

## Municipality Plan Review

New Plan    Amendment

**Board Reference Number:** REF2017-007

**Proposed Municipality Bylaw No.:** 890/2017

### Introduction

The Province has adopted the Regional Evaluation Framework (REF) as the criteria for the Capital Region Board’s evaluation of statutory plans. The purpose of the REF is to allow the Capital Region Board to evaluate new statutory plans and statutory plan amendments to ensure consistency with the Capital Region Growth Plan and Capital Region Board Regulations.

Pursuant to Section 3.1 of the REF:

***A Municipality must refer to the Board any proposed new Intermunicipal Development Plan, Municipal Development Plan and any proposed amendment to an Intermunicipal Development Plan or Municipal Development Plan.***

An application to adopt a new statutory plan, “Connecting Devon”, which is Town of Devon’s Municipal Development Plan (MDP) has been forward to CRB. The proposed MDP provides a Vision, Principles, Objectives, Goals and Policies to provide statutory direction to development and growth to 2045. The Town’s municipal boundaries also expanded from the 2015 annexation which added an area of 271 hectares, known as Battery Creek area from Leduc County for the purposes of accommodating the Town’s growth over the long term.

### Background and Purpose

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| <b>Municipality:</b>                           | Town of Devon   |
| <b>Applicant:</b>                              | Town of Devon   |
| <b>First Reading Date:</b>                     | April 24, 2017  |
| <b>Area of Municipality:</b>                   | All lands within municipal boundary                                 |
| <b>Current Population:</b>                     | 6,578 (2016 Federal Census)   6650 (2014 Municipal Census)          |
| <b>Population Projection:</b>                  | 2044 Low Case projection 11,192<br>2044 High Case projection 13,184 |
| <b>Proposed Changes:<br/>(Amendments Only)</b> | NA  |

**Purpose:** The purpose of Bylaw 890/2017 is to adopt the statutory plan Connecting Devon, which is Town of Devon’s Municipal Development Plan. The new MDP resulted from a parallel process of developing an Integrated Community Sustainability Plan and ensures that long term land use decisions are in close alignment with the Town’s long term sustainability goals. The MDP policies reflect the Town’s commitment to sustainability with policies addressing issues such as contiguous and compact development patterns, the integration of infrastructure with land use, alternative and renewable

energy, the conservation of natural areas, and ensuring citizens have access to natural areas and community services. The MDP also contains policies that reflect the Town's role and responsibilities as a regional partner in implementing the objectives and policies of the Capital Region Board's Growth Plan through statutory planning documents. The MDP identifies Devon's role in the Metropolitan Structure as a urban Sub-regional Centre, while providing for land use and development policies to meet the needs and demands of the population growth and employment projections established by the Growth Plan, and density targets for built-up and greenfield areas.

## Recommendations

That the Connecting Devon, Town of Devon's Municipal Development Plan be **APPROVED**.

## Summary/Discussion

The proposed MDP, Connecting Devon is a progressive statutory planning document that provides long term Vision, Goals and policies to direct land use and development in the Town of Devon from 2017 – 2047. The proposed MDP identifies the Town of Devon as a <sup>1</sup>Sub-regional Centre providing sub-regional level of service to meet the needs of their own community and those in the wider area.

Town of Devon is not identified as Priority Growth Area nor as a Cluster Country Residential Area as such is not bound by density targets under the Growth Plan. Similarly, Devon is also not affected by the buffers resulting from Alberta's Heartland Area Structure Plans or the Edmonton International Airport Area Structure Plan.

The proposed MDP is consistent with the Municipal Government Act and Bill 21, as well as the 2010 Capital Region Growth Plan. Additionally, the proposed MDP has been prepared to align with the draft Edmonton Metropolitan Region Growth Plan (EMRGP) which has yet to be approved by the Government of Alberta. In anticipation of the draft EMRGP being approved, the proposed MDP makes a number of direct references to the EMRGP, and accordingly aligns the policies for intensification in the Downtown area, as well as policies for the protection and management of Regionally Significant Features which includes environmentally sensitive areas and key regional infrastructure and transportation corridors. Even without the direct references to the EMRGP, all of the policy areas mentioned above represent a significant step forward based on planning best practices and are in alignment with the intent and goals of the Growth Plan

Consistent with the Growth Plan, the proposed MDP anticipates the Town to grow modestly at an average rate of 1.8% per year, which is lower in comparison to the anticipated range of 2% - 5% per year growth rate in the current Municipal Development Plan Bylaw 784/2006. The proposed MDP also contains higher sustainability targets, and anticipates a wider range of housing forms and densities

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<sup>1</sup> The proposed MDP defines the following term, which is also contained in the draft EMRGP:

**Sub-regional Centre:** A centre in the rural area that provides a sub-regional level of service to meet the needs of their own community and those in the wider area. Sub-regional centres have potential to accommodate higher density mixed use development, appropriate to the scale of the community.

which suggests more compact development in comparison to the largely low density single detached housing forms envisioned in the current MDP 784/2006.

