Town will allow for the development of so-called “modular” housing in the Town, provided that when completed, such housing looks as if it were normal, one family housing.
3. Population age structures and demand shall be monitored to encourage an adequate supply of housing is available for senior citizens and other groups with special housing needs.
4. The Town will encourage the provision of sufficient self-contained senior citizens' housing to meet local demand.
5. The Town shall encourage innovative housing designed for adults.
6. In the planning and development of residential subdivisions, identifiable neighbourhood units shall be encouraged.
7. Higher density housing should be located in residential areas close to public facilities such as schools and major recreation facilities, major commercial development, and arterial roadways.
8. Higher density residential developments, especially those developed in conjunction with retail or office space on the lower levels, shall be encouraged in the Downtown Area shown on Map 2.
9. High density housing development shall not exceed 3 storeys in height.
10. Maximum site densities shall be as follows:
 - (i) High density multi-family:
 - 89 units/net ha (36 units/net acre), for buildings with 8 or more dwelling units;
 - (ii) Medium density multi-family:
 - 35 units/net ha (14 units/net acre), and buildings containing fewer than 8 dwelling units;
 - (iii) Two family attached:
 - 25 units/net ha (10 units/net acre);
 - (iv) One family detached:
 - 21.5 units/net ha (8.7 units/net acre)Higher densities may be considered in narrow lot areas.
11. Larger multi-family developments will have sufficient architectural differentiation in order to avoid the appearance of undue concentrations of such development.

12. Manufactured homes (that is, dwellings that do not look like normal one family dwellings when they are constructed) and manufactured home parks and subdivisions may be directed to locate in areas unsuitable for buildings with permanent basements. The development of a manufactured home park in the Town may be encouraged.
13. Manufactured homes on individual lots shall be permitted only in manufactured home subdivisions.
14. Manufactured home parks and subdivisions shall provide for both single and double wide manufactured home units.
15. Noise attenuation measures (such as berms, barriers, setbacks) may be considered to reduce noise, especially near the Canadian National Railway line traversing the Town.
16. Narrow lot housing and appropriate Land Use By-law regulations to provide more affordable housing alternatives shall be considered where existing lots in the older parts of the Town are smaller than would normally be required.
17. Staging of residential development should be contiguous and compatible with the orderly extension of utilities and roadways.
18. To provide visual variety and the appearance of greater depth of front and rear yards and greater privacy, lots or houses angled to the street should be considered in some subdivisions, for example, cluster housing and manufactured home subdivisions.
19. The Town will endeavour to require that landowners develop and use the portions of their dwellings facing public roadways to a high standard of design and maintenance. To that end, in front and flanking (that is, the side adjacent to a public road) yards, no accessory buildings will be allowed, fencing will be low, parking of trucks and recreational vehicles shall be limited, and all walls shall be aesthetically designed so as to present a pleasing view from the public roadway.
20. Regarding building type, mixture, and siting, developers and builders should be encouraged to provide:
 - (i) variation in house size, height, and structure;
 - (ii) lots with a minimum of 2 on-site parking spaces;
 - (iii) identical floor plans not sited adjacent to one another; and
 - (iv) a variety of building site elevations.
21. Developers should provide walkways in subdivisions linking residential areas with public and commercial facilities, and providing access through culs-de-sac and crescents for pedestrians and cyclists. These walkways should be landscaped, lighted, surfaced and well-drained. Barriers should be erected to preclude their use by vehicles and motorcycles, yet allow for mechanized maintenance and emergency vehicle access.

22. The Town will review each new residential subdivision application to see that it provides for the following;

- (i) compatibility with the Municipal Development Plan and the Land Use By-law;
- (ii) compatibility with surrounding land uses;
- (iii) utility servicing (sanitary and storm sewage disposal, water supply, power, gas, etc.);
- (iv) vehicular and pedestrian access and circulation;
- (v) on-street and off-street parking;
- (vi) protection from major street or highway traffic;
- (vii) Municipal and School Reserve, Environmental Reserve;
- (viii) commercial sites if necessary;
- (ix) preservation of the natural features of the site; and
- (x) protection from adjacent non-residential uses, using:
 - a buffer strip adjacent to railway,
 - a buffer adjacent to industrial/commercial uses, and
 - buffering including tree planting and fencing adjacent to highway commercial uses.

