

TOWN OF MUNDARE
MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 824/10

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1.0 Introduction

1.1 Mundare in Context

The Town of Mundare is located in Lamont County north of the intersection between Highway 15 and Highway 16 (Trans-Canada Yellowhead highway), approximately 80 km east of Edmonton and 24 km west of Vegreville. The Town has a total area of approximately 427 ha. (1055 ac.) and currently has a population of 823 people.

Founded in the early 1900's, unique features of the Town include the Basilian Father's Monastery and Museum, the Stawnichy Meat Processing plant and the Whitetail Crossing golf course. Additional features of cultural and recreational interest located in close proximity to the community include the St. Joseph's Convent and Mary Immaculate Health Care Centre located adjacent to the northern boundary of the Town in Lamont County, Elk Island National Park, the Ukrainian Cultural Heritage Village west of the Town, and the Parkland Conservation Farm approximately 5 km east of the Town.

Mundare is located in an area with many economic opportunities and is in a position to increase its existing sustainable economic base. Currently, Mundare's major industry is the Stawnichy's Meat Processing plant, a sausage making factory that has been in the community for 50 years. Located within an hour of the City of Edmonton, the Town also functions as a bedroom community for commuters to the City of Edmonton and larger towns within Lamont County.

Sound planning and development initiatives are necessary in order to capitalize on economic potential. However, community development is multi-faceted, encompassing not just economic imperatives, but also environmental, social and cultural components. Each of these components is integral to the success of the others: just as environmental stewardship can lead to innovative economic opportunities; economic growth can lead to social and cultural development, thereby improving people's quality of life and the overall desirability of the community as a place to live and work.

This Municipal Development Plan espouses the principles of Smart Growth in order to emphasize and enhance quality of life for its residents. The Smart Growth themes that are evident in this Plan include:

- * Fostering a Town identity which is unique, vibrant, diverse, and inclusive.
- * Nurturing engaged citizens. Community members and volunteers will participate in community life and decision-making.
- * Mixing land uses to the greatest extent possible. The Town Centre, specifically Main Street, will have a mixture of residential homes, retail, business, and recreational opportunities.

- * Nurturing the redevelopment of the Town's Main Street through the use of innovative land use policies and architectural controls.
- * Providing a variety of transportation choices. Neighbourhoods will be attractive and have safe infrastructure for walking and cycling, in addition to driving.
- * Facilitating the provision of diverse housing opportunities. People in different family types, life stages and income levels will be able to afford a home in the Town.
- * Encouraging growth in existing neighbourhoods, and using investments in infrastructure (such as roads and schools) efficiently.
- * Preserving open spaces, natural beauty and environmentally sensitive areas. Development will respect natural landscape features and thus have higher aesthetic, environmental, and financial value.
- * Encouraging the use of green buildings and other systems that can save both money and the environment in the long run.

This Municipal Development Plan for the Town of Mundare seeks to harness the optimism and creativity of the Town's Council and residents and articulate these ideas as goals and objectives for future development. This Plan deals not just with street layouts, housing and infrastructure needs, but seeks to link physical and social development within the community in a way that is easy to read and understand. It is anticipated that this document will serve as a road map, guiding the community to its future destination for many years to come.

1.2 Legislative Requirements

The Alberta Municipal Government Act (MGA) is the provincial enabling legislation that gives extensive governing powers to municipalities. That Act:

- a) gives broad authority to councils, including broad authority to pass by-laws, and to respect their right to govern municipalities in whatever ways the councils consider appropriate within the jurisdiction given to them;
- b) enhances the ability of councils to respond to present and future issues in their municipalities; and
- c) recognizes that the functions of the municipality are to:
 - i) provide good government,
 - ii) provide services, facilities and other things that, in the opinion of the council, are necessary or desirable for all or part of the municipality, and
 - iii) develop and maintain safe and viable communities.

A Municipal Development Plan (MDP) outlines a broad set of goal statements about the type of long-term development that is desired by the community. The main focus of the MDP is to provide a statutory plan to assist Council – and the Town's approving authorities – in achieving and maintaining orderly and efficient land use and development.

An MDP takes into account both the past and present human and physical environments. Considering where the community has been, where it is currently and where it wants to go enables the Town to set in place a “plan” for how to reach its desired destination. Baseline environmental data, stakeholder interests and the socio-perceptual concerns of the community are considered in order to ensure that the vision enshrined in the MDP addresses the needs and objectives of all affected parties.

The Town is aware that other provincial and federal jurisdictions also have a role to play in the future development of the community. In the spirit of cooperation, the Town looks forward to working with government agencies, neighbouring municipalities and community stakeholders in the implementation of this Plan in order to achieve a pattern of land use and development that is attractive, efficient and beneficial to all residents of the municipality.

1.3 The Municipal Development Plan Review Process

Beginning in winter, 2008, Municipal Planning Services (2009) Ltd. worked in conjunction with Town of Mundare Council, staff and community members to complete the community profile and community input phases of the MDP. The Town actively solicited stakeholder comments and provided opportunities for meaningful public input in the form of public meetings. As such, the MDP conforms as much as possible to the vision of the Town of Mundare as set forth by the Town's residents.

1.4 The Goals of the Municipal Development Plan

The goals of the Town of Mundare's Municipal Development Plan are as follows:

- * To facilitate multi-faceted sustainable growth and development in the Town of Mundare.
- * To encourage diversification of the local economy.
- * To encourage the redevelopment, and future development of Main Street (50th Street) as the primary commercial, community gathering and celebration centre of the Town.
- * To encourage the development of land in an orderly and effective manner.
- * To preserve and enhance the quality of life and attractiveness of the Town as a place to live and work.
- * To maintain a physical separation between incompatible land uses.

- * To encourage the creation and maintenance of multi-modal transportation systems within the Town.
- * To promote environmental stewardship and green design practices.
- * To promote Mundare as not only a bedroom community, but also a tourism destination and vibrant and supportive environment for local businesses.

1.5 Guide to the Plan

The Municipal Development Plan provides a broad land use, infrastructure and transportation framework for the future development of the community. It includes a series of policies which address the preferred characteristics of development and the development process within the corporate boundaries of the Town of Mundare.

The broad provisions of Municipal Development Plans are often implemented through the preparation of Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), both of which are Statutory Planning documents and are subject to provisions in the Municipal Government Act. All of a municipality's statutory plans are required to be consistent with each other. This implies that all of a municipalities ASP's and ARP's must conform to the Municipal Development Plan and, if applicable, any Intermunicipal Development Plans. Policies in one statutory plan do not take precedence over the policies in another statutory plan because all of the policies within a Municipality's statutory plans are to be consistent with each other.