The proposed MDP contains policies for the ecological management and monitoring of regionally significant environmental features such as the North Saskatchewan River Valley and Ravine System, which also provides opportunities for multi-season passive recreation and tourism. The proposed MDP contains policies for the newly annexed Battery Creek Area, which resulted from long term planning through the Inter-municipal Development Plan (IDP) with Leduc County and secures land to accommodate long term growth within Devon.

The MDP clearly identifies policies for the protection of key regional transportation corridor, including the re-alignment of Highway 60 and Highway 19, while identifying requirements for master planning of adjacent lands. Similar policies are contained for the protection of Power Corridor's for key regional power transmission lines and regional trail networks.

In conclusion, the proposed MDP is recommended to be approved by the CRB in light of the improved commitment to sustainability, and alignment with the policies of the CRB Growth Plan.

**Since the proposed MDP makes numerous references to the draft EMRGP, it is possible that the proposed MDP may need to be amended if the draft EMRGP is not adopted in its current draft form. It is therefore recommended that the CRB gives consideration to this issue, and either request the Town of Devon to remove the direct references to the draft EMRGP, or advise the Town of Devon administration that an amendment may be required if the draft EMRGP is approved with changes than may affect the sections in the proposed MDP where direct references are made.**

### Evaluation Criteria

Section 5.4 of the REF outlines the criteria which must be considered in the review and evaluation of a statutory plan or statutory plan amendment.

#### **5.4(a) *Compatibility of the development with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Regulation;***

*11(a) to promote an integrated and strategic approach to planning for future growth in the Capital Region;*

*11(b)(i) to identify the overall development pattern and key future infrastructure investments that would best complement existing infrastructure, services and land uses in the Capital Region;*

*11(b)(ii) to identify the overall development pattern and key future infrastructure investments that would maximize benefits to the Capital Region;*

*11(c) to co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment;*

The proposed MDP identifies Devon as urban centre at a sub-regional level. As a service centre for the surrounding rural communities, Devon continues to provide a local level of service such as employment, retail, education, community centres, recreation as well as government, health and supportive services.

The proposed MDP is also consistent with the Leduc County and the Town of Devon Intermunicipal Development Plan (IDP) which was originally adopted in May 2011 and amended in December 2014 with approval from the CRB in November 2014. The proposed MDP and IDP collectively provide a coordinated and collaborative framework for managing the use and development of lands adjacent to the boundaries of the Town of Devon and Leduc County. The amended IDP formed the basis of the recent 2015 annexation, wherein the Town annexed 271 hectares of land from Leduc County, as shown on **Map 2: Historical Growth of Devon** for the purposes of accommodating long term future growth. The proposed MDP makes the highest use of land, given the natural and man-made constraints affecting Devon, which are further described herein.

Highway 60 forms the main transportation corridor connecting the Town of Devon to the City of Edmonton to the North and to the City of Leduc to the south, while Hwy 19 along the southern boundary of the Town provides direct transportation linkages to the Nisku area by the Edmonton International Airport. The proposed MDP continues to protect lands west of existing Hwy 60 and south of Hwy 19 for the realignment of Hwy 60 as shown on **Map 5: Land Use Concept and Map 6: Circulation**.

As shown on **Map 9: Community Facilities and Open Spaces and Map 10: EMRGP regionally Significant Features**, the proposed MDP has identified the protection of North Saskatchewan River Valley and Ravine slopes which also offer tourism and passive recreation opportunities to the local as well as communities in the surrounding areas.

There are two major Regional Power Transmission Lines passing through Devon. One power line follows Miquelon Ave in the west to east direction and moves up north along Range Road 263A and is protected within the road right-of-way. The second power line travels in the east west direction approximately in the centre of Miquelon Ave and the existing Highway 19 to the south. These powerlines are protected through the provision of a Power Corridor as shown on **Map 5: Land Use Concept**.