SECTION 4 - COMMERCIAL LAND USE

1. The following commercial classification system shall be provided in the Land Use By-law to separate three categories of commercial development:
 - (a) Primary Commercial - intensive commercial retail and office uses providing goods and services at the consumer level;
 - (b) Secondary Commercial - less intensive retail activities generally requiring more space for material storage, light processing or service work, or wholesaling; and
 - (c) Highway Commercial - commercial uses providing goods and services to the highway travelling public.
2. The Town shall ensure sufficient land in suitable locations is available for commercial development to meet future needs of the Town and surrounding district.
3. The Town is committed to maintaining and expanding the central role of the Primary Commercial Area as shown on the Future Land Use Map.
4. The development of the Downtown Area, shown on Map 2, as an attractive focal point for intensive institutional, cultural, recreational and social services shall be encouraged to increase utilization of the area during and after business hours.
5. The Town should consider preparing a Downtown Plan to provide detailed analysis and specific recommendations for redeveloping, revitalizing, and improving the Downtown Area.
6. The Town should support and promote improvements to enhance the visual attractiveness and livability of the Downtown by upgrading public spaces, e.g., planting trees and shrubs, installing bicycle racks, providing sidewalk benches, installing attractive light fixtures, placing attractive garbage containers throughout the downtown, and creating additional public space.
7. All public buildings in the Downtown Area shall be encouraged to provide public open space amenity areas which are attractively landscaped and equipped with street furnishings.
8. Higher density residential development shall be encouraged in the Downtown Area, but outside the Primary Commercial Area.
9. Low intensity, land extensive, and non-conforming commercial uses in the Downtown Area should be encouraged to relocate to other commercial or industrial areas in the Town.
10. Government offices and services (e.g., Canada Post) shall be encouraged to relocate or remain in the Primary Commercial Area to attract customers to the Primary Commercial Area.

11. Private sector offices should be encouraged to locate in the Primary Commercial Area, rather than in decentralized commercial or industrial areas.
12. Future intensive retail commercial activities will only be located within the Primary Commercial Area.
13. Private developers and owners of vacant land in the Primary Commercial Area should be encouraged to develop the land for intensive commercial purposes.
14. Commercial redevelopment in the Primary Commercial Area shall be encouraged to provide public amenity areas.
15. Within the Primary Commercial Area, both vacant land and residential land will be developed or re-developed before expansion of this designation is considered.
16. Future expansion of the Primary Commercial Area should be directed east and west along 50 Avenue, and southeast near Highway #15.
17. The Secondary Commercial Area shown on the Future Land Use Map will not be expanded. Secondary Commercial development, other than in this area, will occur in industrial areas.
18. Highway Commercial development will occur adjacent to Highway #15 as indicated on the Future Land Use Map.
19. Service roads will be supplied as part of all Highway Commercial developments.
20. Applications for Highway Commercial development will be examined by the Town in respect to access, circulation, parking, and signage.
21. Applications for shopping centre development shall be accompanied by reports on market need (demand), access, servicing, proposed tenants, percentage of local vs. national tenants, and the economic effect of the centre on existing commercial areas and the projected recovery period. Safe, efficient vehicular and pedestrian access shall be a priority.
22. Vehicular and pedestrian circulation patterns and facilities, landscaping, waste collection, and other aspects of individual commercial developments in proximity to one another shall be co-ordinated.
23. Joint consultation with nearby municipalities for economic development shall be continued.

SECTION 5 - INDUSTRIAL LAND USE

1. Industrial development will occur initially in the Industrial Area shown on the Future Land Use Map. This is most of the area currently within the Town south of Highway #15.
2. The Town will also apply to annex the Light and Medium Industrial Annexation Areas shown on the Future Land Use Map and other appropriate areas to provide for an additional supply of industrial land in the Town.
3. The Town will encourage environmentally friendly industries to locate in the Town or in the surrounding area.
4. The Town will do its best to ensure an adequate supply of industrial land is available to meet future demand.
5. The Town will take advantage of any Provincial and Federal programs and incentives to assist industrial development by attracting suitable new industries and by encouraging local industries and businesses to expand.
6. Industrial Subdivision Plans should contain a variety of lot sizes and configurations appropriate to anticipate industry demand.
7. Adequate on-site parking and loading facilities shall be required.
8. Adequate buffering may be required where industrial parcels abut roadways, municipal reserves, and non-industrial lands.
9. Industrial subdivisions along arterial roadways and proposed arterials shall be required to provide adjacent service roads.
10. The Town will encourage non-conforming or inappropriate industrial uses to relocate to suitable industrial districts through lease, land trade, or purchase arrangement.
11. Industrial development should be a major component of the proposed Lamont economic development strategy.