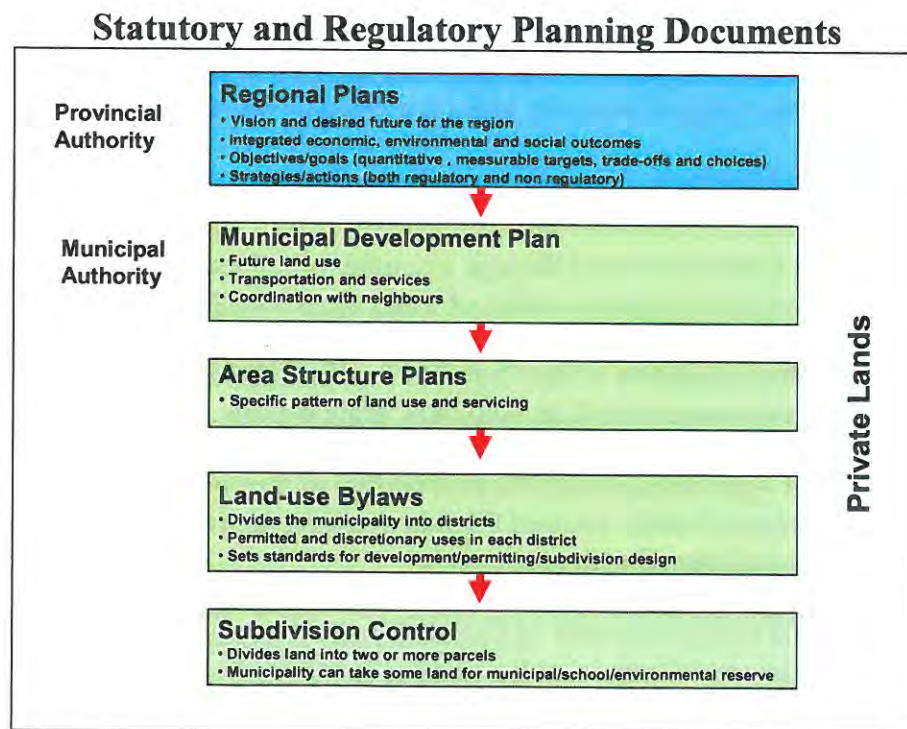


Figure 1: Statutory and Regulatory Planning Documents

In addition, changes to the Land Use Bylaw and subdivision approvals must also be consistent with the Municipal Development Plan.

Development that does not conform to the MDP will not be approved. If a proposed development does not comply with the MDP but is felt to be desirable, amendment to the Plan may be considered by Council.

For the purposes of land use planning and development, this Plan will serve as the senior municipal land use planning document, and will be implemented, among other ways, through the Town of Mundare Land Use Bylaw.

Decision making on all subdivision and development permit applications will conform to the spirit and intent of the goals, objectives, and policies of this Plan.

The boundaries of the land use classes described in this Plan's Future Land Use and Roads Plan are approximate only and may not follow legal surveyed boundaries. Minor adjustments or variances that may be required to land use classes, the location of future roads, quantities or figures shall not require an amendment to this Plan. In addition, Municipal Development Plans should be periodically reviewed to take into account changing circumstances and municipal preferences.

2.0 Community Profile

This Section of the Municipal Development Plan provides information related to the historic background as well as the population, economic trends and land features in Mundare and the surrounding region. It also analyzes the topographical features of land in and adjacent to Mundare. Taken together, this information helps the Town of Mundare better plan for its future.

2.1 Settlement History

Settlement in Western Canada occurred through a number of related factors. Between 1871 and 1921 the Canadian government signed a series of treaty agreements with First Nations that gave the government rights to the land and opened up the West to agricultural settlement. The second important factor was the completion of the Canadian Pacific Railway in 1885, which eased the Western passage for newcomers as well as facilitated grain exports. Further, technical innovations in dry land farming and agricultural machinery – in conjunction with a rise in wheat prices in the late 1890s – greatly increased the profitability of farming as a livelihood. Finally, the closing of the American frontier allowed Canada to attract thousands of new immigrants from the United States and abroad with greater ease.

Between 1896 and 1905 the Government of Canada launched a campaign aimed at farmers from the United States, Britain, and Central and Eastern Europe that advertised free or cheap land in the Canadian West. It did not take long for the government to reap the fruits of its labour, as immigrants began settling in the Mundare area in the early 1900s. The Town of Mundare was named after William Mundare, a railway station agent.

The Basilian Fathers arrived near the Town's current location in 1902 to launch their missionary work among the Ukrainian settlers. Over the years, the Basilians established a printing press and built Mundare's Sts. Peter and Paul Ukrainian Catholic Church, monastery and novitiate, grotto shrine and museum. The Museum established in the 1950's is described as one of the best located in a small town.

Three sisters of the Congregation of Sisters Servants of Mary Immaculate arrived at the Basilian homestead in 1903. They founded a mission in Mundare where they created a school, took in orphans and treated the ill. Today the sisters still operate a smaller mission adjacent to the northern boundary of the Town. Covenant Health operates the Mary Immaculate Hospital and Mundare Health Clinic which are located on the mission site.

Originally a railway settlement, the community first attracted settlers from Scotland via Ontario. Immigrants from Eastern Europe soon followed. Founded as a Village in 1907, the original settlement was located at Beaver Lake which is located southwest of the current Town site. In 1951 the Town of Mundare was formed. The Town grew as the Beaver Lake businesses relocated from the original settlement.

The original Town was approximately 97 ha (240 ac.) in size. An annexation order which was approved by the Province in 1981 added approximately 32 ha (80 ac.) to the Town. In 2005 a large annexation was approved by the Province which brought an additional almost 4½ quarter sections (approximately 288 ha (711 ac.)) into the Town. The 2005 annexation incorporated the Town's existing sewage lagoon into the Town boundaries and also facilitated the development of the Whitetail Crossing golf course and multi-lot residential, golf course and commercial development. Excluding the lagoon area and golf course, the 2005 annexation lands had the effect of approximately doubling the Town's residential land base.

2.2 Regional Information

Although the Town of Mundare is located within Lamont County which is a part of the Capital Region, the Town of Mundare is not included in the Capital Region or the Capital Region Plan. This is likely because the Town is located approximately 27 km southeast of the Industrial Heartland Area. As a result, the Town is not situated in close enough proximity to be directly impacted by Industrial development in the Heartland area. That noted, the Town's location and proximity to Highways No. 15 and No. 16 do suggest that it may benefit from some additional growth as a bedroom community for individuals working in the Heartland area, Sherwood Park, Edmonton and Vegreville.

The Town includes some gently undulating arable land in the Whitetail Crossing area, but for the most part, land within the Town is not suitable for agricultural development.

2.3 Population Characteristics

After experiencing a population boom during the early 1990s, the population of Mundare has somewhat fluctuated but increased overall. During the period 1991-2007, the Town had an average growth rate of approximately 2.3% per year.

Total Population		
Year	Population	Percent Change
2009*	823	15.58%
2007**	712	9.09%
2001**	650	11.08%
1996**	578	-3.11%
1991**	596	n/a

Figure 2: Population Characteristics

*Source: 2009 Municipal Census

**Source: Alberta Municipal Affairs and Housing

2.4 Age

The Town of Mundare has a substantial middle aged population. The median age of Town residents is 48.3, which is significantly older than the median age of the population for Alberta as a whole, at 36.0. In addition, the Town is substantially older than the provincial average, with only 13.4% of the population under the age of 15, as opposed to 19.2% for all of Alberta.

The population pyramid reveals an aging population that is typical of Western industrialized countries. The largest age group is actually the 40-44 cohort and the second largest group is the 60-64 cohort. Similarly to many population pyramids from small urban and rural areas, the Town of Mundare demonstrates a smaller percentage of residents between the ages of 20 and 39, because individuals in this demographic often relocate to larger urban areas for education and employment opportunities.

An aging population consumes less and saves more. In order to be sustainable the Town must attract young families and newcomers who will contribute substantially to the local economy through expenditures and taxes. Young families have higher expenditures and children help to sustain sports, education and recreation facilities.

