TOWN OF DEVON

MUNICIPAL DEVELOPMENT PLAN

CONSOLIDATION

BYLAW 784/2006 with amendment BYLAW 845/2012
# Table of Contents

Table of Contents ........................................................................................................................................... 3

## 1.0 Introduction

1.1 Plan Purpose .................................................................................................................................................. 15
1.2 Legislative Framework ..................................................................................................................................... 15
1.3 Plan Adoption and Interpretation .................................................................................................................... 16
1.4 Plan Organization ........................................................................................................................................... 16

## 2.0 Community Development and Future Trends

2.1 Regional Setting .............................................................................................................................................. 17
2.2 Community Development ................................................................................................................................. 17
2.3 Development Trends ....................................................................................................................................... 18
2.4 Planning Challenges ....................................................................................................................................... 19

## 3.0 Community Vision

3.1 A Vision for Devon ........................................................................................................................................... 21

## 4.0 Future Land Use

4.1 Future Land Use Policy ................................................................................................................................... 22
4.2 Land Use Classifications ................................................................................................................................ 22

## 5.0 Plan Goals, Objectives and Policies

5.1 Growth Management ......................................................................................................................................... 24
   Issue A: Population Growth ................................................................................................................................. 25
   Issue B: Future Land Requirement ..................................................................................................................... 26
   Issue C: Direction and Staging of Development ................................................................................................. 28
   Issue D: Orderly & Planned Development .......................................................................................................... 30
   Issue E: Balanced Growth .................................................................................................................................. 31
   Issue F: Efficient Development .......................................................................................................................... 32

5.2 Transportation .................................................................................................................................................... 33
   Issue A: Roadway System and Design ................................................................................................................ 34
   Issue B: Highway Development Plans ............................................................................................................... 35
   Issue C: Pedestrian and Bicycle System ............................................................................................................ 36

5.3 Municipal Servicing and Utilities .................................................................................................................... 37
   Issue A: Provision of Municipal Servicing ........................................................................................................ 38
   Issue B: Storm Water Management ................................................................................................................... 40
   Issue C: High Water Table Levels ..................................................................................................................... 41
   Issue D: Energy Utilities ..................................................................................................................................... 42
   Issue E – Waste Management & Recycling ...................................................................................................... 44
5.4 Residential Development .................................................................45
   Issue A: Quality Residential Development ........................................46
   Issue B: Housing Mix and Development Opportunities .........................48
   Issue C: Integration of Higher Density and Affordable Housing ..............50
   Issue D: Mobile Home Developments .............................................52

5.5 Community Development .................................................................54
   Issue A: Planning for Community Services and Facilities .......................55
   Issue B: Cost of Community Facilities and Services ............................56
   Issue C: Community Development, Cohesion and Spirit ........................57

5.6 Business Development ....................................................................58
   Issue A: Underdevelopment of Devon's Business Sector .........................59
   Issue B: Sustainability of Downtown ..................................................61
   Issue C: Appearance and Maintenance of Downtown Property .................63
   Issue D: Tourism Development .........................................................64
   Issue E Compatibility of Industrial Development ................................65

5.7 Parks and Recreation ........................................................................66
   Issue A: Planning Park Development ..................................................67
   Issue B: Recreation Facilities and Programs .......................................68

5.8 Environmental Protection .................................................................69
   Issue A: Evaluation of Environmental Impact .......................................70
   Issue B: River Valley Planning ...........................................................71
   Issue C: River Water Quality .............................................................73
   Issue D: Joint Policy and Inter-municipal Co-ordination .......................74

5.9 Inter-Municipal Relations .................................................................75
   Issue A: Communications and Referral ...............................................76
   Issue B: Consultation on Future Urban Expansion ...............................77
   Issue C: Joint Agreements and Service Delivery ..................................78

6.0 Implementation and Review

6.1 Implementation ...............................................................................79
6.2 Regional and Statutory Plan Conformity ..........................................79
6.3 Plan Amendment Process .................................................................80
6.4 Annexation .....................................................................................80
6.5 Planning Studies and Services .........................................................80
6.6 Plan Monitoring and Review ............................................................80
Appendix 1
A.1 Overview ................................................................. 81
A.2 Plan Review Process ................................................... 81

Appendix 2 - Maps
Map 1 Regional Setting ...................................................... 83
Map 2 Future Land Use Policy .............................................. 84
Map 3 Parks and Open Space ............................................. 85
Map 4 Transportation ....................................................... 86
Map 5 Utility Systems ....................................................... 87
Map 6 Protected Natural Areas .......................................... 88

List of Figures

Figure 1: Population Estimates - Town of Devon ....................... 18
BYLAW 784/2006

Being a Bylaw of the Town of Devon, in the Province of Alberta, to adopt a Municipal Development Plan.

Whereas in accordance with the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26, Part 17, Division 4, Section 632 (1) the Municipal Council of the Town of Devon must adopt a Municipal Development Plan

WHEREAS the Council of the Town of Devon in the Province of Alberta (hereinafter called the Council) did direct the preparation of a new Municipal Development Plan, and

WHEREAS the Council deems it to be in the public interest to repeal Bylaw No. 579 and replace it with a new Municipal Development Plan;

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

1. That the Town of Devon Municipal Development Plan Bylaw 579 and all amending bylaws are hereby repealed;

2. That this Bylaw may be cited as "The Town of Devon Municipal Development Plan Bylaw;"

3. This by-law comes into full force and effect upon third and final reading.

READ a first time this 14 day of August, A.D. 2006

PUBLIC HEARING held this 25 day of September, A.D., 2006

READ a second time this 25 day of September, A.D., 2006

READ a third and final time this 10 day of October, A.D., 2006

[Signature]

Mayor

[Signature]

Chief Administrative Officer
Bylaw 845/2012
Amendment to Bylaw 784/2006 – Municipal Development Plan

<table>
<thead>
<tr>
<th>Resolutions</th>
<th>152/2012</th>
<th>Effective Date</th>
<th>05/14/2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Related Bylaws</td>
<td>Bylaw 784/2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead Role</td>
<td>Marilyn McMartin, Planning &amp; Development Officer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Being a Bylaw to amend Bylaw 784/2006 of the Town of Devon, in the Province of Alberta, relating to the Municipal Development Plan.

Whereas in accordance with the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26, Part 17, Division 4, Section 632 (1) the Municipal Council of the Town of Devon has adopted a Municipal Development Plan and

WHEREAS the Council deems it to be in the public interest to amend Municipal Development Plan Bylaw 784/2006; and

NOW THEREFORE the Council of the Town of Devon duly assembled hereby enacts as follows:

ADD (all additions or deletions (strike though) are in red)

1.0 Introduction

Item 1.2 Legislative Framework -
The Municipal Development Plan is to be used to describe the land uses proposed for the municipality as well as the manner of, and the proposals for, future development. The Municipal Development Plan should address such issues as the direction of new development, its timing, and the conditions under which it will be permitted. The plan must describe areas of the municipality that would, in Council’s opinion, be suitable for area structure and/or redevelopment plans, and may also deal with such other matters, as Council considers necessary. The plan also meets the criteria of the current Municipal Government Act Section 632.

Capital Region Growth Plan
In 2010 the Government of Alberta approved the Capital Region Growth Plan: Growing Forward. The Growth Plan lays out a comprehensive and integrated strategy to managing future growth and development across the Capital Region that emphasizes economic, social and environmental sustainability. Member municipalities in the Capital Region must ensure their plans are consistent with the Principles and Policies of the Growth Plan. Through the Capital Region Board, Devon is committed to working with other municipalities to plan for growth in the Capital Region by:
• Supporting the goals of the Capital Region Growth Plan in local planning strategies
• Working with the Capital Region Board to increase regional transit service, planning for regional infrastructure, and protecting the environment
• Cooperating with other municipalities to attract investment to the Capital Region
• Participating in forums addressing regional issues.

2.0 Community Development and Future Trends

Item 2.2 Community Development

Development Influences
The North Saskatchewan River Valley, Highways 60 and 19, and the presence of Imperial Oil in the Town have influenced the development and physical layout of the Town. The original settlement occurred south of the river and east of Highway 60. The Town developed in a southerly, elongated fashion, and influenced by the river, highways, and the lands containing and buffering the Imperial Oil Plant. With the annexation of 5 quarter sections on the west side of the existing Highway 60 making the town more of a square, and the realignment and access points approved by Alberta Transportation a new exciting venture for future growth of Devon.

Item 2.3 Development Trends

Growth Influenced by Regional Trends
Devon’s population and economic growth will continue to be affected by growth and development patterns within the Edmonton Region. If the Greater Edmonton Region experiences strong population and economic growth, outer metropolitan communities, such as Devon, can also expect to experience higher levels of population growth and economic development. The reverse is also true. It is expected that the Region will experience a moderate to high growth over the next decade with the current boom in the industries throughout Alberta. This boom will continue to affect the growth in the Town of Devon.

Item 2.4 Planning Challenges

Tourism Development
The community of Devon wishes to take advantage of its location along the North Saskatchewan River to promote tourism development. The challenge will be to promote tourism development, and at the same time, protect the natural environment of the river valley and maintain the small town appeal of Devon. The Town of Devon River Valley Master Plan which incorporates the Devon River Valley should be complied with if any future growth or development is contemplated within our river valley.

3.0 Community Vision

Downtown is the business and social heart of the community and a destination point in the region with thriving restaurants, boutiques, professionals and retail outlets with a variety of residential styles intermixed throughout and around the area. Major recreation and culture facilities attract local residents and visitors to the downtown. Downtown redevelopment will continue with all new development meeting the
requirements of the approved Downtown Vitalization Plan. Existing development is slowly redeveloping to meet the requirements of this plan

4.0 Future Land Use
4.2 Land Use Classification
Protected Natural Area
Refers to land along the North Saskatchewan River situated within the Edmonton - Devon Environmental Restricted Development Area, as designated by the Alberta Government.
Any subdivision of land or development involving surface disturbance requires approval of the Minister of the Environment. These lands are primarily intended for environmental conservation and preservation purposes and the development of low intensity recreational uses compatible with the environmental functioning of the river system. Existing recreational uses and municipal utilities may continue, and new municipal utilities requiring a location near, or access to, the river, may also be considered. Other locally significant natural sites designated by the Town are included in this classification to protect significant natural features. The Town of Devon River Valley Master Plan must be considered when any future development is being planned for the river valley located within the Town of Devon.

5.0 Plan Goals, Objectives and Policies
5.1 Growth Management
Issue B: Future Land Requirements – Objectives
1. To ensure an adequate land supply is available for future growth and development.
2. To ensure that land is not prematurely developed or converted from agricultural to urban use.
3. To outline criteria for the consideration of annexation proposals and applications.
4. To ensure all development is completed with consideration to the requirements of the Leduc/Devon Intermunicipal Plan

Issue B: Future Land Requirements – Policies
3. The Town should consult, on an ongoing basis, with Alberta Infrastructure and Leduc County, on matters of urban expansion, highway improvement plans, land use, development staging and utility extension.

Issue B: Future Land Requirements Management Strategies
2. The Town of Devon should work with Leduc County to develop industrial areas to the east and south of the existing town limits as per the Leduc/Devon Intermunicipal Development Plan

Issue C: Direction and Staging of Development - Objectives
4. The Town is committed to work towards development within the Downtown as per the approved 2010 Downtown Vitalization Plan
Issue C: Direction and Staging of Development – Policies

(5) Potential areas for future corridor commercial uses include:
   a) land within the east portions of SE 33-50-26-W4 (between existing Highway 60 and proposed Highway 60 north of Miquelon Avenue) and SW 33-50-26-W4M (adjacent to the west side of the proposed Highway 60 overpass at Miquelon Avenue) and 28-50-26 W4 located west of the existing Highway 60 and extending southward along the highway between the power line right of way and Highway 19 and 60 overpass. All development will meet the requirements of the Devon/Leduc Intermunicipal Development Plan.

(6) The Town will encourage future light industrial development in the portions of the Devonian Business Park so identified in an Area Structure Plan.

(7) Potential areas for long term industrial expansion include land within S. W. 27-50-26-W4M located east of the ball diamonds (Lot 26MR, Block 8, Plan 982 5384) extending along Highway 19 and portions of the SW and SE of 28-50-26 W4 and the future annexation area NE and NW 21-50-26 W (area which will be annexed once the Highway 19 realignment is completed). Leduc County will be consulted regarding any future development as per the Intermunicipal Development Plan. No polluting industry will be permitted in this area. Suitable highway commercial developments may be considered. Highway access would be restricted to designated points, as recommended by Alberta Infrastructure.

(8) The Town envisions industrial expansion west of Highway 60 (within the N.E. 21-50-26-W4M) and south of Highway 19. Expansion in either of these directions is in accordance with the annexation agreement reached in 2006 between the Town and Leduc County. A secondary annexation application will need to be made to the Municipal Government Board once the highway realignment has been constructed, or at an earlier date if mutually agreed to be the Town of Devon and Leduc County.

(9) Community and recreational uses should be directed to the downtown area or incorporated into the design of residential neighborhoods as parks and/or school sites where adequate arterial or collector roadways are located. Community facilities and recreation uses may also be accommodated in defined recreation areas of the river valley, provided such uses are compatible with the environmental functioning of the river system. All development within the downtown will meet the requirements of the 2010 approved Downtown Vitalization Plan.

(10) The Town will undertake land use planning that is compatible with the recreation and open space potential of the North Saskatchewan River valley. The Town will continue to develop the recreation potential of the North Saskatchewan River valley and the ravine system, provided that such development does not negatively impact the environmental functioning of the
river system (See Section 5.8: Environmental Protection). The Town will meet the requirements of the Town of Devon River Valley Master Plan.

**Issue D: Orderly and Planned Development - Policies**

1. The Town will require the preparation and adoption of area structure plans (ASP's) for new development areas prior to the consideration of any major subdivision or development projects within the Town. Referrals of all plans will also be sent to Leduc County for their review and/or approval if required.

2. The Town will require area structure plans to address the following matters: intended land uses; development densities; roadway system; utility requirements; linkages to existing roadways and utility networks; requirements for schools, recreation and park areas, pedestrian linkages, churches, etc.; setback requirements from pipeline right-of-ways, well sites and other utilities; soil conditions and water table levels; management of storm water; and any other matters deemed necessary by the Town.

3. The Town will consider any Redevelopment Plans for existing areas in the Town of Devon.

**5.2 Transportation**

**Issue A: Roadway System and Design – Policies**

3. The Town will refer to the approved Town of Devon Transportation Study in planning for transportation services. The study should be reviewed periodically and updated to ensure its continued relevance to the Town.