SECTION 6 - RECREATION

1. The Town will maintain recreation areas and support the provision of good sports/recreation facilities.
2. The full use of existing facilities will be supported and promoted.
3. The Town shall continue to work with the school authorities to increase the joint use of schools and community facilities.
4. Commercial recreational enterprises shall be encouraged.
5. The Town will take 10% of the land in subdivisions for park purposes in the form of Municipal Reserve. The Town shall consult with the relevant school authorities regarding the location and configuration of these parcels if they are to be used as school as well as park sites. When the amount of Reserve land due will not be sufficient for park use, or where the location of the Reserve land would not be suitable, in the opinion of the Town, for park use, the Town may take money-in-place of the Reserve owing in accordance with the Municipal Government Act, R.S.A. 2000. The Town will share this money-in-place in accordance with agreements it has with the various school authorities. The Town will use money left after such agreements for the development of park space in the Town.
6. If the 10% Municipal Reserves acquired through the subdivision process are not sufficient, the Town may acquire additional land for parks.
7. The inclusion of pedestrian walkways and open space corridors in Area Structure Plans, Outline Plans and subdivision plans shall be encouraged to provide non-motorized access between parks and other major public facilities.
8. Projected costs of future recreation facilities shall be included in the capital works budget.
9. The Town will move towards making the operations of recreation facilities self-supporting.
10. The Town may consider disposal of Municipal Reserve to consolidate or acquire park land in other locations of greater need, after consultation with school authorities.

SECTION 7 - INSTITUTIONAL LAND USES

1. Future school sites will be located through an agreement between the relevant school authorities and Lamont Town Council.
2. School sites will be located on Municipal and School Reserve lands where possible.
3. The Town will encourage the provision of sufficient senior citizens' lodge-style housing in the Town to meet local demand.
4. The Town, in conjunction with Lamont County, will continue to provide fire protection services in accordance with their agreement on the matter. Maintenance and upgrading of equipment will be considered in the 5 year capital budget.
5. Ambulance services will also be provided in conjunction with Lamont County.
6. The Town will work with the Lamont Health Care Centre, the East Central Regional Health Authority, and the Provincial government towards upgrading the health facility in the Town as funding permits.
7. The Town will encourage the "home care" of individuals in private residences.
8. The Town will consider relocating and/or consolidating the Town's shop and offices to an integrated site, perhaps in conjunction with Lamont County.

SECTION 8 - THE ENVIRONMENT

1. The Town shall be environmentally conscious in planning and policy decisions.
2. The Town will examine applications for development for their impact on the environment.
3. The Town will not allow development that will injuriously affect the natural environment through air, noise, water or visual pollution.
4. The Town will encourage new developments to protect special natural features and incorporate them into the design of the development.
5. Compact development of the Town shall be encouraged.
6. Infill of vacant land and redevelopment of older buildings to higher density use shall be encouraged in the Downtown Area.
7. Increased walking and bicycling to shop, work and recreation shall be encouraged.
8. The Town will continue to provide opportunities for dealing with environmental issues such as recycling, composting, toxic waste disposal and waste management.
9. The Town will undertake regular "energy audits" on Town owned buildings and consider implementing ways to reduce other municipal costs, e.g., Town vehicles and equipment, street lighting, heating and ventilation.
10. Developers, businesses and residents shall be encouraged to adopt energy saving measures.

SECTION 9 - TRANSPORTATION

1. The hierarchical roadway system (including short and long term requirements) shown on the Transportation System Map (Map 3) shall be adopted.
2. Arterial roads are intended to carry large volumes of vehicular traffic between nodes of population and employment, or which carry traffic through the Town. Collector roads are intended to collect vehicular traffic from a number of local roads and carry them to arterial roads. Local roads are intended to distribute vehicular traffic to individual parcels of land and developments.
3. The Town will consult with Lamont County and Alberta Transportation about reconfiguring the intersection of Highway #15 with 50 Avenue.
4. The Town shall work with Alberta Transportation to review the speed limits on Highway #15 within and near the Town.
5. In anticipation of increased traffic volumes on the Arterial Roads, proposed accessing land uses should include only those higher intensity uses requiring good access and exposure.
6. Traffic and pedestrian control shall be provided as required through signals, lane markings, crosswalks, signing and other control devices.
7. Truck routes shall be as designated on the Truck Route Map (Map 4). The Town will encourage Alberta Transportation to erect signage recommending trucks use the designated Truck Routes and/or Highway #29 other than other roads in the Town. The Town will also encourage Alberta Transportation to erect signage requiring that “jake brakes” not be used near or in the Town.
8. The transport by road of dangerous or hazardous goods shall be limited to truck routes.
9. Businesses should be encouraged to have rear entry doors to accommodate customer and staff parking in the rear.
10. When reviewing and dealing with Area Structure Plans, Outline Plans and proposed tentative subdivision plans, the Town shall ensure there is adequate provision for future road linkages with adjacent undeveloped quarter sections.
11. The capital costs of building or upgrading roadways, sidewalks, and other parts of the vehicular and pedestrian circulation system resulting from new development, should be recovered from off-site levies assessed on new residential, industrial and commercial development.
12. To better accommodate the needs of the physically challenged, children and bicyclists, the practice of installing curb cuts at intersections shall be continued.