Population Pyramid for the Town of Mundare

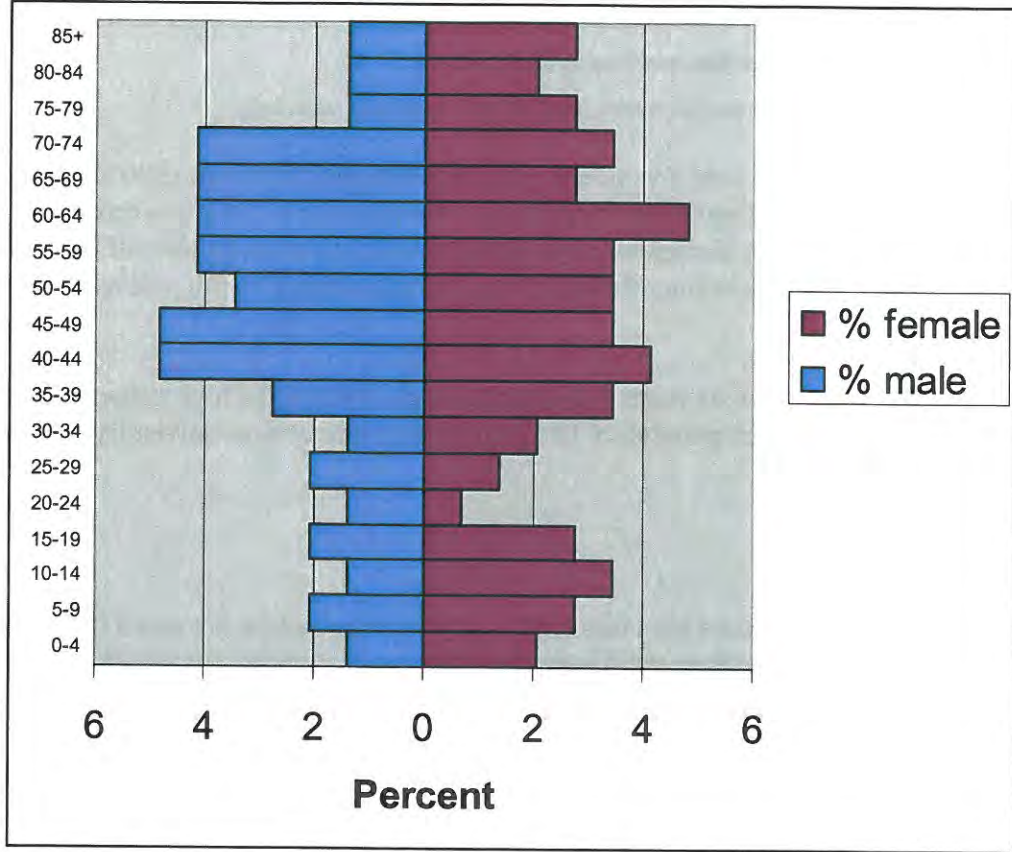


Figure 3: Population Pyramid for the Town of Mundare

Source: Statistics Canada 2006 Census

2.5 Education

The Elk Island Regional School Division serves the Town of Mundare, with the Mundare School offering education for Kindergarten through Grade 8. Currently, Grades 9-12 are provided in Vegreville.

The following chart details the level of educational attainment in the Town, which provides insight into the type of workforce present in the region.

Highest Level of Education for Population Aged 15+

	#	%
No certificate; diploma or degree	205	34.45%
High school certificate or equivalent	110	18.48%
Apprenticeship or trades certificate or diploma	155	26.05%
College; CEGEP or other non-university certificate or diploma	80	13.45%
University certificate or diploma below the bachelor level	10	1.68 %

University certificate; diploma or degree	45	7.56%
Total number of residents aged 15+	595	100.0%

Figure 4: Education Statistics for the Town of Mundare

Source: Statistics Canada 2006 Census (numbers may not add up due to rounding)

The number of residents with post secondary education dropped between 1996 and 2007 (165 in 1996 and 135 in 2006). The number of individuals with training in the engineering and trades sectors increased substantially during the same time period while the number of individuals with training in all other sectors including: the sciences, health sciences, social sciences humanities and arts decreased.

Almost 55% of the population 20 years and older have not completed high school. Equally as noteworthy, almost 25% of the population has achieved a trade or non-university certificate or diploma.

2.6 Income

7.5% of the residents of Mundare are classified as low income before tax and 6.0% after tax. This proportion is much lower than the figures for Alberta as a whole, for which 12.2% of individuals are classified as low income before tax, and 9.1% are classified as low income after tax. The median earnings for persons 15 years and older working full time was \$38,174 in 2005 which is significantly lower than the figure for Alberta as a whole which was \$43,964 for the same time frame. The medium income figures per household were also lower in all categories than similar figures for Alberta as a whole.

2005 Income for Population Aged 15+		
	Mundare	Alberta
Median income for all census families	\$ 46,310	\$ 63,988
Median income for couple households with Children	\$ 62,240	\$ 92,155
Median income for couple households with no children	\$ 50,922	\$ 72,774
Median income for one person households	\$ 20,012	\$ 32,179

Figure 5: 2005 Income for Population Aged 15+

Source: Statistics Canada 2006 Census

2.7 Housing

The Town of Mundare contains a total of 369 dwelling units occupied by usual residents (as opposed to being unoccupied or being occupied solely by temporary and/or foreign workers).

The majority of the housing inventory in Mundare is low density single detached houses, and approximately 85% of homes are owner-occupied. Statistics Canada estimates that 20% of the total occupied housing stock requires major repair. In 2001 there were an estimated 280 single detached homes in the Town. In the last ten years approximately 80 new homes have been built which is consistent with previous development statistics in the Town. Construction starts in the Whitetail Crossing development likely account for a large number of new homes built in the last five years.

Housing Inventory**	
Single-detached houses	95.0%
Semi-detached houses	3.3%
Apartments	0.0%
Row Houses	0.0%
*Other	0.0%

Figure 6: Housing Statistics for the Town of Mundare

*According to Statistics Canada "Other" includes other single attached houses and movable dwellings such as mobile homes, houseboats and railroad cars.

**Numbers may not add to 100% due to rounding by Statistics Canada.

Source: Statistics Canada 2006 Census

2.8 Economic Base

Throughout the first half of the 20th century, agriculture and the Basilian mission were the economic underpinnings for many of the residents of the Town of Mundare. The Town was a religious centre and commercial hub for the Basilian parish and surrounding Ukrainian-Canadian community. The Town is still the site of the Basilian monastery, novitiate and museum.

There are a number of current opportunities for employment in the area outside of the agriculture industry include the Stawnichy's Meat Processing factory, Mundare farm equipment, agri-industrial businesses, the Mundare greenhouse, automotive repair shops, sales and service stations as well as health and wellness practices and businesses, professional services, a golf course and a number of other local businesses.

The Town of Mundare is part of the Trans Canada Yellowhead Highway Association, which lobbies for a safe, prosperous and efficient Yellowhead Highway transportation corridor and also provides opportunities for developing strong bonds and gains for the Association, its members and stakeholders. The Town is also a member of Kalyna Country, which is marketed as Canada's largest eco-museum. The Kalyna Country organization markets the history, unique architecture, multi-cultural, eco & outdoor tourism opportunities in the region.

Figure 7 shows that while many of the Town's residents are employed in the business and community sector, significant numbers are also involved in manufacturing and mining industries.