The proposed MDP places high value on the Town's strategic partnerships with municipal neighbours and nonprofit organizations such as the North Saskatchewan River Valley Alliance, industry and business leaders in the community, regional employers such as Edmonton International Airport, and other levels of government such as Alberta Transportation.

Policies under **Section 6.9 Partnerships and Capacity: How we deliver on the other focus areas and goals** speak to strengthening these partnerships, and maintaining positive intermunicipal relations within the Capital Region with the aim of providing Devon with a strong foundation to

meeting the future needs of its citizens, negotiating Joint Use Agreements and establishing Intermunicipal Collaboration Framework Agreements. Based on the policies under the proposed MDP, any proposed statutory plan and amendment adjacent to any of the existing or proposed features identified in **Map 10: EMRGP Regionally Significant Features** shall be circulated to the affected parties responsible for, or with a vested interest in these features for their comments in accordance with the policies of the CRB Growth Plan.

With a lower projected population growth, higher densities of residential developments, and intensification of existing Downtown areas, the overall approach to Development Patterns is anticipated to be more compact and responsive to sustainability criteria in accordance with intent and policies of the Growth Plan.

**5.4(b) Whether approval and full implementation of the statutory plan amendment would result in development consistent with all of the following:**

**5.4(b)(i) Land Use Principles and Policies of the Capital Region Growth Plan including the provisions for:**

*i) Buffer areas as shown on the Regional Buffers Area Map in the Capital Region Growth Plan; (October 2009)*

The proposed MDP is consistent with the **Figure 3: Regional Buffers Areas** map in the Capital Region Growth Plan, which identifies a Conservation Buffer to protect the river valley and ravine system. **Map 10: EMRGP Regionally Significant Features** in the proposed MDP accordingly reflects the protection of this River Valley System buffer as a regionally significant environmental feature.

*ii) Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country Residential map in the Capital Region Growth Plan; (October 2009)*

Town of Devon is not identified as a Priority Growth Area (PGA) nor as a Cluster Country Residential Area (CCRA) in the Capital Region Growth Plan.

*iii) Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential map in the Capital Region Growth Plan; (October 2009)*

NA

*iv) Density targets as outlined in the Capital Region Growth Plan; (October 2009)*

The 2010 Capital Region Growth Plan identifies Density Targets for PGAs and CCRA's only, as such this section does not apply to Devon.

*v) Outside Priority Growth Areas. (October 2009)*

The proposed MDP is consistent with the Growth Plan policies for “Allow Growth Outside of Priority Growth Areas”. The direction for development and growth in the Town of Devon is supported by a MDP and Area Structure Plans. The policies contained in the MDP are consistent with the policies and principles of the Land Use Plan. The Town of Devon has established a collaborative relationship with Leduc County through the adoption of Intermunicipal Development Plan, which have been instrumental in planning for compatible land uses adjacent to the municipal boundary, as well as contemplating areas for annexation such as the Battery Creek area annexed in 2015. The proposed MDP under **Section 6.5 Natural Environment: What we depend on to survive and thrive** contains policies for the preservation and protection of local and regionally significant environmentally sensitive features. The MDP also contains policies pertaining to the sustainable planning and implementation of regional transportation and utilities infrastructure planning in collaboration with inter-municipal and provincial agencies.

### *5.4(b)(iii) The regional population and employment forecasts in the Capital Region Growth Plan.*

*(December 2009)*

In September 2013, the CRB prepared Population and Employment Projections by Municipality, prepared by Stokes Economic Consulting Strategic Projections, which included two scenarios – a Low Case and a High Case. In early 2015, the CRB accepted an adjusted version of the 2014 projections based on the outcomes of municipal censuses that were conducted for the Growth Plan update.

As per the 2013 projections, the CRB estimated Devon to have a 2014 baseline population of 7,000, a 2044 horizon population of 11,800 in the Low Case, and a 2044 horizon population of 13,900 in the High Case.

The results of the 2014 municipal census identified the Town’s actual population at 6,650 which was lower than the 2013 projections. Maintaining the growth rates from the 2013 projections, the new projections were adjusted based on the actual population numbers from 2014 for both the Low Case and High Case scenarios and were submitted to the CRB for approval. In early 2015 the CRB approved the revised projections wherein a 2044 horizon population in the Low Case was 11,192 and a 2044 horizon population was 13,184 in the high case.