13. The Town of Lamont shall ensure continued transportation availability to seniors and the handicapped, subject to the continuation of funding from senior levels of government.
14. The following policies shall be adopted by the Town in order to try to ensure the provision of adequate parking:
 - (a) The Town should ensure that there is adequate parking space distributed throughout the Downtown.
 - (b) Additional public off-street parking lots should be created in the Downtown Area.
 - (c) Parking, manoeuvring, and loading areas for customers and staff shall be provided for all businesses, either on-site or nearby.
 - (d) If access to on-site parking lots is from a paved street or lane connecting to a paved street, the on-site parking area shall be paved, well-drained, signed, landscaped, lighted and have marked stalls in accordance with the Land Use By-law.
 - (e) Parking stall dimensions should provide for a range of vehicle sizes. Larger public parking lots should also provide space for oversize vehicles such as trucks and recreation vehicles.
 - (f) The location of public parking lots should be publicized by the Town.
 - (g) Through joint agreement the Town should consider encouraging the use of other off-street parking lots, (such as church lots, office building lots, school lots, vacant lots) during the hours not required by the site's principal user.
 - (h) The Town of Lamont shall monitor the parking policies.

SECTION 10 - UTILITIES

1. The projected costs of future utility development shall be included in the capital works budget.
2. The capital costs of building or upgrading central plants for sewage treatment and lift stations, or for water distribution and storage facilities resulting from new development, should be recovered from off-site levies assessed on new residential, industrial and commercial development.
3. The Town shall update annually its servicing plans to provide guidance for future development of water, sewer and stormwater systems and to assist with capital works budgeting.
4. Developers shall pay for extension of services into unserviced areas.
5. The Town shall finance lane lighting and paving which is of local benefit by local improvement.
6. The Town will continue a joint use agreement with Lamont County regarding the operation of the regional disposal site to minimize costs and properly dispose of solid wastes.

SECTION 11 – INTERMUNICIPAL PLANNING

1. The Town will work with Lamont County in bringing about the implementation of this Plan and the County's Municipal Development Plan.
2. The Town will seek the annexation of the areas shown on Map 1 as annexation areas and other areas Council deems appropriate before there is pressure for the areas to develop or when the amount of land available for development within the Town for the relevant use is low, in order to facilitate proactive community planning and land development.
3. The Town will not normally provide piped municipal water supply services or sanitary sewage disposal services outside the Town.
4. The Town will work with the County to share whatever facilities and services are reasonably shared in order to best reduce costs.

**BYLAW NO. 04/08
A BYLAW OF THE TOWN OF LAMONT
IN THE PROVINCE OF ALBERTA
TO AMEND THE MUNICIPAL DEVELOPMENT PLAN, BYLAW NO. 06/07**

WHEREAS the Municipal Government Act, R.S.A. 2000, as amended ("the Act") authorizes the Council to establish and amend a Municipal Development Plan;

NOW THEREFORE, the Council of the Town of Lamont, duly assembled, enacts as follows:

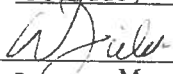
1. The Municipal Development Plan of the Town of Lamont, Bylaw No. 06-07, as amended, is hereby further amended as follows:
 - a) Subsection 7 of Section 2 of PART 3 is hereby deleted in its entirety and replaced with the following:

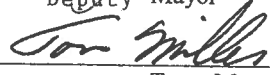
“7. Co-operation with Lamont County of planning for future land use and development in fringe areas shall be encouraged, specifically in those parts of the County within 3.2 km (2 miles) of the Town’s boundary with the County, and in those parts of the Town within 0.4 km (0.25 miles) of the County’s boundary with the Town.
 - b) The following is added to the end of Subsection 8 of Section 2 of PART 3:

“As well, before the Town begins any annexation process, the Town will consult with the owners of the subject lands and with the County, and will determine the need for the annexation for urban development purposes, and the willingness of the land owners to have their lands developed in urban forms and with urban services.”
 - c) The following is added to the end of Subsection 2 of Section 11 of PART 3:

“Before the Town begins any annexation process, the Town will consult with the County to determine the need for the annexation for urban development purposes.”