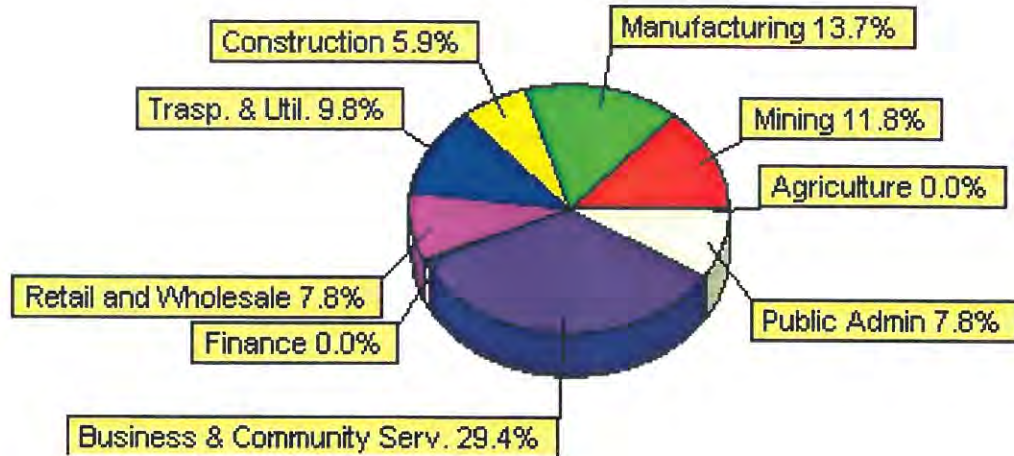


Figure 7: Mundare Labour Force by Industry Breakdown

Source: Alberta First Mundare Community Profile, 2001 Census

3.0 Physical Environment

3.1 Geography and Topography

The Town of Mundare is not located in close proximity to any large bodies of water, but it is located next to two small bodies of water, the most significant of which being Beaverhill Lake, which is located southwest of the Town site. The other “body of water” as surveyed in the early 1900’s would have been designated as crown land. This area is located within the Town in the Whitetail Crossing area. This surveyed crown land has been predominately dry for the last number of years. The Whitetail Crossing Area Structure Plan indicates that the dry lake area, through negotiations with Alberta Public Lands, may be incorporated into the golf course. The area is to be preserved without disturbance other than improvements required for future golf course development.

Land within the Town is described as hummocky, undulating terrain with various small knolls and low areas. Land elevations range from approximately 687 m to 681 m above sea level. The rest of the land in the Town is generally poorer agricultural land with some meandering drainage courses and wetland areas. Water drains throughout the Town predominately to the northwest.

As would be expected, there are few wooded areas within the Town. Tree cover has been maintained in the undeveloped drainage course areas and wetlands as well as on some parcels of privately held land.

3.2 Existing Infrastructure

In 2006 the Town received letter reports, prepared on behalf of the Whitetail Crossing developers, that summarize potential future modifications to the Town’s water supply reservoir

and sewage collection and treatment system which would enable additional population growth within the Town. Much of the information in this section was based on these two letter reports.

3.2.1 Water Supply

The Town of Mundare is supplied with water by the Capital Region Vegreville Corridor Water Service Commission, which conveys treated water from the City of Edmonton to Mundare and other communities. The supply line fills the Town's water reservoir which has a storage capacity of 1,200 m³. That storage capacity can service a potential population of 1,060. Expansion of the reservoir through the construction of a second reservoir building and/or by adding an addition to the existing 1,200 m³ reservoir building will be required in order to accommodate the later stages of the Whitetail Crossing development and any additional development within the Town.

Additional information about the Town's water distribution system can be garnered by contacting the Town's engineering consultant.

3.2.2 Sewage System

The Town of Mundare provides treatment of domestic waste in a series of sewage lagoons with bi-annual release to the SVIT channel which flows north to the North Saskatchewan River. The capacity of the existing lagoons has been evaluated on the basis of both facultative storage (60 day) and total storage (365 day). With the completion of construction of Phase I of Whitetail Crossing, a golf course irrigation pond (Volume ~81,000 m³) and a pipe connection to the existing storage cell to provide total lagoon storage for 1955 people is expected.

The irrigation pond/reservoir enables the Town and golf course to partner together to reduce the impact of the golf course on the existing ground water system by allowing some of the necessary irrigation for the golf course to come from the treated effluent stored in the on-site irrigation pond.

The Town is serviced by two sanitary lift stations. One lift station services that part of the Town north of Highway 15. A second lift station will be constructed to service development south of Highway 15.

Additional information about the Town's sewage system can be garnered by contacting the Town's engineering consultant.

3.2.3 Solid Waste Management

Solid Waste Management is provided through the Lamont County Regional Landfill Commission.

3.2.4 Storm Water Management

The Town of Mundare is basically flat and drains, generally, to the northwest. Large scale development will require proper storm water management; however, this will be provided for on a neighbourhood by neighbourhood basis as development is proposed and occurs.

The construction of houses, commercial and/or industrial buildings, paved roads and parking lots increases the imperviousness of a watershed and reduces the infiltration of rainwater. This means that a much larger portion of rainfall will run off as an area develops. This increases the volume and rate of runoff and produces larger peak flood discharges in developed watersheds than would have occurred before development.

The Town will require each future development to provide storm water management facilities to control the rate of flow and to minimize potential disruption to downstream land uses and impacts on the environment.

The Town has and will continue to work to ensure that water quality issues, such as sedimentation and pollution associated with storm water runoff from urban areas are addressed before flows are discharged into natural watercourses.

3.2.5 Natural Gas

Natural Gas is provided by Atco Gas.

3.2.6 Electrical Power

Electrical power is provided by Atco Electric.

3.2.7 Protective Services

The closest RCMP detachment is located in Vegreville with emergency response time to Mundare about eight to ten minutes.

Fire Protection/Suppression, Rescue and basic Emergency Medical services are provided by the Mundare Volunteer Fire Department. Consisting of about 20 members from the community, the service responds to all emergencies within their service area which includes the Town of Mundare and surrounding area. These Volunteers also provide basic life support until an ambulance arrives.

Ambulance Services are provided by Alberta Health Services. As a result there is no single dispatch location.

4.0 Land Use Objectives and Policies

4.1 Future Development

4.1.1 Objectives

1. To ensure that there is adequate land available for future expansion of the Town.
2. To minimize the occurrence of incompatible or premature development which could impede or alter the logical direction of urban growth.
3. To ensure that the long range financial plan of the Town takes into consideration the need for future expansion of utilities and services.
4. To intensify residential and appropriate commercial development in the Town's Main Street (50th Street) area.
5. To allow for mixed use residential and commercial developments and for the appropriate juxtapositioning of residential and commercial uses within the Town's Main Street area.
6. To enhance the physical appearance and economic vitality of the Town's Main Street area using various revitalization strategies.
7. To ensure that new developments support connectivity within the Town and provide parks and green spaces in suitable locations.
8. To foster pride in the built environment of the Community by encouraging Town beautification and character via landscaping, streetscaping and architectural design.
9. To protect environmentally sensitive areas and critical habitat areas within the Town, and to limit the amount of agricultural land that is taken up by urban development.
10. To encourage the redevelopment of the Town's Main Street area through appropriate infill development and the refurbishing or replacement of older developments with new development where and when appropriate.

4.1.2 Policies

Future Development

1. All development will conform to the Policies and Future Land Use Plan in this Plan and to the Land Use Bylaw.
2. 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 and Roads Plan.
3. 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.

Design Guidelines

4. The Town will encourage high quality development in design, construction, and environmental considerations.
5. The Town shall be designed in a pattern of interconnecting streets, defined by buildings, street furniture, landscaping, pedestrian ways and sidewalks. The layout should be suited to existing topography and other natural features of the area to minimize cut-and-fill and grading throughout the site.
6. The Town will endeavor to develop and approve specific design guidelines and architectural controls during the lifespan of this plan.

Monitoring and Review

7. 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 2015.

Implementation

8. The Municipal Development Plan will be implemented, among other means, through the Land Use By-law, subdivision process, and development agreements. The Town may also consider revising its servicing standards to reflect Municipal Development Plan policies.