**Issue B: Highway Development Plans – Policies**

2. During the preparation of area structure and subdivision plans, developers of land in the vicinity of the highways shall consult with Alberta Infrastructure, and the Town, as appropriate, regarding future highway development plans and development requirements.

**5.3 Municipal Servicing and Utilities**

**Issue E: Waste Management & Recycling - Policies**

3. The Town will work with the Capital Region Board and regional municipalities to effectively work on better, cleaner methods of Waste Management and Recycling

**5.6 Business Development**

**Issue A: Development of Devon’s Business Sector – Management Strategies**

1. The Town should encourage existing businesses to consider growth and development within the Town as per the Downtown Vitalization Plan.

**Issue B: Sustainability of Downtown**

The Town wants to ensure the viability of downtown businesses and the retention of the downtown as the commercial and community core of Devon. The Town should
ensure the development of a compact downtown, encourage redevelopment to maximum densities, encourage the diversification of retail, service and community uses, and differentiate between the downtown area and other commercial areas through land use, appearance and design as per the Downtown Vitalization Plan. Keeping major recreational/community facilities within the downtown will ensure that this area continues to be a destination, helping to keep businesses viable and thriving.

Issue C: Appearance and Maintenance of Downtown Property – Objective
(1) To improve the appearance and maintenance of downtown property as per the Downtown Vitalization Plan

Issue C: Appearance and Maintenance of Downtown Property – Policies
(1) The Town should strive for the development of a compact downtown business area and encourage development/redevelopment to maximum allowable densities as per the Downtown Vitalization Plan

Issue C: Appearance and Maintenance of Downtown Property – Management Strategies
(2) The Town and/or a community group may sponsor as per the Downtown Vitalization Plan a building facade improvement to demonstrate the relatively inexpensive improvements, which can be made to existing buildings

5.8 Environmental Protection
The North Saskatchewan River is recognized at the provincial and regional levels as a significant environmental and recreation resource. As a result, all land within the North Saskatchewan River Valley has been placed under a provincial restricted development regulation (Edmonton-Devon Restricted Development Area - R.D.A.) which controls the level and type of development (See Map 6: Protected Natural Areas). Any subdivision or development involving surface disturbance is subject to review and approval by the provincial government prior to approval by the municipality and should meet the requirements of the Town of Devon River Valley Master Plan.

Issue B: River Valley Planning
Devon wants to develop the North Saskatchewan River valley as a recreation area and tourism resource while ensuring that the natural environment is protected and maintained.

River Valley Planning Policies
(3) The Town will refer to the Town of Devon River Valley Study (CPM Planning Services Ltd., 1984) and the Edmonton-Devon RDA Biophysical Inventory (EPEC Consulting Western Ltd., 1982), the River Valley Master Plan to guide planning and development and to assess proposals for development or recreational use in the river valley, where such development or use is permitted. The areas that are included in this classification are shown on Map 6, Protected Natural Areas.

5.9 Inter-Municipal Relations
Issue D: Joint Policy and Inter-municipal Co-ordination
The Town believes there is a need for inter-municipal and/or provincial policy or guidelines on environmental protection and to deal with the impact of independent decisions, uses and developments by the communities situated along the North Saskatchewan River.

Overview
The Town of Devon functions as a small urban community within the Edmonton Metropolitan Region. It is surrounded to the south, east and west by the Leduc County and to the north, on the other side of the North Saskatchewan River, by Parkland County. Many of the acreage residents in the Parkland County share and participate in the use and planning of community services in Devon. Downstream on the North Saskatchewan River, Devon’s neighbor is the City of Edmonton.

The decisions made by the Town and, conversely, by surrounding and nearby communities, can affect and influence the other. Some of the more prominent planning issues of inter-municipal concern include potential conflicts resulting from urban and rural uses in proximity to one another; the planning, development and use of the North Saskatchewan River and its valley; and long term urban expansion. As well, the positive relations between neighboring communities can provide many opportunities, such as the sharing of resources and facilities to reduce servicing costs. An Intermunicipal Development Plan has been approved with Leduc County.

Issue A: Communications and Referral Policies
(4) The Town of Devon will refer to the Capital Region Board, if required, for approval:
   a) the adoption of, or amendment to, this Municipal Development Plan or any Inter-Municipal Development Plan in effect;
   b) a proposed Area Structure Plan and amendments thereto;
   c) a proposed Area Redevelopment Plan and amendments thereto; after 1st reading and prior to 3rd reading.

Issue B: Consultation on Future Urban Expansion Objectives
1. To ensure as per the Inter-Municipal Development Plan, that Leduc County is advised of and consulted regarding any proposals for urban expansion or annexation.
2. As per the Inter-Municipal Development Plan outline a planning process to consider matters of urban expansion with the Leduc County

Issue B: Consultation on Future Urban Expansion Policies
(1) The Town will, as per the Inter-Municipal Development Plan, regularly consult with Leduc County on matters of future urban expansion to obtain consensus on the direction of urban growth.
Issue C: Joint Agreements and Service Delivery Management Strategies

3. The Town should strive to work in partnership with Leduc County to develop a vibrant industrial park in the general area south and east of the Town of Devon corporate limits as per the Intermunicipal Development Plan.

6.0 Implementation and Review
6.2 Regional and Statutory Plan Conformity
Pursuant to the Municipal Government Act, SA. 2000, ChapterM-26.1., the Municipal Development Plan and future amendments to it must be consistent with the Land Use Policies and the Capital Region Growth Plan.

6.3 Plan Amendment Process
The Town will submit to the Capital Region Board for approval any proposed amendment to this plan as per their requirements prior to 3rd reading of the amending bylaw, the Regional Evaluation Framework.

This by-law comes into full force and effect upon third and final reading.

READ A FIRST TIME IN COUNCIL THIS 13th day of February, 2012

PUBLIC HEARING held this 12th day of March, 2012

READ A SECOND TIME THIS 12th day of March, 2012

APPROVED BY THE CAPITAL REGION BOARD THIS 15th day of May, 2012

READ A THIRD AND FINAL TIME THIS 28th day of May, 2012

Anita Fisher, Mayor

Tony Kulbisky, Chief Administrative Officer
1.0 Introduction

1.1 Plan Purpose

The Devon Municipal Development Plan (MDP) has been prepared as a framework to fulfil community goals, enhance community strengths, and address the challenges and issues relating to the future use and development of land in Devon. The purpose of the Municipal Development Plan is to guide and direct decisions concerning land in the Town of Devon. The plan informs the general public and private developers of the overall strategy for development in the community; it provides a basis for the preparation of more detailed plans and studies; it creates a benchmark for measuring progress and change over time; and it encourages co-ordination and consultation in planning matters among the various local jurisdictions and public agencies which interact with the Town.

The 2006 Devon Municipal Development Plan replaces the original MDP adopted by Town Council in 1984. The new plan reflects changes, which have occurred over the past ten years, including the annexation of 324 ha (800 ac or 5 quarter sections) of land located west of the existing Highway 60 which will incorporate the new Highway 60 realignment, addresses new community development issues, and sets the strategy and policies for future growth and development of the Town.

1.2 Legislative Framework

The Municipal Development Plan is to be used to describe the land uses proposed for the municipality as well as the manner of, and the proposals for, future development. The Municipal Development Plan should address such issues as the direction of new development, its timing, and the conditions under which it will be permitted. The plan must describe areas of the municipality that would, in Council's opinion, be suitable for area structure and/or redevelopment plans, and may also deal with such other matters, as Council considers necessary. The plan also meets the criteria of the current Municipal Government Act Section 632

Capital Region Growth Plan

In 2010 the Government of Alberta approved the Capital Region Growth Plan: Growing Forward. The Growth Plan lays out a comprehensive and integrated strategy to managing future growth and development across the Capital Region that emphasizes economic, social and environmental sustainability. Member municipalities in the Capital Region must ensure their plans are consistent with the Principles and Policies of the Growth Plan. Through the Capital Region Board, Devon is committed to working with other municipalities to plan for growth in the Capital Region by:

- Supporting the goals of the Capital Region Growth Plan in local planning strategies
- Working with the Capital Region Board to increase regional transit service, planning for regional infrastructure, and protecting the environment
- Cooperating with other municipalities to attract investment to the Capital Region
- Participating in forums addressing regional issues.
1.3 Plan Adoption and Interpretation

The formally adopted Town of Devon Municipal Development Plan by-law includes the goal, objective, and policy statements of the plan; Section 4.2: Land Classifications; Maps 1 through 6; and Section 6.0: Implementation and Review. The balance of the document is adopted by resolution of Council to provide background information and to guide community management decisions.

Within the plan, policies and management strategies are differentiated. Policies are formally adopted by Town Council and relate directly to the requirements of the Planning Act for the preparation of Municipal Development Plans or refer to matters that require actions to be taken by a developer or other agency besides the Town. Management strategies are adopted by resolution of Town Council. These statements are program oriented, suggest an action, which is directed to the Town, or provide one of several options for addressing an issue.

1.4 Plan Organization

The Municipal Development Plan begins with a description of Devon's growth and development and the trends and challenges which will affect the community's future development (Section 2.0). This description is followed by a vision of the Town of Devon in the future (Section 3.0). The vision statement is followed by a concept of the future urban form of the Town (Section 4.0). To address community development and planning issues, a number of policy sections follow the development concept (Section 5.0). Issues concerning related developments or topics, such as growth management, residential development, or river valley planning are grouped together. At the beginning of each policy section, a goal statement appears to guide future planning and development of the Town. For each issue, objectives, policies and/or management strategies are formulated to address the concern. Lastly, Section 6.0 contains information concerning the implementation and review of the Municipal Development Plan. For information on the plan review process, see Appendix 1.
2.0 Community Development and Future Trends

2.1 Regional Setting

Regional Setting and Surrounding Land Use
The Town of Devon is located approximately 27 km (17 miles) south west of downtown Edmonton and is situated along a scenic portion of the North Saskatchewan River (See Map 1: Regional Setting). Two primary highways serve the Town: Highway 60 runs north south through Devon and Highway 19 borders the Town along its south boundary and runs in an east/west direction. Leduc County surrounds Devon to the south, east and west, while Parkland County is situated to the north. Devon's nearest urban neighbour to the south is the Town of Calmar, situated approximately 13 km (8 miles) south west of Devon. The Nisku Business Park and the Edmonton International Airport are both situated east of Devon approximately 12 km.

Agricultural land uses generally surround the Town to the west, east and south. Soil quality is considered to be high to the south and south west of Devon. Country residences are found north of the North Saskatchewan River, within Parkland County. Many of the residents of these developments use the community services within Devon and consider Devon their home town.

2.2 Community Development

Community Development
In 1947, following the discovery of the Leduc-Woodbend Oil Field, Imperial Oil acquired properties for the establishment of a company town at the present site of the Town of Devon. The corporate boundaries of the Town were established in 1949 with planners hired to make Devon Canada’s “First Model Town”. The original settlement occurred on the East Side of Highway 60, south of the river valley. Today there is still evidence of this history in the Town with Imperial Oil and firms ancillary to the oil and gas industry still doing business in the Town of Devon.

In response to residential development in the Town, a service centre role developed. Today, Devon maintains its local service centre function while serving as a bedroom community for other employment centres in the region, particularly the City of Edmonton, the Edmonton International Airport and the Nisku and Acheson Industrial Parks. As is characteristic of such communities throughout the region, the Town's development has mainly been for residential purposes, which has increased development of its commercial sector. The Town of Devon continues to actively seek businesses to develop within its industrial sectors.

Population Growth
In 1961, Devon was home to 1,418 persons. For the next ten years, the Town's population stayed more or less stable. As was typical of the smaller urban communities in the Edmonton Metropolitan Region, Devon's population increased quickly through the 1970s, from a population of 1,470 in 1971 to 2,786 in 1976 and 3,885 in 1981. Growth of the Town was minimal throughout the 1980’s and was associated with a period of economic recession throughout the region. In 1992 the population was 4,062, by 2001 it had increased to 4,969 and due to the booming economy in Alberta in 2002, 2003, 2004 and 2005 the population jumped to 6,095. The growth rate from the 2003 to 2005 is 7.3% per year - the highest jump since the mid seventies when Devon went through a major growth. The current population of Devon stands at 6,095, based on a municipal census taken in 2005 (as of May 1, 2005).
Development Influences
The North Saskatchewan River Valley, Highways 60 and 19, and the presence of Imperial Oil in the Town have influenced the development and physical layout of the Town. The original settlement occurred south of the river and east of Highway 60. The Town developed in a southerly, elongated fashion, and influenced by the river, highways, and the lands containing and buffering the Imperial Oil Plant. With the annexation of 5 quarter sections on the west side of the existing Highway 60 making the town more of a square, and the realignment and access points approved by Alberta Transportation a new exciting venture for future growth of Devon.

2.3 Development Trends

What are Devon’s prospects and what will influence the community’s growth and development? Some of the trends, which will affect the development of Devon, are described below.

Growth Influenced by Regional Trends
Devon’s population and economic growth will continue to be affected by growth and development patterns within the Edmonton Region. If the Greater Edmonton Region experiences strong population and economic growth, outer metropolitan communities, such as Devon, can also expect to experience higher levels of population growth and economic development. The reverse is also true. It is expected that the Region will experience a moderate to high growth over the next decade with the current boom in the industries throughout Alberta. This boom will continue to affect the growth in the Town of Devon.

Moderate Population Growth Anticipated
An annual growth rate of between 2.5 to 5 percent is expected for the Town in the future. The average annual rate of growth between these two figures is 3.5 percent. Consequently, it is estimated that the Town will reach a population of between 11,300 and 20,640 by the year 2030. The most likely "medium" population estimate for Devon is 14,404 persons by the year 2030.

![FIGURE 1 - POPULATION ESTIMATES](image)
**Devon’s Interaction with the Community and Region**

Devon is likely to continue to serve as a local service centre as well as a commuter community within the Edmonton Region. As a result, an increase is expected in residential development within the community which will increase the need for more commercial and industrial development. It is expected that the Town will remain attractive to newcomers due to its relative affordability, its small town appeal, its scenic location adjacent to the North Saskatchewan River valley, and the alternative it offers to city living. As the community grows, commercial development should become more viable with an associated increase in the community's trade area population.

**Migration Patterns**

Newcomers to Devon will likely continue to be young couples, young families (“first time home buyers”) and mature adults looking to locate in a small community in the Region. Older teenagers and single young adults (18 to 24 years) are likely to continue to be the significant age group leaving Devon for employment and education opportunities outside the community.