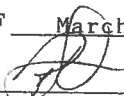
READ A FIRST TIME THIS 26 **DAY OF** February, A.D. 2008,

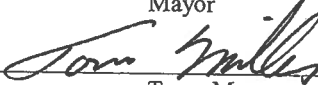


Deputy Mayor


Town Manager


READ A SECOND TIME THIS 11 **DAY OF** March, A.D. 2008,

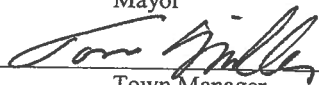


Mayor


Town Manager

READ A THIRD TIME AND FINALLY PASSED THIS 11 **DAY OF**
March, A.D. 2008,

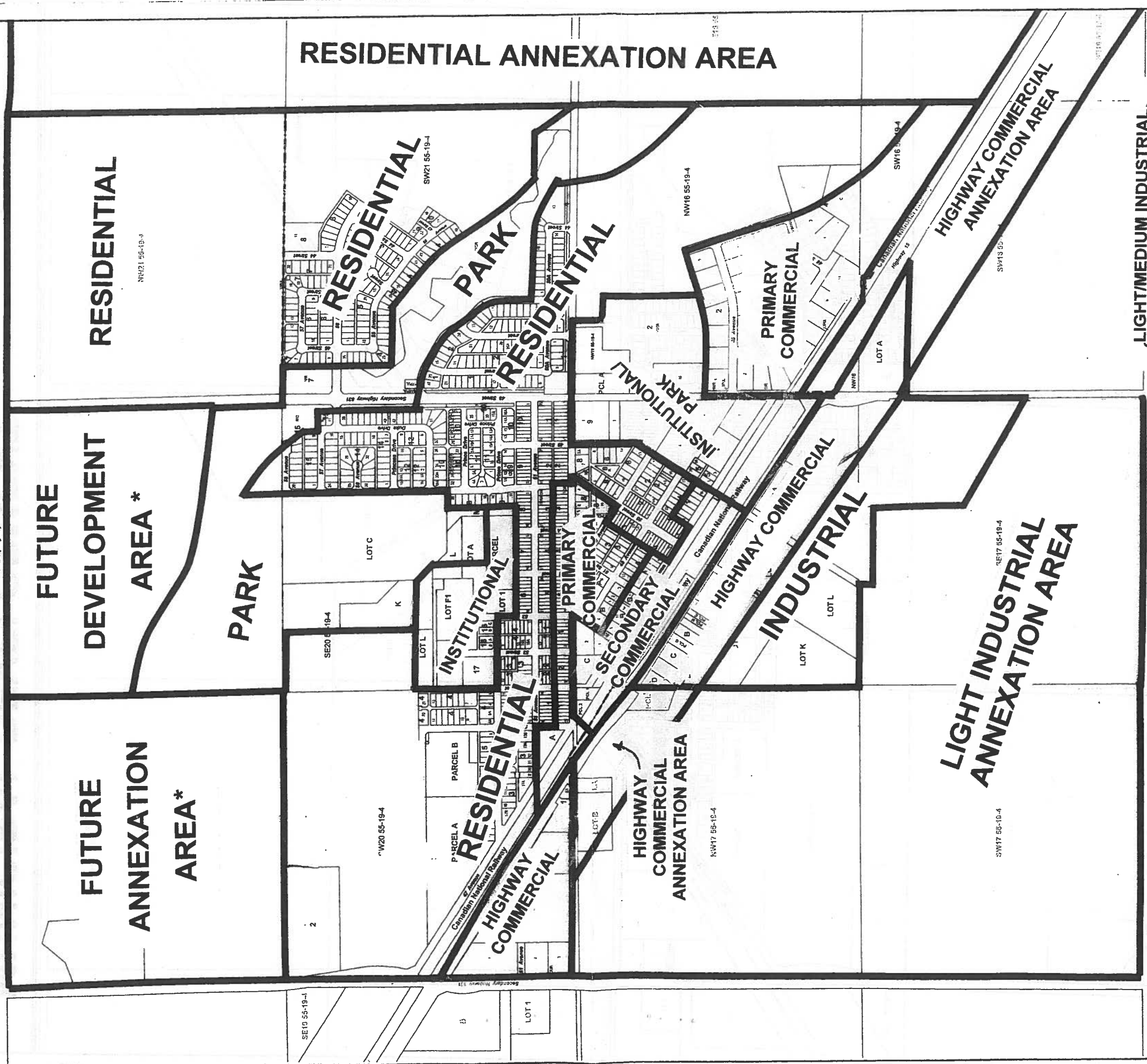


Mayor


Town Manager

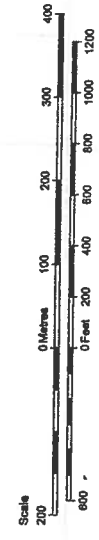
* Future development to be determined by
Municipal Development Plan amendment