Existing Infrastructure

9. The Town will endeavour to maximize the benefits that can be derived from existing infrastructure.
10. The Town shall develop a long-term strategy to identify potential new infrastructure in order to accommodate demands for the future expansion of the Town.

Development Package

11. In order to attract new business, the Town will create a development package to explain the Town's development requirements in everyday language.

Development Proposals

12. 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.
13. Outline Plans or Area Structure Plans shall be required for all undeveloped quarter sections prior to changing the Land Use Bylaw District from Urban Reserve to the land use proposed.
14. Outline Plans and Area Structure Plans should provide information on proposed land uses, roadways, servicing, reserves, compatibility with adjacent uses and phasing.

Accessibility

15. The Town will encourage all future developments to be wheelchair accessible.

Tourism Plan

16. The Town will consider developing a tourism plan and/or community marketing strategy in order to help augment the local economy.

4.2 Residential Land Use Policies

4.2.1 Objectives

1. To provide a variety of housing alternatives and an adequate supply of land for future development.
2. To ensure a high standard of building and site design.
3. To encourage energy conservation in residential development.

4. To enhance the quality of life through subdivision design and development standards.
5. To provide a range of housing options for all Mundare residents, bearing in mind changes in the Town's and the Province's demographics and diversity, and housing needs which may require creativity and innovation.
6. To allow for an increase in the density of residential development and mixed use development in the Town's Main Street area.
7. To encourage the development of affordable and social housing in the Town, by increasing allowable densities and, by reducing residential parking requirements within the Town's Main Street area.
8. To promote diversity and attractive residential architecture through the encouragement of architectural design guidelines in new developments.
9. To recognize changing market demand and other conditions, by accommodating a wide range of housing types which can be less vulnerable to the negative consequences of neighborhood life cycle.
10. To regulate the quantity and types of home occupations and their effects on the residential neighbourhoods in which they are located to minimize disruption of residential areas.

4.2.2 *Policies*

Residential Area

1. Within the area designated Residential on the Future Land Use and Roads Plan, the predominant form of land use shall be housing. As well, utilities, public services, and institutional uses such as schools, places of worship and local parks that serve the residential areas but do not negatively impact the residential amenity of the residential area may be allowed.

Housing Types

2. The Town intends to encourage the development of a diversity of housing types in existing vacant residential lots and subdivisions. Since single family dwellings are the predominant housing form in the Town's established residential areas, higher density developments such as row houses and fourplexes are needed foremost to provide alternative ownership and rental housing availability. A number of types of residential districts in the Town's Land Use Bylaw will provide for a large mix of housing types and areas.

Innovative Housing

3. The Town will encourage innovative housing forms and densities in selected areas, after careful scrutiny by Town staff, residents, and Council.

Phasing

4. 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 given appropriate consumer demand and provided that municipal piped sewage disposal and water supply services are available. Developers of new residential subdivisions will be required to construct under and above ground municipal infrastructure to the satisfaction of the Town.

Manufactured Homes

5. Manufactured homes, as defined in the Town's Land Use Bylaw, will be grouped together in specific areas to every degree possible so that the Land Use Bylaw's special provisions addressing particular lot or park sizes and the maintenance and amenity standards can be applied in the most aesthetic manner.
6. Manufactured homes on individual lots shall be allowed only in manufactured home subdivisions.
7. Notwithstanding subsection (6) above there are four lots in Town which are only suitable for manufactured homes. On these lots:
 - a. Plan 7321BW, Block 20, Lot 5
 - b. Plan 7321BW, Block 20, Lot 6 and
 - c. Plan 7321BW, Block 20, Lots 7 & 8

manufactured homes will be allowed.

8. Manufactured home parks and subdivisions shall provide for double wide manufactured homes.

Modular Homes

9. The Town will allow for the development of new modular housing in its residential land use districts, provided that when completed, such housing appears as though it were site-built.

Secondary dwelling units

10. Secondary dwelling units, such as secondary suites, guest houses and garage suites, may be allowed in the residential land use districts, so long as said suite

conforms to regulations in the Town's Land Use Bylaw and Alberta Fire and Building Codes, and further provided that adequate parking is provided.

High Density Development

11. Higher density residential developments, especially those developed in conjunction with retail or office space on the lower levels, shall be encouraged in the Main Street Area.
12. Residential areas will be protected from the encroachment of incompatible land uses or activities which may have a negative impact on the community, much less on public health, safety, and welfare.

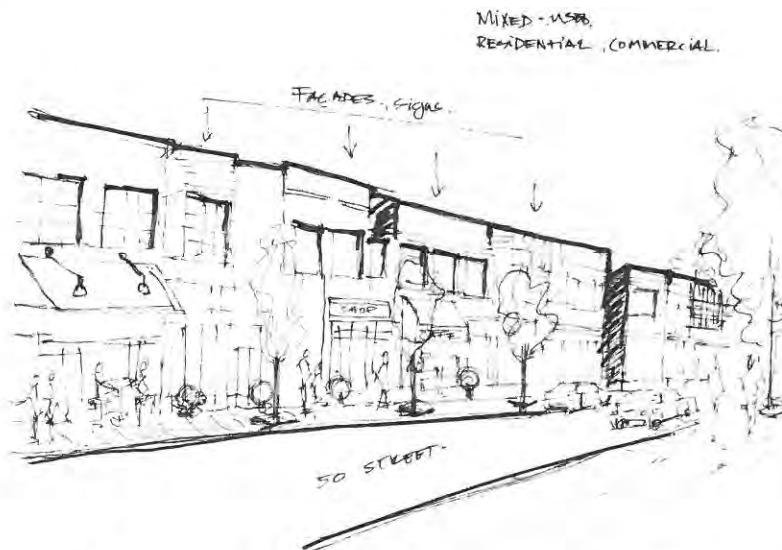


Figure 8: Example of Mixed Use Residential Development

Connectivity

13. Developers should provide walkways in subdivisions linking residential areas with public and commercial facilities, and providing access through cul-de-sac and crescents for pedestrians and cyclists. These walkways should be landscaped, graded and well-drained. Barriers should be erected to preclude their use by vehicles and motorcycles, yet allow for mechanized maintenance and emergency vehicle access.

4.3 Commercial Land Use Policies

4.3.1 Objectives

1. To ensure that there is a sufficient supply of commercial land in the Town and that commercial land is effectively utilized.
2. To maintain and strengthen all commercial areas in Mundare.
3. To encourage a higher density and mixture of uses in the Main Street area.
4. To discourage incompatible uses in commercial districts.
5. To encourage pedestrian oriented businesses to locate in the Main Street area.
6. To discourage extensive development of home occupations in residential areas.
7. To encourage businesses that would be disruptive as home occupations in residential areas to locate in commercial or industrial areas.
8. To promote the development of small business in the Main Street area.

4.3.2 Policies

Commercial Area

1. Within the area designated Commercial on the Future Land Use and Roads Plan, the predominant form of land use shall be retail and service business. As well, utilities, public services, and institutional uses that serve the commercial areas but do not negatively impact the commercial amenity of the area may be allowed.

New Business

2. New and expanding commercial and professional service businesses will be actively encouraged to locate in the Town of Mundare. Special consideration will be given to businesses which provide goods and services needed by residents of the Town and the surrounding rural area, which will expand the Town's trading area, and which will provide local employment opportunities.

Commercial and Retail Service Lots

3. Council will promote the availability of existing and future commercial retail and service lots as located in two distinct parts of Town. Main Street (50th Street) will provide opportunities for new, expanding, relocating or redeveloping business of a small-scale nature, whereas larger scale developments will be encouraged to locate in the highway commercial area adjacent to Highway 15. The Future Land

Use and Roads Plan identifies commercial land.