**Societal Trends**

A number of societal trends may affect Devon in the future -- among them are:

- an aging population
- increased uncertainty, change and the level of stress and pressure for individuals;
- continued advancements in technology, particularly information technology;
- increased awareness and integration of environmental concerns in economics, planning and decision-making
- skilled work force.

These trends may affect economic growth, employment trends, business development, and housing needs and community services, which may influence community growth and development in Devon.

### 2.4 Planning Challenges

**Balancing Development**

The Town has expressed a desire to balance residential growth with other forms of development, to enable it to be as self-sustaining as possible. One of the main challenges for Devon will be to accomplish this goal within the context of a moderate growth rate.

**Providing Community Services**

A challenge for the Town will be to provide the level of community services expected by Devon residents, to respond to the needs and desires of a family oriented community, and to manage growth and development so that it is as efficient and cost-effective as possible.

**Tourism Development**

The community of Devon wishes to take advantage of its location along the North Saskatchewan River to promote tourism development. The challenge will be to promote tourism development, and at the same time, protect the natural environment of the river valley and maintain the small town appeal of Devon. The Town of Devon River Valley Master Plan which incorporates the Devon River Valley should be complied with if any future growth or development is contemplated within our river valley.

**Fulfilment of Community Goals**

Some of the goals of the community are for Devon to retain its small town character, to strengthen the Town's commercial and industrial base, to revitalize the downtown area, to expand river valley recreation opportunities, and to maintain and enhance community spirit, involvement and quality of life.
**Highway 60 Realignment**

A challenge will be to incorporate the development on the west side of the existing Highway 60 and the new proposed Highway 60 and maintain connectivity. With rapid growth, maintaining the small town atmosphere and preventing the perception of a divided community will be a goal of the Town. Also the existing downtown area will need to keep a positive and friendly atmosphere and continue to be a focus of community activity.
3.0 Community Vision

3.1 A Vision for Devon

As part of the Municipal Development Plan review process, members of the Devon MDP Review Committee were asked to identify community strengths, weaknesses and ambitions for Devon. These were translated into a vision statement for the Town. The vision is a story of where the community of Devon is heading and where it wishes to go...

The Town of Devon prides itself on being a safe, caring community with a small town atmosphere and lifestyle. Community planners, through application of this municipal development plan, endeavor to ensure that that present and future residents will be able to enjoy this lifestyle.

Devon has kept its small town identity while continuing to grow into a full service community. Residents are able to live work and play in their home town.

The character of streets and arterial roads reflects a pedestrian-friendly environment. There is a high level of connectivity between neighborhoods and the revitalized downtown with a well designed system of streets, sidewalks, multi-purpose trails and greenways.

Downtown is the business and social heart of the community and a destination point in the region with thriving restaurants, boutiques, professionals and retail outlets with a variety of residential styles intermixed throughout and around the area. Major recreation and culture facilities attract local residents and visitors to the downtown. Downtown redevelopment will continue with all new development meeting the requirements of the approved Downtown Vitalization Plan. Existing development is slowly redeveloping to meet the requirements of this plan.

As the town has grown, Devon has added to its system of parks and open spaces including enhancements to the river valley parks. New residential developments west of Highway 60 have provided parks and open space areas.

Overall Devon remains a low density, single-family residential community, providing a variety of housing styles for families, senior citizens, young couples and others.

Through efficient growth management, Devon continues to deliver quality municipal services, developed a strong tourism industry and maintains a healthy balance of quality residential, commercial and industrial development, affording the town a favorable tax base. Devon applies a fair and proactive approach to managing growth through its land use bylaw and development regulations.

Through responsible growth, Devon has minimized the impact of development on the local and regional environment.

This municipal development plan is a guide to build upon the qualities and values that Devon residents cherish. It creates opportunities to secure a healthy future for current and future residents.

The new Municipal Development Plan embodies the community goals, issues, strengths and dreams contained in the vision statement. Based, in part, on the themes in the vision statement, community goals were developed to guide future planning and development.
4.0 Future Land Use

4.1 Future Land Use Policy

The future pattern of development and land use in Devon is shown on Map 2: Future Land Use Policy. The map contains a conceptual land use pattern and transportation network for the community and is meant to convey the general intent of the Town concerning the future direction of growth. The map is to be used in association with the goals, objectives and policies of the plan. In particular, the objectives and policies contained in Section 5.1: Growth Management should be consulted during the use of the future development concept map.

The development concept reinforces the general pattern of development currently found within the Town. The downtown will continue to be promoted as the focus for commercial and community development. Residential development will continue in the Ravines of Devon subdivision (S.E. 27-50-26-W4M) and in the lands west of Highway 60. These lands include Sections 33-50-26 W4 and 28-50-26-W4. The development concept shows continued protection of the North Saskatchewan River valley for open space and low intensity recreational use. Areas are shown for the development of industrial or commercial uses which are close to existing industrial development and which take advantage of highway exposure.

4.2 Land Use Classifications

The Land Use Classifications shown on the Future Land Use Policy Map are defined as follows:

**Residential – Mixed Use**

refers to those areas to be developed predominantly for low, medium and high density housing, along with associated institutional, religious, educational, small scale neighbourhood commercial and public uses at a scale and density compatible with the residential neighbourhood.

**Downtown District**

refers to that area containing primary and secondary commercial uses and compatible office, residential, institutional, cultural and recreational uses which, together, form the downtown of Devon. The downtown also includes that area within and surrounding the downtown core that contains vacant lots, older single detached residences and non-conforming uses that may be suitable for downtown expansion.

**Commercial**

refers to: retail commercial sites serving the immediate neighbourhood, on a scale and of a type compatible with the surrounding residential development; or catering to the travelling public or serving the region; or secondary commercial uses requiring large sites.

**Major Institutional**

refers to major urban institutions such as hospitals, post-secondary educational facilities, detention, treatment or correction facilities, research centres, wellness facilities
**Industrial**

refers to industrial development that does not produce high quantities of effluent or waste; discharge toxic or noxious by-products into the air or groundwater system; or, adversely impact adjacent properties through extreme noise, traffic or emissions. Compatible corridor or secondary commercial uses that would benefit from exposure along highway areas and that are visually attractive in appearance may be considered within this area. Compatible recreational, park and institutional uses that cannot be reasonably accommodated elsewhere in the community may also be considered.

**Park/Open Space/School/Community Facility**

refers to those areas containing public or institutional uses such as schools, recreation/cultural facilities, and parks or open space serving neighbourhood needs. Storm water management facilities and protected wetland areas may be included in this designation.

**Protected Natural Area**

refers to land along the North Saskatchewan River situated within the Edmonton - Devon Environmental Restricted Development Area, as designated by the Alberta Government. Any subdivision of land or development involving surface disturbance requires approval of the Minister of the Environment. These lands are primarily intended for environmental conservation and preservation purposes and the development of low intensity recreational uses compatible with the environmental functioning of the river system. Existing recreational uses and municipal utilities may continue, and new municipal utilities requiring a location near, or access to, the river, may also be considered. Other locally significant natural sites designated by the Town are included in this classification to protect significant natural features. The Town of Devon River Valley Master Plan must be considered when any future development is being planned for the river valley located within the Town of Devon.
5.0 Plan Goals, Objectives and Policies

5.1 Growth Management

Overview

During both the 1970’s and the early 2000’s, the Town of Devon experienced rapid population growth due to a growing economy, its proximity to Edmonton and relatively affordable housing prices. The economic recession of the 1980’s led to the realization that residential development often generates more costs than revenue for a community and that rapid population growth does not necessarily result in an improvement in the quality of life. Another realization was that a strong industrial and commercial sector is beneficial to protecting the viability of the local tax base. Similarly, low or marginal growth can negatively impact on community development and the achievement of community goals. It is the intent of the Town to strive for moderate, steady population growth and to carefully manage future growth and development so that it occurs in an orderly, economical and beneficial manner.

Based on the results of the 2005 community survey, Devon residents support population and community growth. They would like to see downtown, tourism and industrial development occur in the community. Residents feel that growth would benefit the Town by helping town businesses, creating more local jobs, and lowering taxes. Overall, residents rated the quality of life as very good and as a safe place to live and raise a family. From the standpoint of residents, the main disadvantages of population and community growth would be a potential increase in crime and the loss of Devon's small town appeal.

The growth management objectives and policies are a set of policies to manage the overall growth and development of Devon. The policies are general in nature as they affect development within the Town as a whole. They serve as a framework for the more specific policy sections of the plan and implement the Future Land Use Policy outlined in Section 4.0. Ultimately, the growth management policies attempt to achieve a high quality living environment in Devon.

Council should accept the higher growth rates as the economy dictates and plan for the future times when the economic times slow and development is minimal. With proper planning the Town should prepare and deal with both the high and low market demand times.
Issue A: Population Growth

Over the past twenty five years, the growth rate of Devon has fluctuated, from rapid population growth during the 1970s, to very slow growth during the mid-1980s and again rapid growth rates in the early 2000’s. The Town recognizes that unless the proper resources are available (staff, infrastructure, etc.) rapid growth strains the community's ability to provide infrastructure and to handle servicing demands, while slow growth or population decline makes it difficult to provide new, or to expand existing, community services. There appears to be consensus that moderate, steady population growth of a community is most efficient and beneficial. However, the Town of Devon will work towards accepting the changing times of the market with preparation for a balance between the slow and fast times.

Objectives

1. To encourage moderate and steady population growth within Devon and to ensure that growth is as beneficial to the community as possible.

Management Strategies

(1) The Town should try to accommodate approximately 11,300 to 20,640 persons within its boundaries by the year 2030 and achieve annual growth rates of between 2.5 to 5.0 percent. Higher rates of residential growth should be supported only if the Town is able to accommodate and service the growth and it is deemed financially advantageous and not socially detrimental to the community.

(2) To obtain a moderate and steady growth rate, the Town:
   a) should attempt to ensure that an adequate supply of serviced lots and land is available in the Town for development;
   b) should actively promote business and residential development in the community; and
   c) may consider limiting residential development if the demand for residential growth is much greater than the Town's ability to accommodate and service it.

(3) The Town should monitor population growth and its characteristics on a regular basis.

(4) The Town should consider proposals in existing areas of the community that would result in an increase to densities.
**Issue B: Future Land Requirements**

It is estimated that the Town of Devon may reach a population of 20,640 persons by the year 2030. The most likely population estimate for Devon is 14,404 persons by the year 2030. For these population estimates, 173 to 303 ha (2.6 to 4.6 quarter sections) of land would be required to accommodate future residential growth. This estimate is based on a past residential development density of 48 persons per gross developable hectare (19 persons per gross developable acre) with a 35 percent land supply allowance factored into calculations to offset development constraints.

A 20 to 25 year land supply is recommended to ensure development options and to comprehensively plan for development while avoiding the premature servicing of land and conversion of agricultural land to urban use.

The amount of land required by 2030 for the high population projection corresponds roughly with the current vacant land supply in the Town. This assumes that the Imperial Plant and buffer lands will remain in industrial use. If growth is higher than expected, more land may have to be annexed, to ensure a 20 to 25 year supply. Also, more land may be needed to ensure options for development and to accommodate other land uses, such as highway commercial development. In 2006, the Town annexed the SW 1/4 33-50-26-W4th and Section 28-50-26-W4, ensuring a 20 to 25 year supply of commercial, industrial and residential land.

**Objectives**
1. To ensure an adequate land supply is available for future growth and development.
2. To ensure that land is not prematurely developed or converted from agricultural to urban use.
3. To outline criteria for the consideration of annexation proposals and applications.
4. To ensure all development is completed with consideration to the requirements of the Leduc/Devon Inter-Municipal Plan.

**Policies**

(1) The Town will discourage both an oversupply and an under supply of land, particularly serviced land, within its boundaries. In order to avoid the premature development of land and extension of services but at the same time provide for sufficient development opportunities, a 20-25 year land supply and a 2-3 year lot supply for each major land use (residential, commercial, industrial) should be maintained.

(2) The Town may support, or initiate, a proposal to annex land from an adjacent municipality provided that the expansion:
   a) is justified on the basis of an identified need for a maximum land supply of 25 years for each major land use;
   b) accommodates reasonable growth options and ensures a competitive land supply;
   c) is consistent with the Town's overall planning strategy and the land can be economically adapted to urban uses and servicing.
   d) is deemed to be in the public interest.

(3) The Town should consult, on an ongoing basis, with Alberta Infrastructure and Leduc County, on matters of urban expansion, highway improvement plans, land use, development staging and utility extension.
Management Strategies

(1) The Town of Devon should continue with residential development to the west and south westerly when future annexation is required
(2) The Town of Devon should work with Leduc County to develop industrial areas to the east and south of the existing town limits as per the Leduc/Devon Inter-Municipal Development Plan.
**Issue C: Direction and Staging of Development**

Map 2: Future Land Use Policy outlines a future land use pattern which will accommodate varying types and densities of development, permit efficient transportation and utility servicing, and minimize land use conflicts. To implement the development concept outlined in Section 4.0 of the plan, the following objectives and policies apply.

**Objectives**

1. To identify preferred locations and directions of growth and development in Devon.
2. To implement the future development concept of the Town.
3. The Town is committed to the preservation and strengthening of the present downtown.
4. The Town is committed to work towards development within the Downtown as per the approved 2010 Downtown Vitalization Plan.

**Policies**

(1) Map 2: Future Development Concept will be consulted to guide the future land use and development within Devon.

(2) The Town will encourage the in-filling of existing developed areas prior to the creation of new development areas.

(3) Potential areas for long term residential development include:
   a) land to the west of Highway 60; and
   b) land within S. E.27-50-26-W4M (Ravines of Devon) and N.E. 27-50-26-W4M and the SE of 34-50-26-W4M (Imperial Oil lands).

(4) Commercial uses will be directed to land zoned for such uses. Some decentralization of commercial uses will be permitted in strategic locations west of the existing Highway 60, in the Devonian Business Park or in the Alldritt lands north of the Devon General Hospital (Alldritt lands). (See Future Land Use Policy Map 2) Commercial Uses will be permitted where there is adequate roadway access.

(5) Potential areas for future corridor commercial uses include:
   a) land within the east portions of SE 33-50-26-W4 (between existing Highway 60 and proposed Highway 60 north of Miquelon Avenue) and SW 33-50-26-W4M (adjacent to the west side of the proposed Highway 60 overpass at Miquelon Avenue) and 28-50-26 W4 located west of the existing Highway 60 and extending southward along the highway between the power line right of way and Highway 19 and 60 overpass. All development will meet the requirements of the Devon/Leduc Inter-Municipal Development Plan.