As it is now 2017, the projections have been extrapolated a further three years for a full 30-year range to a horizon of 2047, where the Low Case projection is a population of 11,790 and a High Case projection is a population of 14,118 as shown in **Table 4.2 Town of Devon Adjusted CRB Population Projections, 2014-2047**.

While the draft MDP does not categorically speak to employment forecasts, it references the employment forecasts of the Growth Plan as a key objective to be achieved through the implementation of the MDP. In light of this objective, the MDP identifies employment areas

west of highway 60 and to the south and identifies the exploration of new industries in the energy sector as fueling innovation and diversification of economic activities within the town and surrounding areas.

**5.4(b)(iii) *The regional transportation network as shown in the Regional Transportation Infrastructure map in the Capital Region Growth Plan. (December 2009)***

Consistent with the **Figure 1: Regional Transportation Infrastructure Map** under the 2010 Capital Region Growth Plan, the proposed MDP continues to show the location of existing Highway 60 passing through the Town of Devon, and Highway 19 along the southern boundary of the Town. Also consistent with **Figure 1: Regional Transportation Infrastructure Map**, the proposed MDP continues to protect for the Future Regional Road/Highway which contemplates the realignment of Highway 60 and Highway 19 west of existing Highway 60.

**5.4(b)(iv) *The Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figure 8, 9, or 10 of the Capital Region Intermunicipal Transit Network Plan), and a Transportation Master Plan as approved by the City of Edmonton. (December 2009)***

**Figure 1: Regional Transportation Infrastructure Map** under the 2010 Capital Region Growth Plan does not identify any Long Term Intermunicipal Bus service to the Town of Devon.

**5.4(b)(v) *The regional infrastructure, and recreation, transportation and utility corridors as identified in the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure, and Regional Corridors maps of the Capital Region Growth Plan. (December 2009)***

**Figure 2: Regional Water and Wastewater Infrastructure** map in the 2010 Growth Plan does not identify any regional water or wastewater infrastructure connecting the Town of Devon to other neighbouring municipalities in the Capital Region.

**Figure 3: Regional Power Infrastructure** map in the 2010 Growth Plan shows the approximate location of two regional power corridors affecting Devon. Consistent with the 2010 Growth Plan, although a adjustment to reflect the actual location of the Power Corridors, the proposed MDP shows the location of the two power corridors in **Map 10: EMRGP Regionally Significant Features**.

Consistent with **Figure 4: Regional Corridors** map in the 2010 Growth Plan, the proposed MDP protects the North Saskatchewan River Valley system, the existing and proposed Trans Canada Trails, as well as other regionally significant Rivers/Creeks such as the Battle Creek as shown on **Map 10: EMRGP Regionally Significant Features**.

**5.4(b)(vi) *The boundaries of policies of Alberta's Industrial Heartland Area Structure plans and the Edmonton International Airport Area Structure Plan.***

## Statutory Plan Evaluation Report

As shown on **Map 10: EMRGP Regionally Significant Features** of the proposed MDP, the municipal boundaries of the Town of Devon end outside the Edmonton International Airport's, Airport Protection Area and as such are not affected by either of the two area structure plans.

# Statutory Plan Evaluation Report

In addition, the statutory plan must be consistent with the Land Use Principles and Policies of the Regional Growth Plan. [Capital Region Land Use Plan Appendix 2 March 2009 pg. 9-24]

| Regional Growth Plan<br>Land Use Principles and Policies | Consistent<br>✓ ✗ n/a | Evaluation/Comments   |
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| <b>Protect Environment and Resources</b>                 |                       |   |
| a) Preserve and protect the environment                  | ✓                     | <p>Consistent with the policies of the Growth Plan the proposed MDP identifies the conservation of tributaries, wetlands, the North Saskatchewan River Valley and Ravine slopes, Battery Creek slopes and Rabbit Hill slopes, as shown on Map 8 Environmental Features. Policies under <b>Section 6.5 Natural Environment: What we depend on to survive and thrive</b>, speak to the preparation of a management framework to address groundwater and management of ecologically sensitive areas and environmentally sensitive areas. The policies will require the dedication of lands and natural features as Conservation Reserve (CR) or Environmental Reserve (ER) where such lands meet the definition of ER under the MGA and have not been claimed by the Province. This section also contains policies on collaboration with neighboring municipalities and the CRB for the purposes of acquiring and protecting regionally significant natural living systems and linkages.</p> |
| b) Preserve agricultural lands                           | ✓                     | <p>In 2015, the Town annexed 271 hectares from Leduc County for the purposes of accommodating long term future growth. The annexed area is known as Battery Creek which contains prime agricultural lands which are currently farmed and will transition to future residential uses.</p> <p>The Town of Devon and Leduc County had identified these lands for the purposes of annexation in the <b>Inter-Municipal Development Plan</b> (IDP) in May 2011, and subsequently amended in December 2014. The amended IDP, which identified the transition of the annexation lands for the purposes of accommodating future residential growth, received an approval from the CRB in Nov 18, 2014.</p> <p>Therefore, even though there is an anticipated loss of agricultural lands in the Battery Creek Area, the lands have been subject of long term planning by</p>   |