Stakeholder Collaboration

4. Council will cooperate and involve other interest groups in discussions with a common goal aimed at promoting Mundare as a viable commercial service centre. These discussions should address strategies to improve the existing local business climate and ways to attract new business to the Town.

“Main Street” Redevelopment

5. A special Main Street Revitalization Area has been identified within the Town to promote commercial and higher density residential redevelopment of “Main Street”. More specifically, 50th Street has been identified by the Town and the Town’s consultants as an important revitalization area.

The purposes of the Main Street Revitalization Area is to facilitate changes by the private and public sectors working together:

- (i) to retain existing business,
- (ii) to improve or expand existing business,
- (iii) to create a more aesthetic and practical downtown,
- (iv) to attract new business,
- (v) to enhance the Town’s self-image, specifically the image of the Town’s core, and
- (vi) to provide more commercial goods and services for the local area.

More details of this Policy are articulated in Section 4.4 of this Plan. This Policy will be implemented in a co-operative manner through the process of development permit review. The Town’s Land Use Bylaw will contain provisions encouraging the implementation of this Policy.

Parking Requirements

6. Each proposed commercial or service business will be required to provide parking areas sufficient to accommodate both customer or client and employee parking needs. These parking needs will be provided for by inclusion of off-street parking stalls in a development or through a development agreement with Council for parking space or money in place of parking space.

4.4 Main Street Land Use Policies

The Main Street or Town Centre is the core of any community, it is the place that sets the tone, creates the identity and personality of a community.

4.4.1 Objectives

1. To preserve and strengthen the Main Street area, focused primarily on 50th Street, as the primary commercial and business area within the Town.
2. To promote architectural and streetscape design throughout the Main Street area which provides opportunities for spontaneous communication, for shopping, dining and for celebration.
3. To encourage special events (e.g., festivals, celebrations, parades, food fests, etc.) to locate in the Main Street area.
4. To balance highway commercial growth with the growth and development of the Main Street area to help generate increased community pride, increased entrepreneurial interest in the community and increase tourism potential within the Town.
5. To encourage new office development and major commercial uses to locate within the Main Street area.
6. To encourage the rehabilitation of potentially healthy commercial buildings. Rehabilitative measures may involve structural repairs, cleaning, painting, or installing decorative features such as awnings, canopies, or shutters.
7. To support the conversion and redevelopment of existing dwellings in the Main Street area to commercial and/or mixed use developments.
8. To encourage the development of an attractive pedestrian environment within the Main Street area.

4.4.2 Policies

Main Street Area

1. These special policies will apply within the area designated “Main Street Overlay” on the Future Land Use and Roads Plan.

General

2. The Town is committed to maintaining and expanding the central role of the Main Street area as an attractive focal point for intensive institutional, cultural, recreational and social services.

Area Redevelopment Plan and Land Use Bylaw

3. The Town will consider preparing an Area Redevelopment Plan, incorporating within it a Downtown Revitalization program, for the Main Street area to provide a detailed analysis and more specific recommendations for redeveloping, revitalizing, and improving the Main Street area. In the interim, the Town's Land Use Bylaw will contain provisions encouraging the implementation of the Policy in this Section 4.4 of the Municipal Development Plan through the use of additional submission and review requirements.

Infill Development

4. Infill of vacant land and redevelopment of older buildings to higher density use shall be encouraged in the Main Street area.
5. That portion of 50th Street between 50 Avenue and 53 Avenue where new development of vacant lots is not currently possible should be maintained as attractive park and/or community gathering spaces or fronted with faux facades to give the appearance of unity along this very central and important portion of the street.



Figure 9: 50th Street "Pocket Park" Infill Development

Public and Administrative Space

6. The Town will continue to promote improvements to enhance the visual attractiveness and livability of the Main Street area 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 area, and creating additional public space.

7. The Town will continue to ensure that public administrative functions also locate within the Main Street area.
8. Government offices and services (e.g., Canada Post) shall be encouraged to relocate or remain in the Main Street area.
9. All public buildings in the Main Street area shall be encouraged to provide public open space amenity areas which are attractively landscaped and equipped with street furnishings.

Yard Maintenance

10. Yards at the rear of business premises should be neat and properly maintained to present an attractive appearance to adjacent land uses. Dilapidated accessory buildings should be removed. Debris and weeds shall not be allowed.

Commercial & Business Activity

11. Future intensive retail commercial activities will be encouraged to locate within the Main Street area.
12. Low intensity, land extensive, and non-conforming commercial uses in the Main Street area should be encouraged to relocate to industrial or highway commercial areas in the Town.
13. Private sector offices should be encouraged to locate in the Main Street area, rather than in decentralized commercial or industrial areas.
14. Private developers and owners of vacant land in the Main Street area should be encouraged to develop the land for intensive commercial purposes.

Adaptive Re-use

15. The Town should explore the option of adapting older buildings to serve as mixed-use affordable and/or senior's housing.

Business Incubator

16. The Town will continue to support the creation of "business incubators" in the Main Street area in order to foster local business. The business incubators may be municipally-owned facilities that give new businesses the opportunity to rent office space at a moderate rate for a limited period of time.

Connectivity

17. The Town will support the variation of building setbacks in the Main Street area to create pedestrian rest areas and attractive landscaped niches at convenient locations, removing obstructions to pedestrian flow, providing sufficient sidewalk widths with decorative materials such as brick or stone, and clearly marking pedestrian crosswalks.

Streetscape

18. The Town will endeavor to ensure an attractive street appearance in the Main Street area by providing street furniture and landscaped areas which will give life and character to the street scene.
19. Laneways should also be made attractive, illuminated for security reasons and improved, where necessary, for vehicular and pedestrian traffic.

Entrances

20. Businesses may be encouraged to provide rear or side entrances to offer access to employee and customer parking areas.

Expansion

21. Within the Main Street area, both vacant land and residential land will be developed or re-developed before expansion of this designation is considered.

4.5 Industrial Land Use Policies

4.5.1 Objectives

1. To expand employment opportunities and strengthen the tax base by attracting industries to locate in Mundare and the surrounding area.
2. To ensure the availability of land options for future industrial development.
3. To attempt to attract environmentally safe and sustainable industry.
4. To encourage businesses that would be disruptive as home occupations in residential areas to locate in commercial or industrial areas.

4.5.2 Policies

Industrial Area

1. Within the area designated Industrial on the Future Land Use Plan, the predominant form of land use shall be industry and service industrial. As well, utilities, public services, and institutional uses that serve the industrial areas but do not negatively impact the area may be allowed.

Location

2. Industrial developments will be encouraged to locate in the Town provided that they do not cause extreme or unsafe conditions to affect the urban environment. Specially preferred will be those industries which serve the needs of the Town and its surrounding area and employ local residents, and which contribute to and strengthen the Town's economic base.
3. Industrial uses requiring highway exposure may be allowed to locate along the Highway.

Industrial Lots

4. Industrial developments requiring Highway access will require approval from Alberta Transportation.
5. Council will pursue strategies to promote the availability of existing and future industrial lots within the Town's limits.
6. Industrial Outline Plans and subdivision plans should contain a variety of lot sizes and configurations appropriate to anticipated industry demand.

Requirements for Industry

7. Although the Town actively encourages value-added industry to develop within its boundaries, industry representatives will be required to provide an outline of the industrial proposal's operations, building footprint, parking provisions, resources needs, infrastructure needs and land needs including the likelihood of future expansion, potential effluent or emissions outflows and a summary of the of the potential long term benefits to the community before any industry is approved within the Town.