(6) The Town will encourage future light industrial development in the portions of the Devonian Business Park so identified in an Area Structure Plan.

(7) Potential areas for long term industrial expansion include land within S. W. 27-50-26-W4M located east of the ball diamonds (Lot 26MR, Block 8, Plan 982 5384) extending along Highway 19 and portions of the SW and SE of 28-50-26 W4 and the future annexation area NE and NW 21-50-26 W (area which will be annexed once
the Highway 19 realignment is completed). Leduc County will be consulted regarding any future development as per the Inter-Municipal Development Plan. No polluting industry will be permitted in this area. Suitable highway commercial developments may be considered. Highway access would be restricted to designated points, as recommended by Alberta Infrastructure.

(8) The Town envisions industrial expansion west of Highway 60 (within the N.E. 21-50-26-W4M) and south of Highway 19. Expansion in either of these directions is in accordance with the annexation agreement reached in 2006 between the Town and Leduc County. A secondary annexation application will need to be made to the Municipal Government Board once the highway realignment has been constructed, or at an earlier date if mutually agreed to be the Town of Devon and Leduc County.

(9) Community and recreational uses should be directed to the downtown area or incorporated into the design of residential neighbourhoods as parks and/or school sites where adequate arterial or collector roadways are located. Community facilities and recreation uses may also be accommodated in defined recreation areas of the river valley, provided such uses are compatible with the environmental functioning of the river system. All development within the downtown will meet the requirements of the 2010 approved Downtown Vitalization Plan.

(10) The Town will undertake land use planning that is compatible with the recreation and open space potential of the North Saskatchewan River valley. The Town will continue to develop the recreation potential of the North Saskatchewan River valley and the ravine system, provided that such development does not negatively impact the environmental functioning of the river system (See Section 5.8: Environmental Protection). The Town will meet the requirements of the Town of Devon River Valley Master Plan.


**Issue D: Orderly and Planned Development**

Orderly and planned development allows the Town to determine land and development requirements and ensures the co-ordination of utility and roadway extensions and the provision of services along with the development. It is one way to ensure that development is as cost-effective as possible.

*Objectives*

1. To ensure that development occurs in an orderly and comprehensive manner.

*Policies*

(1) The Town will require the preparation and adoption of area structure plans (ASP’s) for new development areas prior to the consideration of any major subdivision or development projects within the Town. Referrals of all plans will also be sent to Leduc County for their review and/or approval if required.

(2) The Town will require area structure plans to address the following matters: intended land uses; development densities; roadway system; utility requirements; linkages to existing roadways and utility networks; requirements for schools, recreation and park areas, pedestrian linkages, churches, etc.; setback requirements from pipeline right-of-ways, well sites and other utilities; soil conditions and water table levels; management of storm water; and any other matters deemed necessary by the Town.

(3) The Town will consider any Redevelopment Plans for existing areas in the Town of Devon.
Issue E: Balanced Growth

Devon's role as a community in the Capital region has meant a relative underdevelopment of its commercial and industrial sectors, with most of the residents working outside the community. A relatively large percentage of the Town's tax base is a result of the residential assessment. The Town of Devon seeks a balance in residential and non-residential development so that the Town can be as self-sustaining as possible, can provide opportunities for residents to live, work and play in Devon, and to encourage community cohesion.

Objectives

1. To achieve the desired balance of residential to non-residential development.

Policy

1. The Town should strive to achieve a non-residential assessment between 15 and 25 per cent. Higher levels of non-residential development which would provide greater than 25% non-residential assessment if the proposed developed is not detrimental to the overall development of the community may be considered by the Town.

Management Strategies

(1) The Town should continue with its economic development programs and develop strategies to promote commercial and industrial development within the community (See also Section 5.6: Business Development, Issue A).

(2) The Town may limit residential development, as necessary, to achieve balanced growth.

(3) The Town may require that developers of residential areas also provide commercial or industrial development elsewhere within the community.

(4) The Town should strive to attract industrial and commercial development that produces a high amount of assessment per square meter of development.
Issue F: Efficient Development

With the annexation of the lands west of the existing Highway 60 and the demanding market trend for residential development the town will continue to look at the fiscal well being of our community. The Town wants to ensure that future development is as cost-effective as possible.

Objectives

1. To ensure that development within Devon is as cost-effective as possible for the Town without compromising the quality of development and the provision of a variety of housing.

Policies

(1) The Town will attempt to reduce development costs by encouraging the in filling and redevelopment of serviced areas, promoting the development of a compact community, encouraging development to be contiguous to existing built-up areas, and by encouraging development at maximum allowable densities.

(2) The Town will encourage new development west of the existing Highway 60.

Management Strategies

(1) The Town should ensure that adequate community facilities and infrastructure exist, or will be provided or planned for at the time of development, before permitting new residential development.

(2) The Town might consider encouraging higher densities of development than present standards to minimize the extension of utilities and transportation facilities.

(3) The Town should implement a fiscal impact model, to assist in determining the short and long-term fiscal impact on the municipal tax base of any major proposed development. Prior to the approval of an area structure plan, a major subdivision or development project, the Town should use the model to determine the impact of the plan or development on the municipal tax base.

(4) The Town should use a fiscal impact study to evaluate the financial implications of various housing and development options on the cost of development within Devon. Factors to study include the financial impact of various housing types, development densities, and location of development on the provision of hard (roadways and utilities) and soft services (schools, recreation facilities, etc.).

(5) The Town should consider the results of a fiscal impact study in relation to residential development objectives and policies. The Town may wish to amend the residential development policies to implement the recommendations of the fiscal impact study. However, in deciding on a course of action, the Town will ensure that the objectives of achieving quality development, providing residents with a choice of housing types, and the need to address housing deficiencies, are not compromised (See Section 5.4: Residential Development, Issue A and B).

(6) The Town should review its development standards and design requirements for their impact on the cost of development. If deemed necessary, the Town may wish to revise the standards to include more cost-effective requirements. In doing so, the Town will consider the impact of such changes on the quality, character and aesthetics of development in the community.

(7) The Town should require developers to pay the cost of servicing new development.

(8) The Town should exercise redevelopment and off-site levy options, pursuant to Section 647 and Section 648 of the Municipal Government Act, for acquiring land for parks, schools or recreation facilities and to pay for municipal utility facilities.

(9) The Town should pursue joint ventures with other municipalities for the efficient delivery of community services.
5.2 Transportation

Goal

Overview

Devon is served by two primary highways: Highway 60 which runs north/south through the town and Highway 19 which follows the south boundary of the Town and runs in an east/west direction (See Map 4: Transportation System). Highways 60 and 19 have played a major role in the development and physical layout of Devon. The Town has developed in a north-south elongated fashion, defined by the highway system, the North Saskatchewan River valley and the Imperial Oil Plant development. The highways are an asset to the Town's future development. While they provide exposure and business to Devon, they pose development constraints due to the noise they generate, their safety and setback requirements, and their impact on traffic circulation and development patterns.

Alberta Infrastructure’s long term highway plans include the realignment of Highway 60 through the Town of Devon which will include the construction of an interchange at the intersection of Miquelon Avenue and Highway 60 and a second interchange at the junction of Highway 60 and Highway 19. Once the Highway Realignment has been constructed the existing Highway 60 roadway from the Highway 60/19 interchange to Athabasca Avenue will become a significant local Town of Devon arterial roadway running north south roadway for the Town of Devon through the Town.

At present, within the Town, Athabaska Avenue functions as Devon's 'main street". Athabaska, Miquelon, St. Lawrence Avenues and Derrick Drive presently provide highway access and function as east-west arterial or collector roadways. Michigan, Erie and Superior Streets are the main north south arterial or collector roadways throughout the Town. To ensure the efficiency of the road network in the future, it is important that the Town protects the right-of-way and restricts access and parking along defined arterial and major collector roadways.
**Issue A: Roadway System and Design**

The Town has chosen to support a hierarchical roadway system to serve existing and future development. A conceptual roadway system for the Town is shown on Map 4. For the future, the Town wants to ensure that the roadways move vehicular traffic efficiently through the Town and that parking problems are minimized. The Town also wants major transportation routes to be aesthetically pleasing.

**Objectives**
1. To define a hierarchical roadway system for the Town.
2. To ensure that the roadway system functions efficiently.
3. To ensure that major transportation routes are visually pleasing.
4. To ensure that the roadway system is designed and developed to ensure for significant safety and ease of maintenance.

**Policies**
1. Map 4: Transportation System establishes a three-level (arterial, collector and local) road hierarchy system for the Town. The Town will apply this system to existing and proposed roads.
2. The Town will ensure that roadway design meets the specifications and standards set out in the *Town of Devon, Development Procedures and Design Standards* manual. The Town will ensure that this guide is updated regularly and reflects changes in construction technology.
3. The Town will refer to the approved *Town of Devon Transportation Study* in planning for transportation services. The study should be reviewed periodically and updated to ensure its continued relevance to the Town.
4. A sufficiently wide right-of-way or setback should be provided along the highway, arterial and major collector roads to accommodate a berm, landscaping, trees, dividers, and similar noise attenuation or aesthetic features. The Town should consider preparing a landscape plan, which indicates and co-ordinates development requirements for berms and landscaping along the highway and major roadways through the Town.
5. The Town should maintain by by-law and enforce a truck route system, which minimizes the circulation of truck traffic through downtown and residential neighbourhoods.
6. The Town should consider, as a long-term policy, the provision of public transportation, particularly to residents with limited mobility.

**Management Strategies**
1. The Town should ensure that residential development does not impede the function of arterial or collector roadways by requiring residential lots fronting on to these roadways to be large enough to accommodate on-site parking for at least two vehicles and/or by restricting vehicular access to/from residential lots to lanes, local roadways or service roads.
2. The Town may review the roadway carriage requirements for residential cul-de-sacs and corners of crescents to ensure that adequate space is provided for the parking of vehicles along the roadway.
3. The Town should review existing arterial and collector roadways periodically to determine if usage warrants upgrades to these roadways.
Issue B: Highway Development Plans

Alberta Infrastructure’s long term highway plans include the construction of a grade-separated interchange at Highway 60 and Miquelon Avenue. Access to the Town from Highway 19 will be permitted at an interchange at Highway 60 and Highway 19.

The Town is generally in agreement with Alberta Infrastructure’s plans for highway development. Of concern to the Town is the impact the future interchange development would have on access to the commercial developments along Superior Street bordering Highway 60. When the new Highway 60 realignment and interchanges are built, the existing Highway 60 will become an arterial roadway running north and south through the centre of the Town.

Another issue is the timing of development of land west of Highway 60 in relation to the schedule for highway improvements. Development of land west of the highway will likely occur before the plans for highway interchange development are implemented.

Objectives

1. To address the Town's concerns with Alberta Infrastructure’s plans for the timelines for the future highway development.
2. To ensure the referral of planning issues and development plans between the Town of Devon and Alberta Infrastructure.
3. To outline requirements for the development of land in the vicinity of the highways.

Policies

(1) The Town should meet with Alberta Infrastructure on a regular basis to:
   a) update the status of planning and development of the highway system and lands within the vicinity of the highways;
   b) resolve highway access and safety issues; and
   c) to encourage Alberta Transportation to develop a fly over at Athabaska Avenue and a fly under at the south end of Devon at the time of highway 60 realignment, in order to ensure the linking of the east and west of the community.

(2) During the preparation of area structure and subdivision plans, developers of land in the vicinity of the highways shall consult with Alberta Infrastructure, and the Town, as appropriate, regarding future highway development plans and development requirements.

(3) The Town, in consultation with Alberta Infrastructure, will require developers to provide sufficient right-of-way for highway and intersection development, service roads (if required), and buffers, and provide landscaping and noise attenuation measures along highways.

(4) The Town will seek to have roadway and pedestrian connectivity between the downtown and lands west of the existing Highway 60.
   a) That within one (1) year following realignment of Highway 60, a transportation engineering review should be undertaken to review the traffic volumes and patterns and that a determination be made as to how much of the existing Highway 60 road Right of Way should be maintained.
   b) That a road design be prepared for this arterial road that would clearly outline the vision and specification of the arterial road (existing Highway 60).
**Issue C: Pedestrian and Bicycle System**

The residents of Devon desire the expansion of pedestrian and bicycle paths throughout the community.

**Objectives**

1. To develop an overall plan for pedestrian paths and bicycle routes through the Town easily accessible from all areas of the Town.

**Management Strategies**

(1) The Town should prepare a community plan for the development of pedestrian paths and bicycle routes. The plan should address linkages of existing and proposed paths with landmarks, destination points, parks, schools, and commercial services, etc.; incorporation of pathways into the design of new neighbourhoods; development constraints; pathway specifications; and, requirements for amenities such as bicycle stands, etc.

(2) The Town should implement the plan and ensure that planning occurs on a comprehensive and community-wide basis.

(3) If necessary, the Town should require at the time of subdivision that Municipal Reserve (M.R.) be dedicated for the development of pathways.

(4) The Town should also consult with neighbouring municipalities in the development of a regional trail system along the North Saskatchewan River.

(5) The Town of Devon should require developers to pay for all paved or other types of pathways.
5.3 Municipal Servicing and Utilities

*Overview*

Devon operates its own water and sewage treatment plant and its own gas distribution system. Map 5: Utility Systems shows the location of the major components of the utility system. With some upgrading or extension, the present sewer and water utility systems have the capacity to accommodate the expected growth and development in Devon for the plan period. The main constraint to providing utility services in the future is the cost of extending utility lines across Highway 60 to serve future development west of the highway.

The Town recently completed the second stage of a water supply upgrading program, bringing its water supply capacity to 6,800 cubic metres per day. The corresponding residential population equivalent for the second stage of upgrading is 7,400 persons.

Sewage treatment is via a rotating biological contact system with discharge into the North Saskatchewan River. The design capacity of the sewage treatment plant can be upgraded to accommodate a residential population equivalent of 11,000 (3 more RBC units will be added in 2007 and 2008 to meet this requirement). Through the use of newer modern technologies, the Town is likely able to accommodate higher populations. The Town recently twinned the east sanitary sewer trunk line to serve future development within the Highwood residential subdivision and business development within the Devonian Business Park.

Storm water is directed by underground mains directly into the North Saskatchewan River or is collected in retention ponds for gradual dispersal into the river. A storm water retention pond, located in the vicinity of Michigan Street and Miquelon Avenue, serve existing development north of Miquelon Avenue. A pond situated within the Devonian Business Park is designed to serve all development south of Miquelon Avenue. When development occurs west of Highway 60, a storm water retention system would be needed.

