Town of Devon

Municipal Development Plan

August 2017
ISL Engineering and Land Services Ltd. is an award-winning full-service consulting firm dedicated to working with all levels of government and the private sector to deliver planning and design solutions for transportation, water, and land projects.
# Table of Contents

1.0 Introduction .................................................................................................................. 1  
  1.1 Background .................................................................................................................. 1  

2.0 Role of the Municipal Development Plan and Context ........................................... 2  
  2.1 Role of the Municipal Development Plan .................................................................. 2  
  2.2 Building on Other Planning and Strategic Documents ........................................... 3  
  2.3 Planning Hierarchy ...................................................................................................... 4  

3.0 Vision Statement and Guiding Principles .................................................................. 5  

4.0 Historical Growth Population Growth and Projections ........................................... 6  
  4.1 Historical Population Growth ..................................................................................... 6  
  4.2 Population Projections .............................................................................................. 8  

5.0 Development Constraints .......................................................................................... 11  

6.0 Policy Areas .................................................................................................................. 12  
  6.1 Economy and Finance: How we generate wealth ...................................................... 13  
  6.2 Land Use, Neighbourhoods and Homes: Where we live and work ....................... 15  
  6.3 Transportation: How we get around ........................................................................ 23  
  6.4 Infrastructure and Energy: What supports our basic needs .................................... 25  
  6.5 Natural Environment: What we depend on to survive and thrive ....................... 28  
  6.6 Parks, Recreation and Culture: How we strengthen our bodies and refresh our souls 31  
  6.7 Health and Well-being: How we stay healthy and socially active ....................... 33  
  6.8 Learning and Education: How we exercise our minds ........................................... 35  
  6.9 Partnerships and Capacity: How we deliver on the other focus areas and goals ...... 36  

7.0 Implementation ........................................................................................................... 39  

8.0 Glossary ....................................................................................................................... 40  

## TABLES

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 4.1</td>
<td>Town of Devon Population History, 1951–2016</td>
</tr>
<tr>
<td>Table 4.2</td>
<td>Town of Devon Adjusted CRB Population Projections, 2014–2047</td>
</tr>
</tbody>
</table>

## FIGURES

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 4.1</td>
<td>Town of Devon Population History, 1951–2016</td>
</tr>
<tr>
<td>Figure 4.2</td>
<td>Town of Devon Adjusted CRB Population Projections, 2014–2047</td>
</tr>
<tr>
<td>MAPS</td>
<td>following page</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Map 1: Regional Context</td>
<td>42</td>
</tr>
<tr>
<td>Map 2: Historical Growth of Devon</td>
<td>42</td>
</tr>
<tr>
<td>Map 3: Land Use Plan in Effect</td>
<td>42</td>
</tr>
<tr>
<td>Map 4: Development Constraints</td>
<td>42</td>
</tr>
<tr>
<td>Map 5: Land Use Concept</td>
<td>42</td>
</tr>
<tr>
<td>Map 6: Circulation</td>
<td>42</td>
</tr>
<tr>
<td>Map 7: Infrastructure (Utility Systems)</td>
<td>42</td>
</tr>
<tr>
<td>Map 8: Environmental Features</td>
<td>42</td>
</tr>
<tr>
<td>Map 9: Community Facilities and Open Space</td>
<td>42</td>
</tr>
<tr>
<td>Map 10: EMRGP Regionally Significant Features</td>
<td>42</td>
</tr>
<tr>
<td>Map 11: EMRGP Metropolitan Structure Alignment</td>
<td>42</td>
</tr>
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</table>
1.0 Introduction

Connecting Devon is the Town of Devon’s Municipal Development Plan. The Municipal Development Plan provides a Vision, Principles, Objectives, Goals and Policies to provide statutory direction to development and growth to 2045.

The Municipal Development Plan is a result of a parallel process of developing an Integrated Community Strategic Plan. The Municipal Development Plan’s close alignment with the Integrated Community Sustainability Plan ensures that land use decisions are rooted in Devon’s long term the sustainability goals.

The Town of Devon recognizes its role in demonstrating leadership in growing and developing land in a responsible manner. The Town’s commitment to sustainability is demonstrated in this Municipal Development Plan through policies that address contiguous and compact development, the integration of infrastructure with land use, alternative and renewable energy, the conservation of natural area, and ensuring citizens have access to natural areas and community services.

The Municipal Development Plan is also reflects the regional framework for growth as established in the Edmonton Metropolitan Region Growth Plan. As a member municipality, Devon has the responsibility of implementing the policies of its growth plan primarily through statutory planning documents including the Municipal Development Plan and subsequent Area Structure Plans. This Municipal Development Plan recognizes Devon’s role in the Metropolitan Structure as a sub-regional and urban centre, providing for land use policies to meet population and employment projections established by the Growth Plan, and density targets for built-up and greenfield areas.

Connecting Devon recognizes its growth and evolution through its principles that focus on providing physical and social connections to places, spaces and each other, while rooted in the desire to demonstrate sustainability leadership in alternative and renewal energy.