Parking

8. Adequate on-site parking and loading facilities shall be required.

Buffering and Landscaping

9. Adequate buffering may be required where industrial parcels abut roadways, municipal reserves, and non-industrial designated lands.

10. The Town will encourage appropriate landscaping in new developments, especially when they are visible from Highways.
11. The Town will encourage industrial developers to make a positive contribution to the environment of the surrounding area, and require this where they are adjacent to residential areas or on sites that are highly visible to both the local and traveling public.

4.6 Community Land Use Policies

These provisions relate to public, institutional, parks and other community land uses.

4.6.1 Objectives

1. To designate adequate land in suitable locations and configurations to meet public needs.
2. To integrate the development of future municipal facilities into the five (5) year capital works budget.
3. To encourage the development a safer Mundare community.
4. To promote the continued enjoyment and future development of sustainable community parks and public open spaces for recreation and celebration.

4.6.2 Policies

Public Facilities

1. Town Council will strive to ensure that essential public institutional land uses and services are developed in Mundare for the continued security of all local residents. Council will specifically pursue the actualization of improved facilities for the community's police protection over the life of this Plan. Publicly owned land will be reviewed to determine which sites for the desired facilities or mix of facilities are best suited to the Town's residents overall. Only if no satisfactory publicly owned sites are available will private land be purchased to locate these public facilities.

Safer Communities Initiative

2. Utilize resources available through the provincial Safer Communities Initiative to encourage the development a safer Mundare community.

Environmental & Municipal Reserve

3. Council will take Environmental Reserves and up to 10% of all developable land as Municipal Reserve as provided for in the Municipal Government Act during the subdivision of land within the Town's limits. Where the subdivision would not provide a site of adequate size or location for a park, money in place of Municipal Reserve, determined in accordance with the provisions of the Act, shall be taken. Municipal Reserve may also be deferred but it shall be deferred only when the Town plans to acquire a park as Municipal Reserve within a future subdivision area of the subject land holding. This land or the money in lieu will be applied to the establishment of new or enlarged public parks and other community land uses as provided for in the Act.
4. The allocation of land for public facilities shall consider, but not be limited to, the factors of: access, servicing, parking, buffering, aesthetics, frontage, noise, impact on adjacent uses, centrality, and cost.
5. The Town will endeavor to participate in municipal beautification programs in order to promote the continued development of sustainable community parks and public open spaces and to encourage civic pride and community involvement.

Maintenance Strategy

6. Council endorses and commits itself to the preparation of a maintenance strategy for Town owned land. Such a strategy will include provisions for vacant land already subdivided for residential use, institutional and park land, public roads, land, and sidewalk rights-of-ways, and should be coordinated with policies and provisions within this Plan relating to the Main Street area. This maintenance strategy should address concerns relating to improved methods or scheduling of landscaping, grass cutting, snow plowing, litter removal, lighting, car parking, general supervision, and security of publicly owned land toward the welfare of users and adjacent properties.

Connectivity

7. The Town shall promote the construction of a walking/cycling trail system that can be used as an alternate form of transportation that provides non-motorized access between residential areas, parks and other public facilities.

Outline Plans and Area Structure Plans

8. In the review of Outline Plans, Area Structure Plans and subdivision plans, the Town shall consider the future land requirements of organizations providing public facilities and services.

Maximization of Use of Public Spaces

9. The Town should encourage joint use of public facilities and land.

4.7 Transportation

4.7.1 Objectives

1. To provide a safe and efficient transportation system to meet the Town's existing and future requirements.
2. To work with Alberta Transportation in their goals protecting and maintaining the functional integrity of the highways passing through Mundare.
3. To establish and maintain a road system which will facilitate access and movement throughout the Town and facilitate future development.
4. To attempt to ensure adequate parking space is available in the Town.
5. To minimize land requirements and energy costs through more efficient roadway planning and parking design.
6. To continue to provide funding support and actively seek other private and public support for the public transportation systems in place (handicapped and seniors).

4.7.2 Policies

Highways and Road Hierarchy

1. The Highways within the Town are shown on the Future Land Use and Roads Plan. The hierarchy and therefore the design of all other roads within the Town will be established within Area Structure Plans.

Development

2. The roadway system will be developed according to the traffic volume, function, and design criteria in accordance with Transportation Studies and/or Plans established by the Town.

Maintenance

3. The Town will carry out yearly maintenance and upgrading of streets, roads, and lanes.

Accessibility

4. To better accommodate the needs of individuals mobility restrictions, children and bicyclists, the practice of installing curb cuts at intersections shall be continued.

Pedestrian Orientation

5. The Town shall require the provision of at least one (1) sidewalk on the side of the road in residential districts. The sidewalk should be separated from the street where possible and feasible (Figure 10).

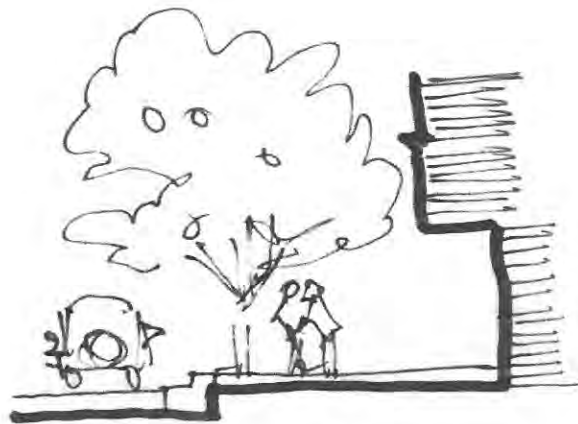


Figure 10: Pedestrian Oriented Street. Illustrates how vegetation can be used to separate Pedestrian and Vehicle Traffic

6. The Town will promote the use of narrower intersections in the form of reduced pavement width and a tighter corner radius in order to improve traffic safety and reduce vehicular traffic speed.

4.8 Environmental Management

4.8.1 Objectives

1. To utilize planning principles which enhance the conservation practices and the quality of life of all Mundare residents.
2. To foster a municipal and community commitment for conserving land and energy. To foster a spirit of awareness of the importance of conservation, preserving our environment and improving our quality of life.

3. To develop sustainable initiatives for addressing environmental priorities such as recycling, waste management, water conservation and the security of the Town's aquifer.

4.8.2 *Policies*

Cluster Development

1. Compact (cluster) development of the Town shall be encouraged
2. Allowable densities shall be increased in the overall community and particularly in areas adjacent to major commercial development and public facilities, and along major roadways, especially in the Main Street area.
3. Urban sprawl shall be minimized through control of inefficient fringe area development, encouragement of higher density uses in the Main Street area, efficient servicing policies and effective land use and development control.

Emissions reduction and Energy Conservation Practices

4. Development which integrates a mix of compatible uses shall be encouraged to reduce transportation and land servicing costs.
5. Increased walking and bicycling to shop, work and recreation shall be encouraged.
6. The Town will endeavor to explore opportunities for addressing environmental issues such as recycling, waste management and water conservation.
7. Town buildings should be designed, sited, constructed, and the lots landscaped to minimize energy consumption and preserve access to sunlight or solar energy. The Town shall encourage the same type of development by the private sector.
8. Alternate methods to reduce energy costs should be considered, e.g., district heating, cogeneration, recycling, generating heat from waste.
9. The Town shall be environmentally conscious in planning and policy decisions.
10. The Town should encourage water conservation through public education and metering programs (e.g., at schools, seminars, special events, etc.).