Secondary Highway 837



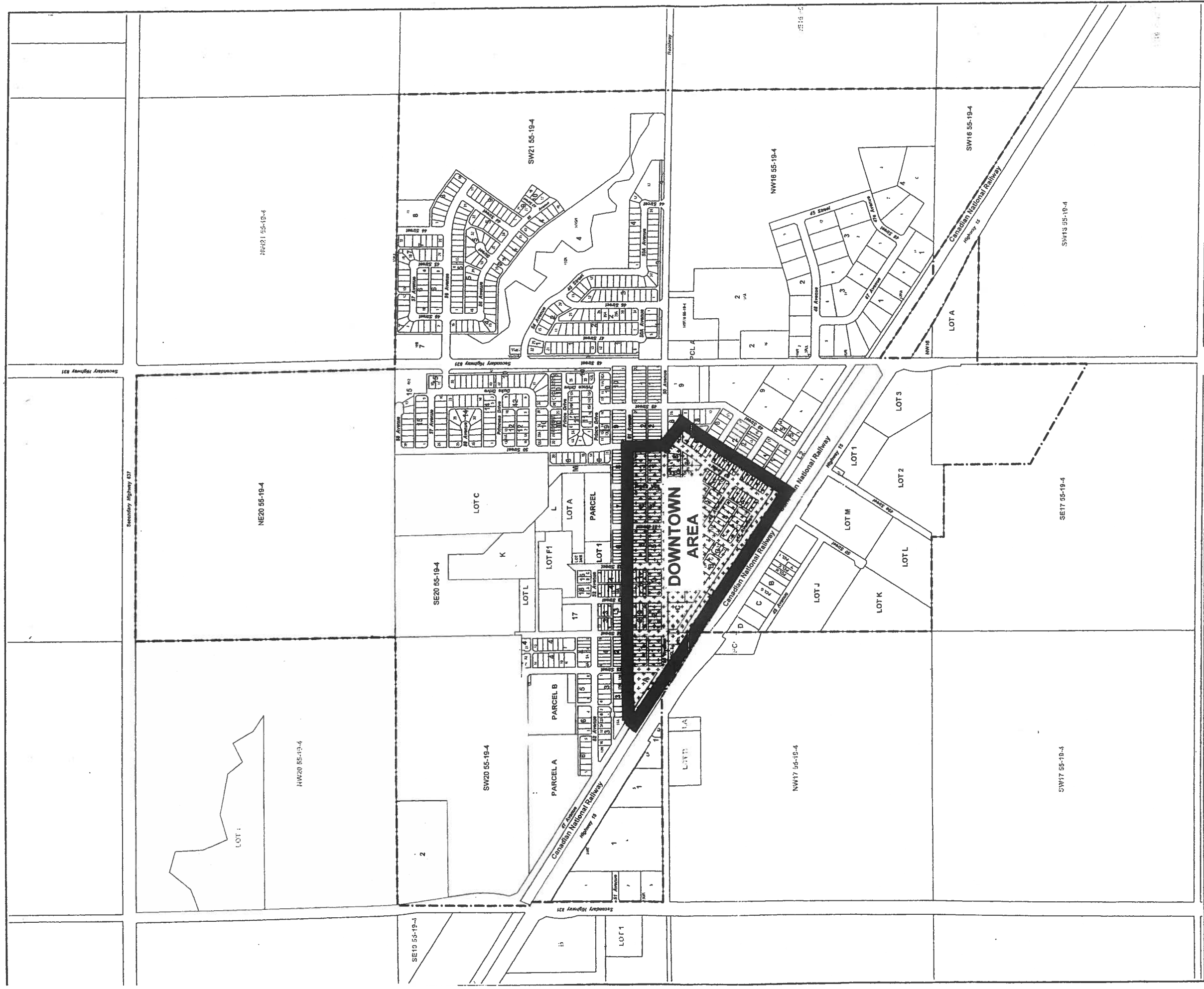
MUNICIPAL DEVELOPMENT PLAN

Town of Lamont



MAP 1: FUTURE LAND USE

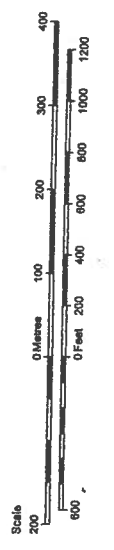


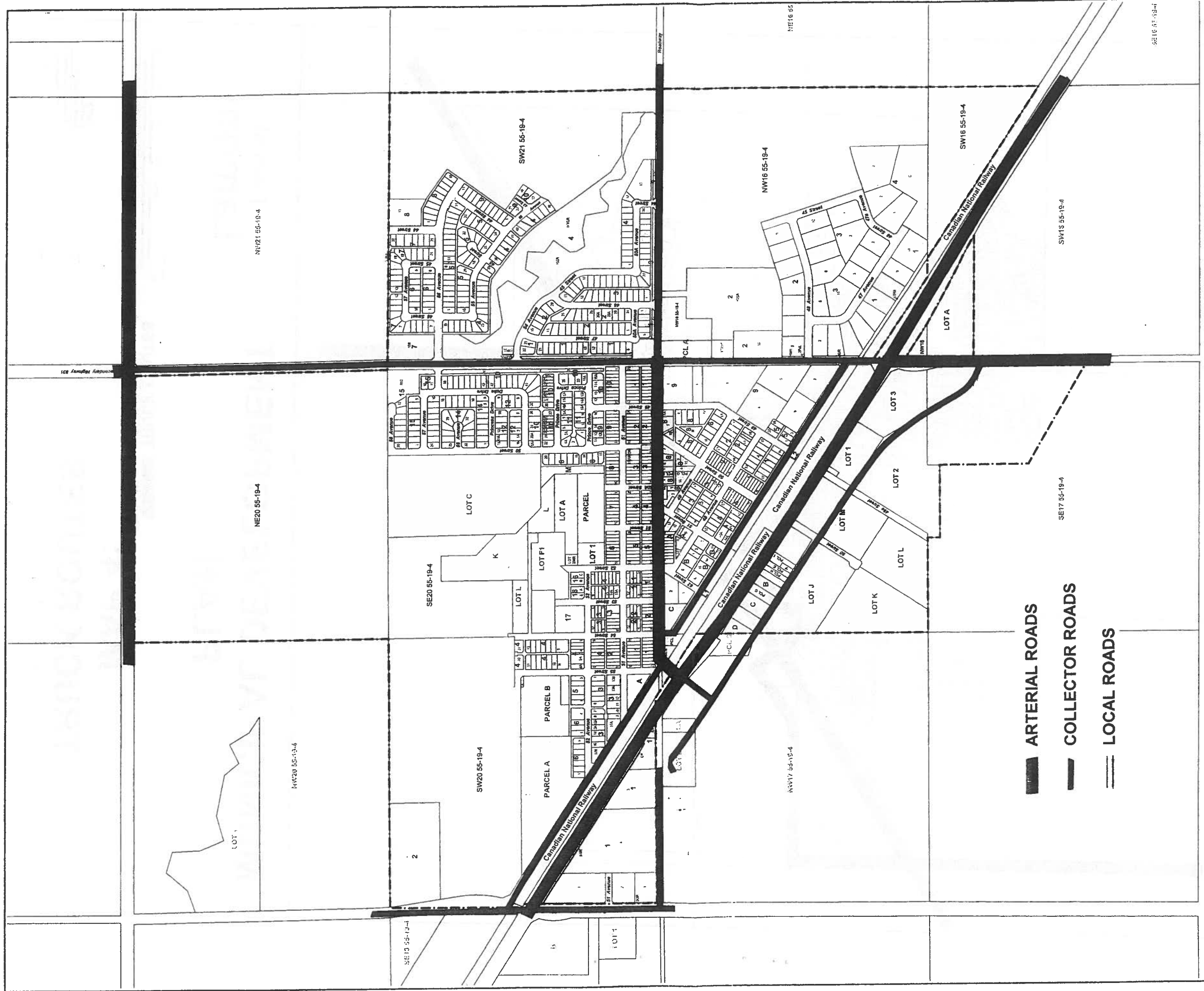