The Town is traversed by many pipeline and utility right-of-ways and energy facilities, which pose development constraints. Guidelines for dealing with development in the vicinity of these utilities and facilities are included in the plan.
Issue A: Provision of Municipal Servicing

Utility extensions or upgrading will be needed in the future. Development west of the existing Highway 60 will require the extension of municipal utilities across the highway.

**Objectives**

1. To ensure that a feasibility assessment of utility extensions occurs prior to detailed planning and development.

2. To ensure that utility upgrades or extensions are planned for and incorporated into the community budget.

3. To minimize the cost of utility upgrades and/or extensions.

**Policies**

(1) The Town will ensure that in new development areas provision is made for an urban standard of municipal services, including piped water, piped sewage, a storm water management program, natural gas and franchise utilities (power, cable television and telephone).

(2) The Town will monitor the need to upgrade utility infrastructure throughout the Town to enable the scheduling of improvements, to determine the method of financing, and to allocate improvement funds toward system upgrading, when determined necessary.

(3) The Town of Devon Water Servicing Concept Design (2006, UMA) and the Town of Devon Water and Wastewater Treatment Plants evaluation (2006, GPEC) should be consulted for the general design of the water and sewage system. The Town should review these studies to ensure their contents are updated and remain relevant to the Town.

(4) Prior to the approval of an area structure plan or subdivision plan for land located west of Highway 60, a servicing scheme and geotechnical study should be prepared outlining the methods, locations, staging, problems and costs of future servicing extensions.

(5) The Town should require developers to pay for the extension of trunk utility services to new development areas.

(6) The Town shall require developers to pay for on-site servicing costs for new development areas. The developer may be required within new development areas to provide the required roadways, sidewalks, curbs, drainage ditches, storm sewers and ponds, culverts, water and sewage services and disposal, and public utilities.
Management Strategies

(1) The Town should not permit any premature installation of municipal services that would adversely affect the desired sequence of development.

(2) The Town should recommend to the subdivision approving authority that as a condition of subdivision approval, the developer enters into an agreement with the Town concerning the costs of those items, as outlined in Section 655 of the Municipal Government Act.

(3) Pursuant to the Municipal Government Act, the Town should maintain and periodically review its off-site levy by-law in respect to land that is to be developed or subdivided, to pay for the capital cost of water, sanitary sewage and storm sewer facilities and land required for these facilities and for new or expanded roads required for or impacted by a subdivision or development.
Issue B: Storm Water Management

When development occurs west of Highway 60, a storm water strategy will be needed for the area.

Objectives

1. To ensure the preparation of a storm water management plan, prior to the development of land situated west of Highway 60.

Policies

(1) The Town, with the assistance of Alberta Environment, should develop a storm water management plan for land located west of Highway 60. Developers, during the preparation of area structure plans or upon the advice of Alberta Environment during the referral of subdivision proposals, will be required to prepare and/or adhere to a storm water management plan for new development areas.

(2) The Town and/or developer will contact Alberta Environment to obtain appropriate licensing to divert water for storm water management purposes and consult with the agency in the design of storm water facilities.

Management Strategies

(1) The Town may consider the development of storm water retention/detention ponds in conjunction with a park and recreation component of the surrounding area.
**Issue C: High Water Table levels**

A number of development areas within the Town are subject to high water table levels. These areas have special requirements for development. In particular, land to the west of Highway 60 is low lying and subject to a high water table or poor soil conditions.

**Objectives**

1. To outline the requirements for subdivision and development of lands with high water table levels or poor soil conditions to ensure properties are protected from problems due to the high water table.

**Policies**

(1) The Town, or the subdivision approving authority, may require a developer to conduct geotechnical and/or water table testing for those areas being considered for subdivision or development where the water table level is suspected to be high, variable water table levels exist, or where poor soil conditions for development are suspected. A high water table level is defined as one where water is found within 3.0 metres of the ground surface.

(2) If high water table levels exist in the subject area, an alternative site may need to be chosen for development. Alternatively, the Town or subdivision approving authority shall, as a condition of subdivision or development approval, require that the developer undertake measures to address the development constraints associated with high water table levels/poor soil conditions.
**Issue D: Energy Utilities**

The many energy facilities and rights-of-way located within Devon constrain development. They fragment land, are subject to urban encroachment, and conflict with adjoining land uses. The Town must incorporate measures into the urban development and subdivision approval process to ensure the negative impacts of these facilities are mitigated.

**Objectives**

1. To ensure that urban land use and development is compatible with and not restricted by energy utility facilities.

**Policies**

1. The Town will ensure that within area structure plans:
   a) all existing, proposed and abandoned energy utilities and related resource facilities, including battery and well sites, pipeline rights-of-way, and pipeline characteristics (size, pressure and product) are identified; and
   b) existing well sites and pipeline rights-of-way etc. are integrated into subdivision design and that proposed land uses for these areas are outlined.

2. The Town will require that development be setback a suitable distance from energy utilities and resource facilities and their rights-of-way. To determine setback requirements along or near such facilities, developers will refer to the provisions of the Land Use By-law and/or consult with the Alberta Energy and Utilities Board and appropriate energy companies.

3. The Town will ensure that high density residential development, intense recreational uses for children, and institutional or public uses associated with children, are located away from the Alta Link transmission right-of-way. Where residential is proposed adjacent to the power line right of way, the developer will have a minimum of a laneway or laneway width (as per the Town of Devon Design Standards) to allow for a greater separation of residences from the lines.

4. The Town will encourage operators of energy utilities to establish utility corridors. Future energy utilities should be located adjacent to, or within, existing rights-of-way and established corridors to minimize fragmentation of the land.

5. When production ceases, the Town will encourage Alberta Environment to use its discretion in requiring the following reclamation activities:
   a) remove, as part of a single comprehensive process, all surface and subsurface facilities and contaminants to a level safe for human habitation; and,
   b) in a timely manner reclaim affected areas to a state that is equal to or better that the land previously used by the resource company so that the equivalent land capability will support urban development, including the construction of roads, utilities and buildings.

6. The Town should not support the drilling of oil or gas wells or the placement of new mineral resource related pipeline rights-of-way within the Town of Devon

7. The Town should restrict the location of resource facility operations within the Devonian Business Park.
Management Strategies

(1) Recreation areas may be developed in conjunction with utility rights-of-way.

(2) The Town should discourage any major new resource proposal being considered within the corporate limits of the Town unless they are compatible with the overall development vision of maintaining a clean & healthy urban environment
**Issue E: Waste Management & Recycling.**

The Town will encourage alternate solutions and implementation of the appropriate waste management alternatives to reach our goals to reduce waste, divert waste from landfill and increase recycling volumes.

**Objectives**

1. To reduce the amount of waste put into the landfill to a maximum of 500 kg per capita
2. To reduce Household Hazardous Waste (HHW) going to municipal landfill to zero

**Policies**

1. The Town, in cooperation with the Leduc & District Waste Management authority will endeavor to develop a waste management program that will maximize the diversion of waste from the landfill through programs that encourage reduction, recycling and reuse.
2. The Town will strive towards encouraging waste reduction through educational initiatives and voluntary participation.
3. The Town will work with the Capital Region Board and regional municipalities to effectively work on better, cleaner methods of Waste Management and Recycling.

**Management Strategies**

1. The Town should develop and implement a waste reduction educational program to encourage residential, commercial and industrial segments of the community to voluntarily work towards reducing waste levels generated.
2. If desired waste reduction targets are not achieved the Town may wish to implement local legislation limiting the amount of waste that residential, commercial and industrial clients are permitted to place out for pick-up.
3. The Town may implement a landfill ban on specified materials that are recyclable and should not be deposited into a landfill and/or have stable markets for recycled products.
4. The Town may partner with other communities in the Greater Edmonton Area to develop a regional waste management/waste reduction program.
5.4 Residential Development

Overview

Devon is a family oriented community. Community surveys indicates that there is strong satisfaction with Devon as a place to live. Most residents are initially attracted to Devon as a safe, quiet community, and the community's proximity to work.

Along with its service centre role, Devon performs a dormitory function for people working elsewhere in the region. Consequently, land development within Devon has been mostly for residential purposes, mostly in the form of single detached residences. The residential development that occurred during the 1970s was oriented to the 'first time home buyer'. In the late 90’s and through the early 2000’s Devon continues to have a high growth rate. This corresponded with economic growth trends in the region.

While the demand for affordable single detached homes is expected to continue, future demographic trends are likely to require a diversification in the housing composition to accommodate the needs of ageing families, "empty-nesters", seniors and young adults. Housing, such as condominiums, co-operatives and apartments, may meet the needs of these groups. Within the single detached housing market, opportunities remain for a wide variety of housing styles and sizes to meet all market demands from 1st time home buyers, to move up markets through to those wishing to “downsize”.

The challenge for the Town will be to provide a variety of housing alternatives to Devon residents and prospective residents, to manage the costs to the municipality associated with residential development, and to provide affordable housing while maintaining a high standard of neighbourhood and site design.
Issue A: Quality Residential Development

The Town wants to ensure that housing and neighbourhoods are of the highest possible quality while meeting community needs for affordability.

Objectives

1. To ensure that housing and residential areas are well designed and of high quality.

Policies

(1) The Town will encourage new development in established residential areas to be integrated in a manner, which is sensitive to the function, appearance and character of the existing area.

(2) Through the Area Structure Plans and Redevelopment Plans and the subdivision process, the Town of Devon should ensure that neighborhoods are designed in a manner to make them safe, attractive and well serviced through application of the following design principles:

   (a) the overall residential density of a neighbourhood should be an average of 48 persons per gross residential hectare striving for 80% single detached versus a maximum of 20% of other types of dwelling units;

   (b) stands of trees, watercourses, wetlands, ravines and other natural features should be preserved, wherever possible;

   (c) centrally located school sites should be provided, if required by the local school boards, with sites adjacent to neighbourhood parks and adjacent to collector roadways;

   (d) provide focal points (e.g. parks, squares, playgrounds, schools, community facilities, churches, etc.) within the neighbourhood to encourage cohesion and interaction;

   (e) Neighbourhood design shall integrate and connect to Town-wide trail systems by linking residential areas with open space and activity nodes through municipal, school and environmental reserves, public utility lots and planned pathways;

   (f) provision of adequate parks and open space;

   (g) locate medium and high density residential development in areas where adequate amenities are available nearby, and situated near the intersections of neighbourhood entry points and on collector roads;

   (h) arterial roads and/or natural topographic features shall form the boundaries of neighbourhoods, with collector roads providing exterior circulation, and local roads access to houses and other sites. Collector roads shall have treed boulevards with separate sidewalk(s);

   (i) neighbourhoods should be designed so collector roads could be used as future transit routes. Transit service should be provided within a 500 m walking distance of any dwelling units; and

   (j) a neighbourhood commercial site may be provided along a collector or arterial road to serve the daily needs of the neighbourhood.
(3) Through the Area Structure Plans, Redevelopment Plans and the subdivision process, the Town of Devon will consider innovative neighborhood designs that provide solutions that better respond to economic, demographic and market demands than conventional neighborhoods. Innovative designs that do not meet the criteria in (2) may include the following:

(a) have a stronger pedestrian orientation with a lesser dependence on vehicle circulation;
(b) provide more housing choice with higher density dwelling units;
(c) have an overall residential density that may exceed the average of 48 persons per gross residential hectare;
(d) allows for a neighbourhood node with a mix of activities, uses and (future) transit; and
(e) Where this type of development is proposed, the Town may require additional green space.

**Management Strategies**

(1) The Town should strive for, through the preparation of residential area structure plans, and through residential subdivision and site design, the integration or consideration of the following:

a) need for buffering of residential uses from highway, industrial, and commercial areas;
b) a choice of lane and lane-less lots;
c) variety in lot sizes and configurations;
d) maximization of south and west lot orientations;
e) variety in housing design and appearance;
f) attention to detail in the design of housing units;
g) creation of small clusters of housing (e.g. cul-de-sac and crescent arrangements);
h) dispersed, small groupings of higher density housing;
i) design of neighbourhoods on a pedestrian scale (roughly a 0.4 km or 0.25 mile radius);
j) incorporation and construction of pedestrian paths into the neighbourhood
k) incorporation of treed boulevards along residential streets;
l) location of community facilities and services, such as schools and parks, at the centre of the neighbourhood; and
m) consideration of new concepts for residential design to emphasize a sense of community and neighbourhood.
n) consideration for snow removal/storage on all arterial and collector roadways

(2) The Town may wish to develop a system of architectural controls to govern the aesthetics of a residential development.

1 A neighbourhood is an area bounded by arterial roads or natural topographic features.
Issue B: Housing Mix and Development Opportunities

Single detached dwellings, representing 78 percent of the housing stock, are the most common forms of housing in Devon. The Town wishes to remain a predominantly single detached residential community. However, through community input respondents indicated a need for affordable housing and housing for seniors and mature adults. As Devon's population ages, the need for more housing for seniors, mature adults and older families, is likely to increase.

The Town wants a variety of housing opportunities is available at any given time.

Objectives

1. To establish for the community a suitable housing mix that respects the current mix of housing yet provides a variety of housing opportunities for residents.

2. To address the immediate and future housing needs of specific groups of people.

Policies

(1) The Town, in co-operation with private developers and/or government agencies, will endeavour to provide a variety of housing types, and a range of dwelling and lot sizes, to meet the socio-economic needs of existing and prospective residents. In this regard, the Town will require that residential area structure plans allow for a variety and balance of housing development opportunities and attempt to provide housing choices within each development stage.

(2) Single detached dwellings should be the predominant housing types in new residential areas, however alternative housing forms should also be provided. A neighbourhood is an area bounded by arterial roads or natural topographic features.

a) The Town will strive for an overall community housing mixture of 80 percent single detached dwellings to 20 percent other housing types (e.g. apartments, row housing, duplexes, mobile homes, etc.).

b) In addition to a) above, any one residential neighbourhood should have a minimum of 65% single detached dwelling units and a maximum of 35% medium and high density dwelling units excepting a Town approved innovative design.
Management Strategies

(1) The Town will monitor housing needs and changing preferences in housing types and design. If the Town finds it is deficient in certain types of housing, it may assume an active role to bring suitable developments to market.

(2) The Town should encourage the development of an adequate supply of rental accommodation in Devon to allow young, single adults to remain in this community.

(3) The Town should encourage the development of housing for seniors, ageing families, and mature adults.

(4) The Town should liaise with the appropriate government and community agencies to ensure that adequate sites are available for social and senior citizens’ housing projects. It should be demonstrated that such housing would be attractive and functional in design and price. Such housing should be located close to community services/facilities.