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| <p>c) Protect natural resources</p> <p>d) Minimize the impact of development on regional watersheds and airsheds</p> <p>e) Minimize the impact of heavy industrial developments.</p> | <p>✓</p> <p>✓</p> <p>✓</p> | <p>the Town of Devon and Leduc county and have completed the due diligence and completed the process to seek approval from the CRB for the long term land use of the area.</p> <p>While there are no significant gravel deposits within the boundaries of the proposed MDP, there is significant prevalence of oil and gas well sites and a pipelines network and facilities. Policies under <b>Section 6.5, (F) Resource Extraction</b>, speak to the development of “strategies to guide new natural resource extraction and development, support economic growth, and protect natural living systems in accordance with the Edmonton Metropolitan Region Growth Plan, and provincial strategies.”</p> <p><b>Section 6.5, (D) Water Bodies</b> contains policies for the conservation and protection of wetlands and waterbodies including identification of buffers to maintain water quality and hydraulic function as well as protection of upland habitat necessary to support the wetland ecosystem. The policies make reference to using the guidelines under the provincial Land Use Framework as well as enforcing regulations and guidelines that enhance the regulatory requirements for water discharge and pollution control to protect the North Saskatchewan River watershed.</p> <p>The Town of Devon does not permit the development of Heavy Industrial uses within the municipal boundary.</p> |
| <p><b>Minimize Regional Footprint</b></p>  |                            |  |
| <p>a) Identify, protect, and prioritize lands for regional infrastructure</p>  | <p>✓</p>                   | <p>The proposed MDP continues to protect lands for the proposed re-alignment of Highway 60 and Highway 19. Given the unknown impacts and development constraints arising from the re-alignment, the MDP contains policies affecting the preparation of infrastructure master plans to identify impacts, municipal servicing requirements and development opportunities in the vicinity of the protected highway realignment corridor and</p>   |

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|   |            | <p>lands west of Highway 60 prior to authorization of any statutory plans for the area.</p> <p>The MDP also contains some broader policies to “work with regional partners to explore innovative ways to move people conveniently, safely and efficiently between regional destinations such as the City Leduc and the City of Edmonton”.</p> <p>There are two major Regional Power Transmission Lines passing through Devon. One power line follows Miquelon Ave in the west to east direction and moves up north along Range Road 263A and is protected within the road right-of-way. The second power line travels in the east west direction approximately in the centre of Miquelon Ave and the existing Highway 19 to the south. This powerlines is protected through the provision of a Power Corridor as shown on <b>Map 5: Land Use Concept</b>. The proposed land uses in the MDP also do not overlap or infringe upon the International Airport Protection Area.</p>   |
| <p>b) Concentrate new growth within Priority Growth Areas</p> | <p>n/a</p> | <p>Town of Devon is not identified as a Priority Growth Area under the 2010 Growth Plan.</p>  |
| <p>c) Allow growth outside of Priority Growth Areas</p>       | <p>✓</p>   | <p>The proposed MDP is consistent with the Growth Plan policies for “Allow Growth Outside of Priority Growth Areas”. The direction for development and growth in the Town of Devon is supported by a MDP and Area Structure Plans. The policies contained in the MDP are consistent with the policies and principles of the Land Use Plan. The Town of Devon has established a collaborative relationship with Leduc County through the adoption of an Intermunicipal Development Plan, that has been instrumental in planning for compatible land uses adjacent to the municipal boundary, as well as contemplating areas for annexation such as the Battery Creek area annexed in 2015. The proposed MDP under Section 6.5 Natural Environment contains policies for the preservation and protection of local and regionally significant environmentally sensitive features. The MDP also contains policies pertaining to the sustainable planning and implementation of regional transportation and utilities infrastructure</p> |

d) Support expansion of medium and higher density residential housing forms

✓

planning in collaboration with inter-municipal and provincial agencies.