Environmental Impact

11. The Town will assess applications for development based in part, on their impact on the physical environment.

12. The Town will not allow development that will injuriously affect the natural environment through air, noise, water or visual pollution.

Natural Features

13. The Town will encourage new developments to protect special natural features and incorporate them into the design of the development.

Recycling

14. The Town will consider helping community groups facilitate the provision of receptacles for recycling and composting.

Energy Saving Measures

15. Developers, businesses and residents should be encouraged to adopt energy saving measures such as:
 - a) investing in proper insulation and weatherization products,
 - b) properly maintaining and upgrading heating, ventilation, and air-conditioning systems can help save money and increase comfort,
 - c) installing double-paned, gas-filled windows with low-emissivity (low-e) coatings to help reduce heat loss,
 - d) replacing 25% of incandescent lights with lights that have energy saving properties,
 - e) using appliances with the ENERGY STAR® label or a similar rating, and
 - f) incorporating LEED (Leadership in Energy and Environmental Design) building standards into new developments.

Energy Audits

16. The Town will endeavor to undertake regular "energy audits" of Town controlled buildings and consider implementing ways to reduce other municipal costs, e.g., Town vehicles and equipment, street lighting, heating and ventilation and, energy efficient light bulbs.

Trees & Shrubs

17. Before tree and shrub types and planting locations are finalized by the Town, the developer may be required to provide a landscaping plan, prepared by an arborist or landscape architect which illustrates the ability of the existing soil, sub-soil and sub-base to allow tree roots to survive and grow beyond the confines of the tree pit.

The success of new tree planting depends upon an understanding of the tree's requirements. To achieve this, a number of factors must be considered:

- Underground conditions, especially the degree of compaction;

- The location of underground services; and
- Tree spatial requirements including the proximity to boundaries, buildings, curb-lines and street furniture.

Failure to understand fundamental aspects of tree biology will result in tree failure. Expert arboriculture advice must be sought prior to the approval of all new landscaping plans within the Town.

A free draining and aerobic growing medium is essential. Failure to provide this will result in the death of trees or roots may grow up to the ground surface where they may cause a trip hazard. The landscaping plan must indicate how the free draining and aerobic growing medium will be provided.

4.9 Intermunicipal Cooperation

4.9.1 Objectives

1. To foster a spirit of cooperation with Lamont County and with other municipalities and public agencies that the Town works with from time to time.
2. To allow for the future growth of the Town beyond its current boundaries.

4.9.2 Policies

Intermunicipal Planning

1. The Town will pursue intermunicipal interaction in order to foster a climate of understanding and cooperation in the provision of services to residents of the Town and of the surrounding community within Lamont County and beyond.
2. 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.

Land Use Framework

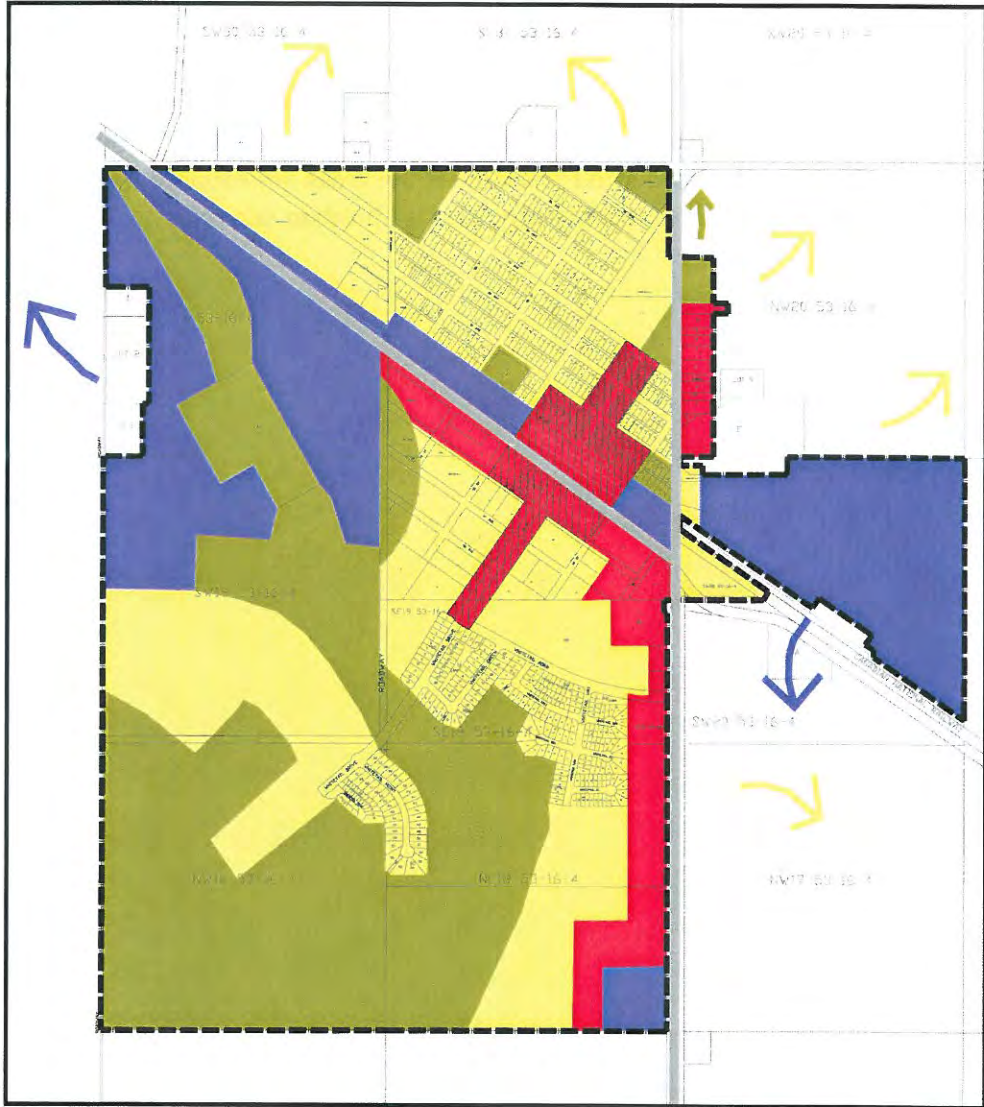
3. Cooperation with all Provincial and Federal Departments and other governing authorities will be encouraged.
4. In order to ensure conformity with the Provincial Land Use Framework, cumulative effects management will be used at the local level when determining the suitability of proposed developments within the Town.
5. The Town of Mundare will only support those new developments that can be demonstrated to have a minimal or positive impact on the existing and future social, economic and physical capital of the community.

6. New developments will be required to promote the efficient use of land in order to reduce the footprint of human activities on the landscape.

Future Growth Scenarios and Annexation

7. The Future Land Use and Roads Plan shows, in arrows, directions where future urban growth beyond the current boundaries of the Town may occur. These directions are conceptual only, and will only occur after careful scrutiny by the Town and the County in order to determine if the areas are suitable for urban development and can be reasonably provided with urban services.

Map 1: Future Land Use Plan



Town of Mundare
Future Land Use and Roads Plan



- Residential
- Community Space
- Commercial
- Industrial
- Main Street Overlay
- Highways
- Possible Future Urban Growth Directions



Read a first time, August 10, 2010.

Aug 10/10
Date

Melvin S. ...
Mayor

Aug 11/10
Date

[Signature]
CAO

Read a second time SEPTEMBER 21, 2010.

Read a third time, SEPTEMBER 21, 2010.

Sept 21 / 2010
Date

Melvin S. ...
Mayor

Sept 21
Date

[Signature]
CAO