(5) The Town will consult with the Capital Health Authority and the Leduc Foundation to consider options for seniors’ care and housing.
Issue C: Integration of Higher Density and Affordable Housing

Ensure that multi family and small residential lots and housing are integrated into the Town in a sensitive and well-planned manner and that development is of high quality and aesthetically pleasing.

Objectives

1. To ensure the integration and acceptance of multiple family housing and small residential lots into the community.

2. To ensure that areas of multiple family housing and small residential lots are of high quality and aesthetically pleasing.

Policies

(1) The Town should plan for multiple family housing developments within the context of residential area structure plans. The general location, density and amount of such housing should be specified within an area structure plan.

(2) Multiple family housing must be integrated with surrounding residential development in a sensitive and well-planned manner with special consideration given to site and building aesthetics.

(3) Prior to the approval of an application to reclassify or develop land for multiple family housing, or as part of a development agreement between the Town and the project developer, the developer may be required to submit, to the satisfaction of the Town, a development plan which indicates the proposed site and building plans, site grading, architectural standards, accessory buildings, parking and fencing details of the project, or any other information deemed necessary by the Town. It must be demonstrated that such housing will be of high quality and aesthetically appealing.

(4) The Town should encourage compatibility between different housing types and densities by:
   a) using gradual transitions in housing form or buffering to prevent significant differences in density;
   b) limiting the size of parcels and length of street frontage used for multiple unit residential development; and
   c) developing vacant reclaimed well sites at a density compatible with adjacent neighbourhood density.

1 Multiple family housing refers to a housing development which contains three or more dwelling units (e.g. row or town housing, apartment building, four-plex, etc.),

2 Small residential lots refers to a residential lot with a frontage of 12.2m or less and/or an area of 415m² or less, which is intended for the development of a single detached dwelling.
Management Strategies

(1) The following principles are guidelines for the development of multiple family housing:
   
a) In order to integrate multiple family housing into the community, the Town should limit the number of multiple family housing developments in any one area or location and encourage smaller developments which can be more easily integrated into the neighbourhood.

b) Multiple family housing should be located near major community facilities, transportation routes, public transit, schools and/or recreation areas, depending on the needs of anticipated occupants.

c) The Town should ensure that each multiple family housing development is provided with adequate areas of open space and amenities.

d) The Town should ensure that each multiple family housing development contains adequate on-site parking but that parking does not visually dominate the site.

e) The site requirements and other provisions relating to multiple family housing developments established in the Land Use By-law should be strictly enforced and considered to be the minimum acceptable standard.

f) Innovative multiple family housing strategies should be encouraged where it has been demonstrated that they will be attractive enough in design and price to warrant the relaxation of conventional housing standards.

(2) The following are guidelines for the development and integration of small residential lots (defined as lots with frontages of 12.2 m or less and/or areas of 415 m² or less):

a) In determining the number and extent of small residential lots to be allowed, the Town should consider the following:
   
   (i) cost reduction over conventionally sized lots;
   
   (ii) current inventory and apparent marketability of small residential lots;
   
   (iii) aesthetic appearance and design of small residential lot developments;
   
   (iv) impact of small residential lot developments on traffic, parking, demand for public services, park and recreational facility use; and
   
   (v) popularity of small residential lot developments in Devon and other communities.

b) Small residential lots should not be less than 9.14 m in width.

c) Small residential lots should be situated in small clusters along minor (local) residential streets.

d) It should be demonstrated that space is available on each small residential lot for the parking of two vehicles. Alternatively, lanes should be provided for small residential lot developments.
**Issue D: Mobile Home Developments**

The Town wants guidelines to evaluate proposals for mobile home development. It also wants to ensure that, if such development is permitted, it is an asset to the community in the short and long term.

**Objectives**

1. To provide guidelines for the evaluation of mobile home development and, if such development is permitted, to ensure that it is an asset to the community in the short and long term.

**Policies**

1. The Town may consider proposals for mobile home courts or subdivisions only in areas intended for residential development within the Municipal Development Plan and designated for mobile home use within the Land Use By-law.

2. Mobile home development must be integrated with surrounding residential development in a sensitive and well-planned manner, with special consideration given to site and building aesthetics.

3. Prior to the reclassification of land for mobile home use, and as part of the development agreement between the developer and the Town, the developer of a mobile home court or mobile home subdivision shall submit to the Town a development plan outlining the design details of the proposal. The development plan shall include information on site and building design, building setbacks, parking, landscaping, site grading, and any other information deemed necessary by the Town. It must be demonstrated that such housing will be attractive, of high quality, and functional in design.

4. The developer or owner of a mobile home court must enter into a maintenance agreement with the Town outlining responsibilities for the maintenance of the mobile home park, its units and the utilities serving the development. The maintenance agreement should include a ‘recourse’ clause to ensure that the maintenance of the site and units is kept at a standard acceptable to the Town.

---

3 This section applies to mobile homes which are defined as transportable dwelling units suitable for permanent occupancy, designed to be transported on wheels and, upon arrival at the site where they are to be located, are, apart from incidental operations such as placement on foundation supports and connection to utilities, ready for occupancy. These units typically have steel supporting beams. The section does not apply to modular or manufactured homes which are defined as housing units manufactured offsite, in whole or in part, transported without their own frame, and assembled on site. These units do not have steel supporting beam, running gears or wheels.
Management Strategies

(1) In deciding whether or not to support a proposal for mobile housing in Devon, the Town should consider:

   a) the current inventory and apparent marketability of mobile housing;
   b) the aesthetic appearance and design of the proposed mobile housing development; and
   c) the success of mobile housing in other communities and the conditions necessary for successful developments.
   d) availability of other types of housing suitable for the target market

(2) The Town should limit the size of any one mobile home project. As a guideline, the Town should ensure that the number of proposed mobile home units does not exceed the community's requirements for mobile housing beyond an estimated five-year supply. The Town should also compare the number of proposed mobile home units to the recommended proportion of other housing types in the community (See Section 5.4: Residential Development, Issue B, Policy (2)(a).

(3) The Town should re-evaluate the standards for mobile home courts and subdivisions in the Land Use By-law to ensure that the requirements for mobile home development are comparable to conventional single family residential standards with respect to unit and site sizes, site design and setback requirements, parking, maintenance, and landscaping, etc.
5.5 Community Development

Overview

At present, semi-public and institutional uses are generally located within, or close to, the downtown area. Devon contains a number of churches, cultural and community facilities, in addition to the Municipal Office and community centre. A regional hospital, known as the Devon General Hospital, is located in Devon, at Miquelon Avenue and Highway 60.

Devon contains five schools: Robina Baker (Kindergarten to Grade 4); Riverview Middle School (Grades 5 through 9), John Maland High School (Grades 10 to 12) Holy Spirit Catholic School (Kindergarten to Grade 6, planned to accommodate up to Grade 9) and Devon Christian School (Kindergarten to Grade 9). The schools are prominent land uses within the Town. Most are located to the east of the existing Highway 60, in older residential areas. While the schools should have sufficient capacity to accommodate population growth in the short to medium term, residential development west of Highway 60 will create the need for additional facilities.

Devon possesses a considerable number of cultural and community services and assets for a community of its size. Both the residents of the Town and the surrounding rural residents noted for its strong volunteer participation. The community wants to enhance these assets. The Town also wishes to ensure that cultural and community services and facilities are planned, in conjunction with, development and growth in Devon. As the Town's population increases; it may also be possible to provide facilities and services that were previously not available.
**Issue A: Planning for Community Services and Facilities**

The Town wants to ensure that land for facilities and services, such as schools, neighbourhood centres, and recreation and cultural facilities, is considered during the preparation of Area Structure Plans. As growth occurs, particularly west of Highway 60, there will be pressure on existing institutional facilities to expand or for new ones to be constructed.

**Objectives**

1. To ensure that land and facilities are available to meet the social, cultural, educational and spiritual needs of Devon residents.

**Policies**

1. The Town will ensure that a sufficient area of land for schools, neighbourhood entrances, emergency services, etc. is made available in new development areas and that such needs are addressed during the preparation of area structure and subdivision plans.

2. The Town, in cooperation with Black Gold Regional and the Evergreen Catholic Separate School Division will monitor the need for land for new educational facilities, particularly in association with the development of land west of Highway 60.

3. The Town will require that a minimum of ten percent of the gross developable area of land to be subdivided be dedicated for the purposes of providing municipal reserve, school reserve and/or municipal and school reserve. Where deemed appropriate by the Subdivision Authority, cash in lieu, or combination of land and cash in lieu, may be considered.

**Management Strategies**

1. Community and institutional facilities should be:
   a) located conveniently in the downtown (where possible) for those they are intended to serve;
   b) designed to allow for phased expansion;
   c) able to accommodate multiple uses, where practical;
   d) developed to meet the needs of handicapped persons; and
   e) appropriately located with respect to major activity areas, shopping and the open space system.

2. New school facilities should be centrally located in the neighbourhood and adjacent to arterial or collector roadways. The design and street pattern of new neighbourhoods should minimize walking distances and maximize safety for children travelling by foot or bicycle to and from schools.

3. The Town should ensure that, in all new subdivision and developments, allowance is made for the safe and efficient movement of emergency vehicles (fire trucks, ambulance, rescue vehicles, police) and access to emergency facilities (fire halls, hospitals, police station).

4. The Town should work with public and private providers of health, education, social and cultural services, to provide a level of service which meets community needs.

5. When developing new community facilities, the Town should strive to develop those facilities with all aspects being over-sized in respect to current needs, or designed to easily allow future expansion, in order to accommodate a growing community rather than a static community.
Issue B: Cost of Community Facilities and Services

The Town wants to ensure it will be able to provide in the future, community facilities and amenities for residents.

Objectives

1. To provide community facilities and services in a cost-effective manner.

Management Strategies

(1) The Town shall consider expansion of existing community facilities prior to the construction of new facilities.

(2) The Town should encourage the joint use of facilities and the use of school facilities for recreation or community programs.

(3) The Town should continue to support options for involving private organizations or volunteers in the provision of community facilities and programs.

(4) The Town will support the expanded use of the Devon General Hospital, to its full potential, to provide extended health care in the community.

(5) The Town will endeavour to develop community facilities in a centralized location in the downtown.
Issue C: Community Development, Cohesion and Spirit

Community spirit and volunteerism are considered community strengths for Devon. The Town wishes to build on this strength and sees volunteerism as instrumental in meeting community goals and providing community services. The Town is also committed to facilitating communication between residents, the Town, and other community groups.

Objectives

1. To assist in building community cohesion and encourage local involvement in community development.
2. To provide forums for community participation in civic affairs.

Management Strategies

(1) The Town should support the development of programs for communicating information about community affairs and developments to Town residents that the Town is dedicated to ongoing and improved communication among residents, community organizations, volunteers and the Town.

(2) To encourage public participation the Town should:

a) continue to advertise the procedures for public participation in the planning and development approval process;

b) where appropriate, involve the public in the evaluation of planning and development proposals;

c) continue to seek citizens’ views on the development of Devon through surveys and other public participation processes; and

d) allow sufficient time for citizens to make their views known.

(3) The Town should take an active role in encouraging, and expanding opportunities for volunteer and service club involvement in community development and the delivery of community services and facilities.
5.6 Business Development

Overview

Devon's commercial sector originally developed to serve the needs of Imperial Oil employees and their families. Increases in commercial and industrial development within Devon have been in response to population growth within the community and nearby country residential development.

Devon's downtown is situated toward the north part of the community and lies east of Highway 60 and south of the North Saskatchewan River valley. The shaded areas of the map shown below is considered the downtown. Retail and service uses predominate along this area while older industrial uses are still located along most of Saskatchewan Avenue to the north of the downtown area. Newer commercial uses extend along Superior Street to St. Lawrence Avenue, paralleling the existing Highway 60. Town Council adopted an area redevelopment plan, known as the Town of Devon Downtown Plan, in 1985 to guide downtown redevelopment. As the industrial business move from the Saskatchewan Avenue portion of the downtown, plans are to revitalize that area and remove the light industrial to the business park area.

The Imperial Oil Plant and ancillary facilities are predominant industrial developments in Devon. In 1981, the Town began the development of a 48 ha (119 acres) Business Park at the south end of the community known as the Devonian Business Park. At present, the business park has 53 light industrial lots with another 6.6 ha undeveloped. The park has good exposure from both the existing Highways 60 and 19, and direct access from the existing Highway 60. The Business Park is the site of the Devon Research Centre, a significant development for the Town and its business park. Other industries includes oilfield services, construction, storage facilities and the like.

The Town desires to strengthen and diversify its commercial and industrial base in order to provide employment opportunities to local residents and to diversify its tax base. The town continues to strive for more light industrial and commercial development, both in the downtown corridor and the business park.
**Issue A: Development of Devon's Business Sector**

Devon continues to strive for a vital downtown with commercial and community recreation development throughout. By keeping the major recreation facilities in the downtown, the viability of the area is expected to be kept intact. As with other small communities located within the Edmonton commuter shed, Devon's business sector strives to provide service and meet the needs of the community. The Town also wishes to strengthen its commercial and industrial functions to ease the impact of residential taxes and to provide opportunities for residents to work in the community.

**Objectives**

1. To strengthen the commercial/industrial sectors of the Town.

**Policies**

(1) The Town will provide or designate sufficient land in suitable locations in order to provide for a variety of types of commercial and industrial uses.

**Management Strategies**

(1) The Town should encourage existing businesses to consider growth and development within the Town as per the Downtown Vitalization Plan.

(2) The Town may wish to consider building size restrictions and mixture of lot sizes in the commercial areas in order to ensure appropriate compatibility of businesses.

(3) The Town should continue to seek businesses, such as research-related industries, non-polluting manufacturing, tourism-related businesses, corridor commercial businesses, or regional service contractors, which could successfully locate within the community.

(4) The Town should encourage the development of leasehold or condominium space for small industrial operations.

(5) The Town should continue with economic development initiatives.

(6) The Town should encourage tourism development within Devon and promote Devon as a tourism centre in the region.

(7) The Town should, where appropriate, continue to co-operate with the regional tourist associations to encourage tourists to visit Devon and its surrounding area.

(8) The Town will continue to encourage cottage industry or home business development in Devon but will attempt to minimize adverse impacts on downtown commercial services (See Section 5.6: Business Development: Issue B, Policy 5).

(9) The Town through the Economic Development Board and in association with the Chamber of Commerce and other associations within the town should work together to develop strategies to encourage development and serve the commercial needs of consumers.
The Town will promote positive and supportive relations between the Town, the Economic Development Board, the Chamber of Commerce and any other community organizations promoting business in Devon.