**Section 6.2 Land Use, Neighbourhoods and Homes: *Where we live*** contains a goal which aims for diversity of housing form, affordability and density across the Town and that they are integrated throughout all neighbourhoods. The policies under this section require new Area Structure Plans to target residential densities as established by the Edmonton Metropolitan Growth Plan and provide for a mix of housing forms and housing options that are attainable and located in proximity to existing and future employment areas. Area Structure Plans will be required to have a minimum residential density of 15 dwelling unit per net residential hectare (du/nrha) for low density residential land use which contemplate Single, semi-detached and duplex housing forms; a minimum density of 30 du/nrha for medium density residential land use which contemplates row housing developments; and 90 du/nrha for high density residential land use which contemplates low rise apartments.

Additionally, the Downtown area is identified as a Sub-regional Urban Centre and prioritized for intensification opportunities through redevelopment and infill of underutilized sites or expansion or conversion of existing buildings. The proposed MDP policies aim for an intensification of the Downtown by 10% and shall require a residential density of 75 du/nrha to be achieved by developments occurring in the Downtown area.

In addition to providing for higher residential densities, the proposed MDP contains policies for implementing a review and update of the Land Use Bylaw to ensure a supportive regulatory framework that will encourage a range of housing form including secondary suites, semi-detached and duplex dwellings, increased opportunities for row housing and innovative ways for delivery of seniors housing. Lastly, to ensure the provision of Affordable Housing, the proposed MDP contains policies to *“Explore implementation mechanisms to adopt inclusionary housing in the Land Use Bylaw as established by the Municipal Government Act.”*

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| e) Support cluster country residential development | n/a |  |
| <b>Strengthen Communities</b>                      |     |  |
| a) Create inclusive communities                    | ✓   | <p>The proposed MDP identifies the “small town feel” and strong sense of community and belong as important considerations by its citizens. Policies under <b>Section 6.7 Health and Well-being: How we stay healthy and socially active</b> call for social services programs and facilities to be easily accessible by the citizens. The MDP contains new policies that encourage “Urban Agriculture” in school site planning to educate the public and build food growing capacity locally.</p> <p>Intergenerational activities are encouraged through location, planning and design of seniors housing and child care near school sites. Additionally, social and land use policies at the neighbourhood level support the integration of seniors and youth centres with activities such as neighbourhood block parties, festivals and markets to bring together citizens and social programs.</p> <p>Lastly, the proposed MDP puts significant emphasis on monitoring the level and range of social services available to its citizens to inform future strategic decisions.</p> |
| b) Support healthy communities                     | ✓   | <p>Policies under <b>Section 6.7 Health and Well-being: How we stay healthy and socially active</b> call for provision of open space and year-round passive and structured recreation opportunities such as walking, cycling, hiking, snowshoeing and cross country skiing. The proposed MDP contains specific policies for provision of pedestrian and cycling networks connecting neighbourhoods during the design and development stages of new plans, as well as establishing connections to the River Valley and Ravine systems, community gathering places and key destinations within the Town.</p> <p>The proposed MDP calls for the implementation and regular review of the Town’s engagement policy to ensure policies and methods remain effective, and for implementation of innovative methods and tools to communicate with and engage citizens.</p>  |