**MUNICIPAL DEVELOPMENT
PLAN**

Town of
Lamont

**MAP 2:
DOWNTOWN AREA**

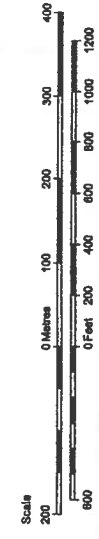


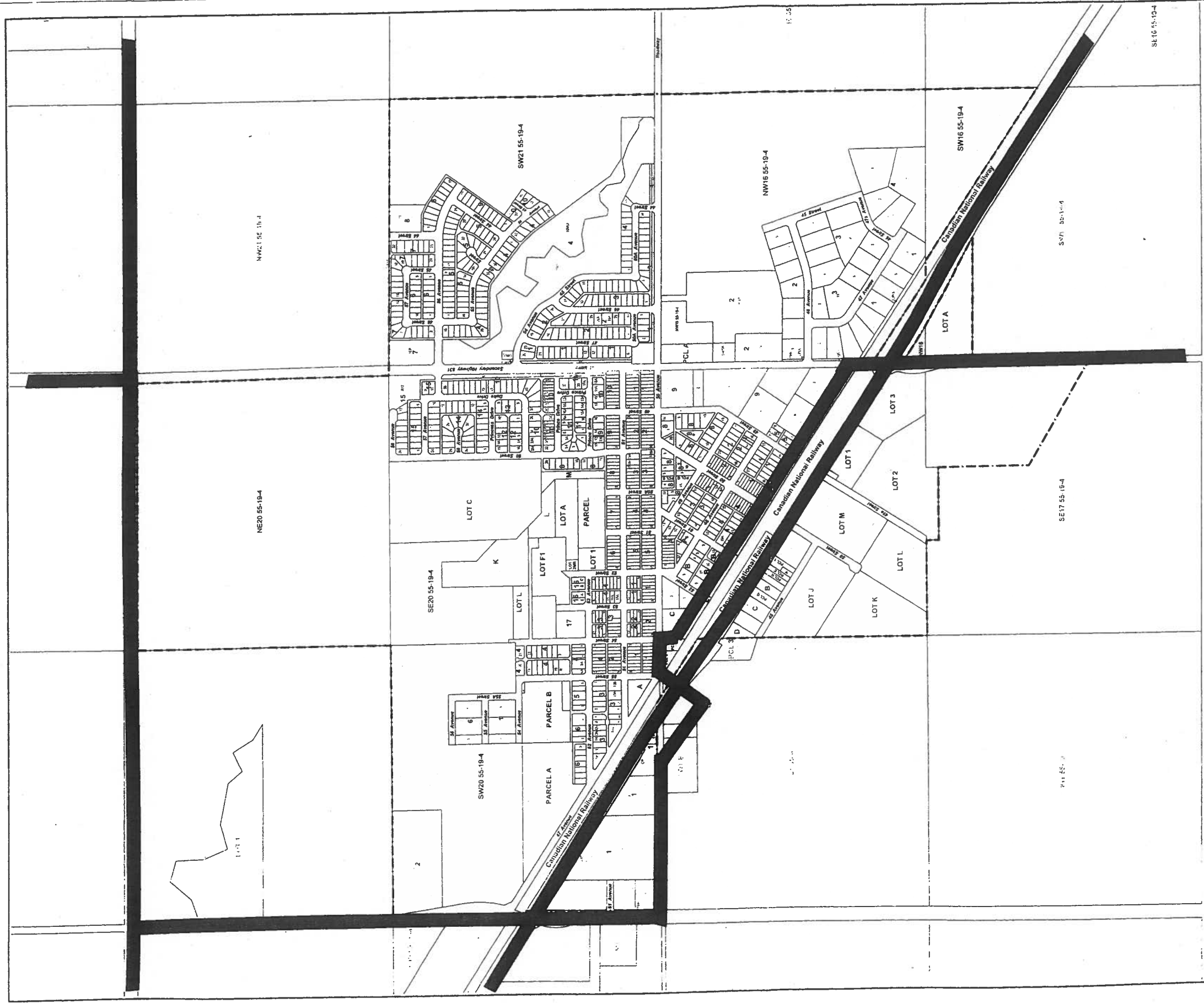


MUNICIPAL DEVELOPMENT PLAN

Town of Lamont

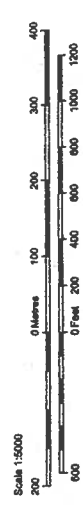
MAP 3: TRANSPORTATION SYSTEM





MUNICIPAL DEVELOPMENT PLAN

Town of
Lamont



TRUCK ROUTES

MAP 4: TRUCK ROUTES



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