The Town should seek the assistance of other levels of government for promoting business development in Devon.
Issue B: Sustainability of Downtown

The Town wants to ensure the viability of downtown businesses and the retention of the downtown as the commercial and community core of Devon. The Town should ensure the development of a compact downtown, encourage redevelopment to maximum densities, encourage the diversification of retail, service and community uses, and differentiate between the downtown area and other commercial areas through land use, appearance and design as per the Downtown Vitalization Plan. Keeping major recreational/community facilities within the downtown will ensure that this area continues to be a destination, helping to keep businesses viable and thriving.

Objectives

1. To ensure the future viability of Devon’s downtown for business development.
2. To retain downtown Devon as the core of the business community.
3. To have connectivity to the core of the Business community both by trail and roadway systems.
4. To retain cultural and recreational facilities in the downtown.

Policies

(1) The Town is committed to the strengthening of the present downtown.

(2) The Town will encourage, through Land Use By-law provisions and development advice:
   a) the concentration of service, retail, recreational and office uses in the downtown area; and
   b) location of complementary land uses, such as community, cultural, recreational, entertainment, and public uses, and higher density residential development, within the downtown, to promote interest and variety in the commercial core.

(3) The Town will encourage the development of a compact commercial area in the designated downtown area. The Town will encourage in filling and development at maximum allowable densities within the present commercial area boundaries of the downtown. Areas immediately adjacent to the present commercial area boundaries, may be considered for redevelopment for commercial use and the expansion of the downtown area.

(4) The Town will differentiate, in terms of land use, appearance and design, between the downtown and other commercial areas of the community.

(5) The Town should encourage cottage industry or home business development in Devon but will attempt to minimize adverse impacts on downtown commercial services by:
   a) encouraging all retail sales and service business to locate within suitable commercial or industrial areas of Devon;
   b) encouraging growing retail sales and service home businesses to re-locate to suitable commercial or industrial areas of Devon;
   c) limiting the number of employees per home business;
   d) permitting within residential areas only those businesses which have no detrimental impacts, such as noise, parking or traffic disruptions, on the residential function of neighbourhoods; and
e) excluding manufacturing or industrial type operations from residential areas of the community.

(6) The Town will encourage industries and non-conforming uses to relocate from the downtown area to the Devonian Business Park or other appropriate locations in the community.

(7) Neighbourhood commercial development needs to be incorporated into new proposed residential areas at a minimum of one (1) per Area Structure Plan unless adequate commercial space is provided for within the Area Structure Plan.
Issue C: Appearance and Maintenance of Downtown Property

Community members are concerned about the appearance and maintenance of downtown property, and the preservation of the identity of the downtown area as the community's meeting place.

Objectives
1. To improve the appearance and maintenance of downtown property as per the Downtown Vitalization Plan.
2. To preserve the identity of the downtown area as the community's meeting place.

Policies
(1) The Town should strive for the development of a compact downtown business area and encourage development/redevelopment to maximum allowable densities as per the Downtown Vitalization Plan.

Management Strategies
(1) The following are principles for the design and development of downtown buildings and property. The Town should:
   a) encourage parking to the rear of the building; or, alternatively, accommodate parking on the street or in pooled areas that do not interrupt the continuity of the building front; and
   b) encourage pedestrian use through building and site design (parking on the street or at the rear of the site; addition of pedestrian furniture; pedestrian level signage, etc.).
(2) The Town and/or a community group may sponsor as per the Downtown Vitalization Plan a building facade improvement to demonstrate the relatively inexpensive improvements, which can be made to existing buildings.
(3) The Town should require property maintenance by:
   a) continuing a regular street-cleaning program;
   b) enacting and enforcing minimum property maintenance by-laws;
   c) encouraging owners of poorly maintained properties to clean up their property;
   d) giving public recognition to those owners with well maintained properties; and/or
   e) sponsoring an annual or biannual community clean-up day.
(4) Prohibit “Big box” stores in the downtown by implementing maximum sizes of commercial buildings.
**Issue D: Tourism Development**

The Devon community considers tourism development a growth industry. The Town benefits from being situated along the North Saskatchewan River and from being close to the Devonian Botanic Garden, the original site of the Leduc #1 oil well known as the Canadian Petroleum Discovery Centre, and to other nearby tourist attractions. Highway 60, running through the Town, functions as an important by-pass for tourist traffic. The Town wishes to expand tourism related business activities while minimizing the potential negative impacts of tourism such as overuse and degradation of the river valley's natural resources and potential conflicts between visitors and Devon residents.

**Objectives**

1. To expand tourism related business activities within Devon while minimizing the potential negative effects on the Town's natural resources and on community residents.

**Management Strategies**

(1) The Town should pursue tourism-related industries as part of its business development strategy.

(2) If deemed necessary, the Town should introduce, through the appropriate community documents, policies which control the number and type of tourism related businesses and limit the number of people and their access to environmentally sensitive areas of the river valley (See also Section 5.8: Environmental Protection, Issue B).
**Issue E: Compatibility and Design of Industrial Development**

The Town wants to ensure that industrial development is safe and compatible with the residential function of the community. The Town wants to take advantage of the existing highway exposure and the future accesses to the Industrial developments and also to ensure that future industrial development is of high quality and appearance.

**Objectives**

1. To ensure that industrial development is safe and compatible with residential function of the community and to ensure that future industrial development is of the highest quality and appearance.
2. To create employment which draws people to live and work in Devon.

**Policies**

(1) All new industry will be required to locate in the Industrial areas.
(2) New heavy industry, which is capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious or hazardous products beyond the boundaries of the site, will not be considered.
(3) The Town should locate industrial development away from existing and future residential areas. The Town will require the preparation of an area structure plan and development plan prior to the approval of a major industrial subdivision or development project.
(4) The Town will ensure compatible relationships between industry and other land uses by:
   a) avoiding significant changes in land use by means of a gradual transition in land use (e.g. from residential to commercial, from commercial to light industry, from light industry to medium industry or a separation that would adequately accommodate a reasonable separation, etc.); and
   b) using visual and noise buffering and distance separation between industry and other land uses.
(5) The Town, through development agreements, will establish development guidelines to ensure high quality building exteriors and site design, particularly in areas adjacent to highways or major access roads.
(6) Subdivision and/or site design will
   a) provide for a variety of parcel sizes and dimensions suitable for the types of industrial development anticipated;
   b) provide for adequate on-site parking and loading facilities;
   c) ensure adequate buffering, such as fences or planted screens, throughout the industrial park, particularly where outdoor storage areas abut other properties, public roads, and/or municipal reserves; and
   d) allow for the creation of sub-areas within the industrial park so that land uses which would benefit from either the existing Highway 60 or the newly aligned Highway 60 exposure are located close to the highway, major roadways and entrance points, and unsightly properties, or industries with storage requirements, are located away from the highway, major roadways and entrance points.
5.7 **Parks and Recreation**

**Overview**

With its park development and the North Saskatchewan River Valley, the Town of Devon provides park amenities normally expected in a much larger community. Within the developed portion of the Town, the school sites, Centennial Park, Pipeline Park and the Highwood Park provide neighbourhood to community level recreation space and facilities for organized sports, play areas and passive recreation. The school grounds contain areas for activities such as baseball, football, soccer and track sports. In proximity to the schools are several playground areas, the Town's outdoor swimming pool, an arena and a pottery clubhouse. Land within the Devonian Business Park has been developed for ball diamonds. Among many recreation amenities, the river valley hosts golf, a campground, picnic areas, walking trails and cross-country skiing trails and a conference centre. The River Valley West plan has added a wonderful addition of day use picnicking, boat launch and other natural facilities.

Future demographic trends suggest that there will be an increased need and demand for parks and recreation facilities to meet the needs of mature families, older children and seniors. Devon will continue to create multi-purpose and flexible recreation facilities, paved trails and areas to respond to changing needs.

Planning and development of the North Saskatchewan River Valley is dealt with in Section 5.8: Environmental Protection.
Issue A: Planning Park Development

The Town should ensure that land is provided for the future development of neighbourhood parks and recreation areas. To achieve this objective, a park system is presented, as well as guidelines for the amount of land required for various types of parks.

Objectives

1. To create and maintain a system of parks which meets the present and future needs of the Town's residents/users as per the requirement of the Recreation Master Plan.

Policies

(1) The Town will strive to develop a system of parks, which provides for a variety of spaces and functions to meet the needs of Devon residents and users. The park system concept is illustrated on Map 3.

The elements of the park system include:

- buffers, landscaping and/or boulevards along the Town's main street, highways and major streets;
- pedestrian walkways and multi-use paths linking neighbourhoods, parks, community facilities and services;
- tot lots and/or playgrounds;
- neighbourhood parks for passive and active recreation activities;
- playing fields incorporated with school grounds;
- development of parks, walkways, and open space along pipeline and facility rights-of-way in consultation with companies; and
- a community to district level park within the North Saskatchewan River Valley.

(2) The Town will ensure that through negotiation of the Development Agreement developers of residential neighbourhoods provide, through Municipal Reserve (M.R.) dedication, land and development and that they either develop or provide a levy towards the development of playgrounds, playing fields, buffer strips, pathways, and other recreation uses as per the requirements of the Town of Devon Recreation Master Plan.
Issue B: Recreation Facilities and Programs

As Devon grows, the demand for recreation and community facilities and programs will increase. Demographic trends suggest that there will be an increased need and demand for recreation programs to meet the needs of mature families, children and seniors. All major recreational facilities should be constructed in the core area of the Downtown in order to add to the vibrancy of the downtown. The Town of Devon should review potential redevelopment areas for future recreational development.

Objectives

1. To ensure community recreation needs are monitored and facilities and programs are responsive to changing needs.
2. To establish guidelines for the provision of recreation facilities.
3. To plan for and provide capital intensive recreation and community facilities.
4. To encourage volunteer participation in the development of recreation and community facilities.
5. To provide several community based strategies to address youth recreation needs.

Policies

(1) The Town’s Parks, Recreation and Culture Board and the Devon Recreation Master Plan, as adopted by Town Council in 2004, as amended from time to time, will be consulted when planning recreation facilities and program development in the community.

(2) The Town may require developers to contribute a per unit fee towards the development of future community facilities.
5.8 Environmental Protection

With its location along the North Saskatchewan River valley, the Town of Devon contains significant natural resources. The Town wishes to conserve and protect the natural environment within Devon, particularly the river valley and tributary ravines.

The North Saskatchewan River is recognized at the provincial and regional levels as a significant environmental and recreation resource. As a result, all land within the North Saskatchewan River Valley has been placed under a provincial restricted development regulation (Edmonton-Devon Restricted Development Area - R.D.A.) which controls the level and type of development (See Map 6: Protected Natural Areas). Any subdivision or development involving surface disturbance is subject to review and approval by the provincial government prior to approval by the municipality and should meet the requirements of the Town of Devon River Valley Master Plan.

The community of Devon wants to take advantage of the river valley amenity while ensuring that the natural environment is protected and maintained. The Town is concerned about the future of the river valley and the quality of the land and water resources. The Town believes there is a need for provincial and inter-municipal policy or guidelines on environmental protection and to deal with the impact of independent decisions, uses and developments by the communities situated along the North Saskatchewan River.
Issue A: Evaluation of Environmental Impacts

The Town of Devon wants to ensure that the environmental impact of development is considered during the planning and development of the Town.

Objectives

1. To ensure that the environmental impact of development is considered during the planning and development of the Town.

Policies

(1) The Town may require the proponent of a development or subdivision to submit, to the satisfaction of the Town, an evaluation of the environmental impacts of a proposed development or subdivision on the natural environment. A qualified environmental consultant must prepare the evaluation. An evaluation may be required in the following instances:

a) for proposed developments within the Restricted Development Area of the North Saskatchewan River valley as per Section 5.8, Issue B, and Policy 3 of this plan;

b) for new, or expanded, resource industries, resource facilities or major industrial developments; and

c) for any development with the potential to have adverse impacts on ground water supply or quality, surface water supply or quality, soil quality (potential erosion or contamination), air quality, wildlife or wildlife habitat, or other natural resources.

(2) An environmental evaluation shall:

a) describe the proposed development;

b) describe the environmental conditions that exist prior to development;

c) identify possible environmental effects of the development;

d) propose measures to lessen possible adverse effects; and

e) identify possible adverse effects for which there is no satisfactory resolution and analyze their implications.

(3) Where an Environmental Impact or Site Assessment (E.I.A or E.S.A.) is required through provincial legislation, the Town may or may not require further environmental evaluation of the proposed development. Where an E.I.A. has been prepared, the Town should assess, based on the focus and results of the E.I.A., whether or not the Town requires further environmental evaluation.
**Issue B: River Valley Planning**

Devon wants to develop the North Saskatchewan River valley as a recreation area and tourism resource while ensuring that the natural environment is protected and maintained.

**Objectives**

1. To ensure the protection of environmentally sensitive areas of the river valley.
2. To outline requirements for the planning and development of land in or immediately adjacent to the river valley.
3. To balance demands for recreational use of the river valley with protection of the natural amenities, environment and water resources.

**Policies**

(1) All subdivision applications and development proposals involving the surface disturbance of land, which are proposed within the Edmonton-Devon Restricted Development Area (See Map 6: Park System Concept), shall be referred to Alberta Environment for ministerial review and approval.

(2) In order to protect the North Saskatchewan River valley for recreational development while ensuring that the stream, shore land and valley are protected from erosion, degradation and development encroachment, the Town will:
   a) through the provisions of the Land Use By-law, ensure that development is compatible with the development of the river valley as a low intensity recreation and environmental conservation area;
   b) ensure that development is directed away from steep or unstable slopes, significant tree stands, and/or areas considered wildlife habitat and that these features are left in their natural state;
   c) discourage the removal of natural vegetation throughout the river valley, particularly on steep and/or unstable slopes;
   d) recommend that the subdivision approving authority, at the time of subdivision approval, require that land lying below the geographical top-of-the-bank of the North Saskatchewan River or its ravines be dedicated as Environmental Reserve (E.R.) and that a strip of land not less than 6 m (20 feet) in width from the top-of-the-bank, or a greater distance if recommended by Alberta Environment, be designated as Municipal Reserve (M.R.) for the purposes of public access and conservation; and
   e) ensure that development is set back a minimum of 30m from the geographical top-of-the bank of the river valley. Any proposed reduction in the 30m setback would require substantiation through a properly conducted geotechnical evaluation prepared by a qualified engineer.