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| <p>b) Support the expansion of transit services in various forms</p>  | <p>✓</p> | <p>The policies call for integration of land use planning with transportation infrastructure and to address connectivity with key destinations such as Downtown, river valley and ravine trails, community facilities, commercial and local employment areas.</p> <p>The MDP calls for working with regional partners to move people efficiently between regional destinations such as City of Leduc and City of Edmonton. The policies under <b>Section 6.3 Transportation: How we get around</b> support exploration of innovative ways to deliver local public transportation, support car sharing and carpooling initiatives and integrate future transit facilities and services with active modes of transportation</p>   |
| <p><b>Ensure Efficient Provision of Services</b></p>                  |          |   |
| <p>a) Design integrated physical infrastructure within the region</p> | <p>✓</p> | <p>The proposed MDP calls for the preparation of an Infrastructure Master Plan to establish a long term plan for the provision of water and wastewater services, and management of storm water and solid waste. As shown on <b>Map5: Land Use Concept</b>, the MDP identifies the protection of the highway corridor for the realignment of Highway 60 and Highway 19 that provides connection to regional centres such as City of Edmonton and City of Leduc.</p> <p>As shown on <b>Map 10: EMRGP Regionally Significant Features</b>, the MDP also allocates corridors for regional power transmission lines and the proposed Trans Canada Trail. Any proposed statutory plan amendment adjacent to any of the existing or proposed features identified in Map 10: EMRGP Regionally Significant Features shall be circulated to the affected parties responsible for, or with a vested interest in these features for their comments. The MDP identifies the affected parties to include, but may not be limited to, Edmonton Airports, AltaLink, the Trans Canada Trail Society, Alberta Transportation and the River Valley Alliance.</p> |
| <p>b) Maximize utilization of existing infrastructure</p>             | <p>✓</p> | <p>Some of the key areas in the Downtown and Established Neighbourhoods will focus on optimizing the use of existing infrastructure to accommodate new population and non-residential</p>   |

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|   |                   | <p>growth, and in Future Neighbourhoods on planning, designing and developing new infrastructure.</p> <p>The proposed MDP contains progressive policies such as developing a net zero strategy including existing neighbourhoods, conducting a carbon footprint audit and identifying necessary steps to achieve net zero. The policies also call for implementation of sustainable principles that consider neighbourhood design, low impact development and ecosystem based adaption approaches.</p>   |
| <p><b>Support Regional Economic Development</b></p>   |                   |  |
| <p>a) Ensure a supply of land to sustain a variety of economic development activities</p> <p>b) Attract and retain individuals and families with a diverse range of skills to the Capital Region to satisfy the region’s economic development goals</p> | <p>✓</p> <p>✓</p> | <p>Policy under <b>Section 6.2, M, 2.(a)</b>, speaks to the preparation of a Growth Study that’s plans for an approximate 15 to 20 year land supply of readily developable land for residential, commercial, industrial or institutional land uses to support a variety of economic development activities. Policies also call for monitoring population and employment data, the redevelopment activity, and land consumption in Town to inform alignment with the Growth Plan and strategic decisions on future growth and expansion.</p> <p>The MDP’s economic goal is to become diversified and location and increasing the non-residential tax base. In order to attract and retain individuals and families, the Town needs to attract employment opportunities in diverse economic sectors. Policies encourage the diversification of energy sector to attract and support new industries, green energy, manufacturing and technology. The MDP calls for promoting Devon’s recreation and natural environment assets to encourage and promote tourism opportunities to support a diversified local economy and strong tourism sector. The MDP supports a diversity of locally owned businesses that offer products and services needed by the community; they are thriving and help to maintain Devon’s small-town character.</p> |

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| <p>c) Support regional prosperity</p>                                  | <p>✓</p> | <p><b>Section 6.9 Partnerships and Capacity: How we deliver on the other focus areas and goals</b> of the MDP contains policies that focus on cultivating and maintaining effective relationships with planning partners at the municipal, regional, provincial levels, as well as with non-government organizations. Consistent with the draft Edmonton Metropolitan Region Growth Plan, the MDP designates and supports the growth of local employment areas in the built-up urban areas for local business activities to support complete communities and a diversified tax base. The policies call for maintaining a 20-year land supply of industrial land to accommodate future employment growth specified for Devon in the draft Edmonton Region Growth Plan.</p>  |
| <p>d) Position the Capital Region competitively on the world stage</p> | <p>✓</p> | <p>The draft MDP positions Devon as regional partner sharing the vision and goals for the future of the community working in partnership with neighboring communities and First Nations.</p> <p>The policies of the proposed MDP aim to position Devon with a diversified economy with localized business and employment opportunities in the residential, commercial and industrial sectors.</p> <p>The “small town feel” valued highly by its citizens and access to an abundance of natural amenities such as the river valley and ravine systems make it an attractive place for individuals and families and offers a high quality of life.</p> <p>The policies call for provision of diverse and accessible education opportunities for all ages and well as partnerships with post-secondary institutions to explore future opportunities to incorporate post-secondary operations in Devon.</p> <p>New initiatives such as urban agriculture, renewable energy initiatives and informal learning associated with the North Saskatchewan River Valley and ravine system also offer diverse public education opportunities for its citizens.</p> |