(3) The Town will refer to the Town of Devon River Valley Study (CPM Planning Services Ltd., 1984) and the Edmonton-Devon RDA Biophysical Inventory (EPEC Consulting Western Ltd., 1982) the River Valley Master Plan to guide planning and development and to assess proposals for development or recreational use in the river valley, where such development or use is permitted. The areas that are included in this classification are shown on Map 6, Protected Natural Areas.

(4) The Town of Devon will attempt to preserve and integrate, wherever possible, locally significant natural features, wetlands and environmentally sensitive areas in the development of parks and open space. The areas that are currently included in this classification are shown on Map 6, Protected Natural Areas.

**Management Strategies**

(1) The Town should introduce an environmental remedial program for presently disturbed areas of the river valley.
(2) The Town should work in co-operation with river valley landowners to achieve environmental protection and recreation development goals.

(3) If deemed necessary, the Town should restrict or prohibit in the river valley tourism or recreational activities, which have the potential to degrade the natural environment. If required, the Town should implement people management strategies, such as defining user capacities, marking and limiting access to defined trails, bordering off restricted areas, hiring park employees for policy enforcement and education, and restricting further development.
**Issue C: River Water Quality**

The Town supports efforts to ensure that river water quality is maintained, improved and not degraded. The quality of storm water runoff and treated water is a concern to the Town as well as to the communities downstream from Devon.

**Objectives**

1. To control the rate and quality of storm water runoff and treated water being discharged into the river system

**Policies**

(1) The Town will endeavour to control the rate and quality of storm water discharge into the river through the use of storm water management facilities, avoiding areas of steep and unstable slopes for discharge points, and, if feasible, through water quality monitoring.

(2) The Town will attempt to prevent surface disturbance and the removal of vegetation within the river valley, which could produce slumping of land and soil into the river.

(3) The Town will work with Alberta Environment to control river valley erosion due to storm water runoff

(4) The Town will continue to monitor the quality of treated water being discharged into the North Saskatchewan River and ensure that standards set by Alberta Environment are met or exceeded.

**Management Strategies**

(1) The Town is willing to work with provincial agencies and the other municipalities bordering the North Saskatchewan River to ensure that water quality is maintained or improved.

(2) The Town is willing to work with local landowners to reduce the amount of substances being deposited on the land, which becomes a source of storm water and river pollution.
Issue D: Joint Policy and Inter-municipal Co-ordination

The Town believes there is a need for inter-municipal and/or provincial policy or guidelines on environmental protection and to deal with the impact of independent decisions, uses and developments by the communities situated along the North Saskatchewan River.

Objectives

1. To improve inter-municipal co-operation and development of mutual goals for the planning of the river valley.
2. To comply with provincial guidelines for the development of mutual goals for the planning in the river valley.

Management Strategies

(1) The Town may initiate regular meetings of the municipalities bordering the North Saskatchewan River and applicable government agencies, or undertake other suitable actions, to discuss and resolve matters of joint or inter-municipal concern, and to develop and implement policy respecting river valley and water use.
5.9 Inter-Municipal Relations

Overview

The Town of Devon functions as a small urban community within the Edmonton Metropolitan Region. It is surrounded to the south, east and west by the Leduc County and to the north, on the other side of the North Saskatchewan River, by Parkland County. Many of the acreage residents in the Parkland County share and participate in the use and planning of community services in Devon. Downstream on the North Saskatchewan River, Devon’s neighbour is the City of Edmonton.

The decisions made by the Town and, conversely, by surrounding and nearby communities, can affect and influence the other. Some of the more prominent planning issues of inter-municipal concern include potential conflicts resulting from urban and rural uses in proximity to one another; the planning, development and use of the North Saskatchewan River and its valley; and long term urban expansion. As well, the positive relations between neighbouring communities can provide many opportunities, such as the sharing of resources and facilities to reduce servicing costs. An Inter-Municipal Development Plan has been approved with Leduc County.
Issue A: Communications and Referral

The Town believes that the communication and referral of planning and development proposals among the municipalities surrounding Devon should be encouraged.

Objectives
1. To facilitate inter-municipal communication and the reciprocal referral of proposals for planning and development in Devon and its vicinity.

Policies
(1) The vicinity of Devon includes lands in Leduc County, Parkland County and along the North Saskatchewan River and its valley, as shown generally on Map 1.

(2) The Town will refer, to neighbouring municipalities for review and comment, any of the following, which may affect lands in the vicinity of the Town:
   a) the adoption of, or amendment to, this Municipal Development Plan or any Inter-Municipal Development Plan in effect;
   b) a proposed Area Structure Plan and amendments thereto;
   c) a proposed Land Use By-law, and amendments thereto; or
   d) a development permit application or development appeal hearing notice, unless, in the opinion of the Town, the planning matter is inconsequential or minor in terms of the adjacent municipality.

(3) The Town requests neighbouring municipalities to refer to it, for review and comment, all matters cited under Policy (2) above which may have an impact on lands in the Town or in an agreed upon future urban expansion area.

(4) The Town of Devon will refer to the Capital Region Board, if required, for approval:
   a) the adoption of, or amendment to, this Municipal Development Plan or any Inter-Municipal Development Plan in effect;
   b) a proposed Area Structure Plan and amendments thereto;
   c) a proposed Area Redevelopment Plan and amendments thereto; after 1st reading and prior to 3rd reading.
Issue B: Consultation on Future Urban Expansion

The Town recognizes the importance of continued and frequent discussion with Leduc County and Parkland County over issues of future urban expansion and development. Some of the policies of the Municipal Development Plan refer to the Town's preferences for the direction of future urban expansion (See Section 5.1: Growth Management; Issue C). In stating these preferences, the Town recognizes that it has no jurisdictional control over land use outside its boundaries and that the proposals for future urban expansion referred to in this plan have no force and effect, nor are they binding upon any authority or person. It is the Town's intent, through the following policies, to work with neighbouring municipalities on an ongoing basis to address the matter of future urban development and expansion. In this regard, Sections 5.1: Growth Management, Issue B and 6.4: Annexation should also be consulted.

Objectives

1. To ensure as per the Inter-Municipal Development Plan, that Leduc County is advised of and consulted regarding any proposals for urban expansion or annexation.

2. As per the Inter-Municipal Development Plan outline a planning process to consider matters of urban expansion with the Leduc County.

Policies

(1) The Town will, as per the Inter-Municipal Development Plan, regularly consult with Leduc County on matters of future urban expansion to obtain consensus on the direction of urban growth.

(2) The Town, in conjunction with an adjacent municipality, did prepare in Inter-Municipal Development Plan to:
   a) redefine the boundaries of the fringe area;
   b) identify lands in the fringe area to accommodate future urban growth;
   c) protect high capability agricultural land from premature or incompatible development; and/or
   d) deal with such matters as deemed important to the municipalities involved.
Issue C: Joint Agreements and Service Delivery

The Town’s experience is that joint agreements and service delivery by participating municipalities and agencies create a win-win situation. The Town believes that joint agreements between and among municipalities may be the direction of the future to deal with funding constraints. The Town desires to continue and expand the use of service agreements to provide a range of services for Devon residents. Agreements may be possible for the delivery of community and utility services and the sharing of facilities, equipment and personnel.

Objectives

1. To continue the use of joint agreements to deliver community services.

2. To expand joint service agreements with neighbouring municipalities and agencies where efficiencies can be realized.

Management Strategies

1. The Town supports the concept of joint agreements for the delivery of services and will work with other municipalities and agencies to maintain and expand the use of agreements to deliver a wide variety of services and facilities to Devon area residents.

2. The Town should strive to work in partnership with Leduc County to develop a vibrant industrial park in the area south of the existing highway 19 within the boundaries as identified in the annexation agreement reached between the Town of Devon and Leduc County in 2005.

3. The Town should strive to work in partnership with Leduc County to develop a vibrant industrial park in the general area south and east of the Town of Devon corporate limits as per the Inter-Municipal Development Plan.
6.0 Implementation and Review

6.1 Implementation

The Municipal Development Plan will be mainly implemented through the Town's Land Use By-law. The Land Use By-law controls the use and development of land and buildings within the municipality and, accordingly, will provide the principal day-to-day mechanism for implementing the Municipal Development Plan. The Municipal Development Plan will also be implemented through:

(a) existing area structure and redevelopment plans;
(b) the preparation of area structure plans which will outline the land use pattern, servicing system, transportation network and other matters related to the site and surrounding area;
(c) other plans, studies or standards, which may be prepared from, time to time;
(d) the subdivision and development approval processes;
(e) the Town's capital and operating budgets which provide the financial and staff resources to support the plan initiatives;
(f) co-operative planning efforts with relevant agencies at federal, provincial, regional and municipal levels; and
(g) private initiatives, including community volunteer efforts.

Soon after the adoption of the Municipal Development Plan, the Town should review its Land Use By-law, adopted area structure and redevelopment plans or other statutory documents, to ensure their conformity with the new Municipal Development Plan. Other immediate actions the Town can take to implement the MDP include the continued promotion of the Town and use of economic development initiatives to stimulate business and residential development within Devon and implementation of downtown streetscape improvements. The Town should also introduce, where necessary, specific programs to implement the plan policies and management strategies. As well, the Town should, on an annual basis, conduct an audit to report to Council on the status and success of the Municipal Development Plan policies and programs.

6.2 Regional and Statutory Plan Conformity

Pursuant to the Municipal Government Act, S.A. 2000, Chapter M-26.1., the Municipal Development Plan and future amendments to it must be consistent with the Land Use Policies and the Capital Region Growth Plan.

In accordance with the Municipal Government Act, S.A. 2000, Chapter M-26.1 the downtown plan, area structure plans, subdivision and development decisions must be consistent with the Municipal Development Plan. Although not specifically required by the Municipal Government Act, S.A., 2000, Chapter M-26.1 the Town of Devon Land Use By-law should be consistent with the provisions of this Plan. Any proposed amendment to the Land Use By-law and decisions made by the Development Officer, pursuant to the Bylaw, should be consistent with Municipal Development Plan.

The Town Council will review the Land Use By-law and any existing area structure plans for conformity with the Municipal Development Plan, and amend each, as necessary, to facilitate the implementation of the Plan.
6.3 Plan Amendment Process

Any amendments to the Municipal Development Plan must be carried out in accordance with the provisions of the Municipal Government Act, SA, 1994, Chapter M-26. 1. Residents of the Town are encouraged to participate in the associated public hearing process.

The Town Council or the general public may initiate an amendment to the Plan. Where an amendment is initiated by the general public, the Town will require the submission of such background information as is considered necessary to support the amendment prior to commencement of the by-law amendment process.

The Town will refer a proposed amendment to this Plan for comment to:
(a) Leduc County, if the amendment affects land in the Fringe Area;
(b) any public agency whose interest Council considers relevant to the proposal; and
(c) any other person or agency that Council considers necessary.

The Town will submit to the Capital Region Board for approval any proposed amendment to this plan as per the Regional Evaluation Framework.

6.4 Annexation

Annexation of additional land to the Town may be required in order to accommodate future residential, commercial and industrial growth. Several of the Municipal Development Plan policies refer to the Town's preferences with respect to the direction of future urban expansion (See Section 5.1: Growth Management; Issue C). The Town acknowledges that it has no jurisdictional control over land use outside its boundaries and that the proposals for desirable expansion areas are not binding upon any person or authority relying upon, applying, or interpreting the provisions of this plan. Through Section 5.9 Inter-municipal Relations, Issue B, it is the intent of the Town to work with Leduc County to identify areas and requirements for the long-term urban expansion of the Town. Section 5. 1: Growth Management, Issue B also lists criteria for the consideration of urban expansion and annexation applications.

Any annexation proposals should be reviewed in the context of the provisions of the Leduc County Municipal Development Plan and the policies of the Municipal Development Plan.

6.5 Planning Studies and Services

The Town will conduct detailed planning studies on community land use issues, which arise from time to time. Policies emerging from these studies may be included in this plan as amendments to it.

The Town should continue to utilize the planning services provided by private consultants and government agencies in order to implement its Municipal Development Plan.

6.6 Plan Monitoring and Review

This Municipal Development Plan is intended to be a flexible document. As conditions change, revisions and amendments to the plan will be necessary, since the management of the Town's development should take into account new development commitments, budget constraints, shifting public and political priorities and changing market conditions. Generally, the plan should be reviewed approximately every five years, or as the Council deems necessary.
Appendix 1

A.1 Overview

This appendix contains information on the review process of the 2006 Municipal Development Plan.

A.2 Plan Review Process

With annexation of approximately 324 ha Council appointed a committee consisting of:

Mr. Chris Belke, Councillor and Chairman of the Municipal Development Plan committee
Mrs. Anita Fisher, Councillor
Mr. Denis Preece, Councillor
George Brown, Economic Development Board
Art James, Economic Development Board
Randy Brunatti, Recreation and Culture Board
Ray Ralph, Chamber of Commerce
David James, Chamber of Commerce.

The committee also had administrative support that consisted of Chris Jardine, Chief Administrative Officer, Randy Bertrand, Manager of Economic Development, Rod Fraser, Director of Public Works and Land Services and Marilyn McMartin, Development Officer as advisors.

In October, 2005 the committee held its first meeting to review and develop a new Municipal Development Plan for the Town of Devon. At this time the committee, in conjunction with Town administration ordered studies on technical information, infrastructure requirements, transportation requirements, etc. Various engineering firms and consultants, commercial needs and tax base assessments were contract and reviewed by the committee. The committee held meetings with various stakeholders including owners and developers of the newly annexed lands, the commercial business owner, the industrial business owner and stakeholders including all government bodies where notification is required by the Municipal Government Act, Oil and Gas and power companies who have rights of ways or other interests within the Town limits, school districts, health board, Sprucedale Water Coop and both Parkland and Leduc County. Two public meetings were advertised and scheduled for February 23, 2006 and March 4, 2006 to receive public input on what the residents felt would be important in the planning of the Town of Devon. The Economic Development Committee held a focus group meeting on what residents felt was important to the future needs of Devon and these comments were also reviewed by the committee. The committee incorporated those findings into a newly drafted Municipal Development Plan and again held public meetings for citizens to review the proposed plan. These meeting were held in July 2006. The committee reviewed the comments from the public and the plan was presented to Council on 14th August 2006 for first reading of the bylaw and a Public Hearing was scheduled for 25th September 2006. Second reading was given on 25th September 2006 with third and final reading on 10th October 2006.
Appendix 2

MAPS

(maps follow this page)

MAP 1  Regional Setting
MAP 2  Future Land Use Policy
MAP 3  Parks & Open Space
MAP 4  Transportation
MAP 5  Utility Systems
MAP 6  Protected Natural Areas