1.1 Background

In 2015, the Town annexed 271 hectares from Leduc County for the purposes of accommodating growth of the Town over the long term. This area is called Battery Creek, and the Town has developed an Area Structure Plan for this area concurrently with the Integrated Community Sustainability Plan and Municipal Development Plan.

The annexation, and the population projections provided by the Capital Region Board would result in an almost doubling of Devon’s population. The Municipal Development Plan is a strategic response to the Town’s projected growth and evolution, as well as direction emerging from the Edmonton Metropolitan Growth Plan and changes to the Municipal Government Act through its Municipal Development Plan.
2.0 Role of the Municipal Development Plan and Context

2.1 Role of the Municipal Development Plan

Connecting Devon has been prepared in accordance to the Municipal Government Act and proposed amendments established by Bill 21. The policies of the Municipal Development Plan provides a baseline from which to work with intermunicipal partners to established required Intermunicipal Collaboration Frameworks and Intermunicipal Development Plans.

In addition to the legislative requirements established by the Act, other key provincial direction required for the preparation of a Municipal Development Plan is provided by the Alberta Land-use Framework and the Edmonton Metropolitan Region Growth Plan.

**Alberta Land-use Framework**

The Alberta Land Stewardship Act (ALSA) guides the Alberta Land-use Framework (LUF), which establishes a regional planning approach to managing the province’s land and natural resources to achieve Alberta’s long-term economic, environmental and social goals. The LUF identifies seven land-use regions and calls for the development of a regional plan for each.

The regional plans are to integrate provincial policies, set out regional land use objectives and provide guidance for land use decisions within each region. Ultimately, the regional plans must demonstrate how major provincial policies will align with each other at the regional level.

**Edmonton Metropolitan Region Growth Plan**

The Edmonton Metropolitan Region Growth Plan sets a path to manage growth over the next 30 years through a comprehensive and integrated policy framework. The Growth Plan recognizes the distinct roles, opportunities and constraints for growth of its member municipalities, and this is reflected in the Metropolitan Structure. Map 1: Regional Context illustrates Devon in the context of the larger Capital Region as a member municipality.

As a sub-regional and urban centre, Devon is a service centre for the surrounding rural area, and provide a local level of service such as employment, retail, education, community centres and recreation as well as government, health and supportive services.

As a statutory plan, Connecting Devon must implement and demonstrate alignment with Growth Plan policies as they apply to sub-regional and urban centres, as well as policy areas of:

- Economic competitiveness and employment;
- Natural living systems;
- Communities and housing;
- Integration of land use and infrastructure;
- Transportation systems; and
- Agriculture.
2.2 Building on Other Planning and Strategic Documents

Several strategic planning documents provided initial direction to the development of the MDP. Current statutory plans in effect are illustrated on Map 3: Land Use Plans in Effect.

Integrated Community Sustainability Plan

The Connecting Devon Integrated Community Sustainability Plan is Devon’s vision for an inspiring and successful future, and it includes first steps for how to get there. It will guide community decision-making and action as we move toward 2045.

The Municipal Development Plan is structured to align with the objectives and goals and establishes the policy framework to implement the land use aspects of the Integrated Community Sustainability Plan. The Integrated Community Sustainability Plan covers all community systems at a high level. Therefore, it links to all other plans in some manner, whether it is a plan related to land use and conservation, or the local economy and self-governance.

The Integrated Community Sustainability Plan includes:

Where we want to go: Our vision, guiding principles and goals, which together describe our shared community vision for the future. 

Where we are today: A snapshot of what Devon is like today, including our strengths, challenges, opportunities and threats so we have a sense of the present.

How we’re moving forward: Our strategic priorities that will help us focus our efforts and resources over the coming years.

Intermunicipal Development Plan

Leduc County and the Town of Devon Intermunicipal Development Plan (IDP) was originally adopted in May 2011. Its purpose is to provide a coordinated and collaborative framework for managing the use and development of land adjacent to the boundaries of the Town of Devon and Leduc County. The IDP provides policy statements with respect to economic development, residential development, commercial development, industrial development, community and institutional development, environment and open space, transportation, municipal servicing, and water servicing.

Recreation Master Plan

The Town of Devon approved a Recreation Master Plan in March 2016. The Recreation Master Plan provides a comprehensive plan for parks, culture and recreation in Devon. The Plan focuses on connecting people and nature, active living, inclusion and access, creating a supportive environment, and building recreation and community capacity. The Plan also outlines eleven strategic priorities, and describes more specific action items that are designed to build capacity and leadership, identify short term projects, and long term focused planning. These strategic priorities will be considered through the development of the MDP.
River Valley Master Plan
The River Valley Master Plan was prepared in February 2011. The Plan establishes a vision that Devon’s river valley is a connected and memorable waterfront and park system, and regional attraction for residents and tourists. The Plan also establishes a long range development plan for the river valley over the next 10 years, which includes Voyageur Park consisting of a west, east and central green among other amenities and the Golf Course/Lion Campground. The plan identifies trail linkages throughout Devon, including a trail through the Battery Creek ravine and trail connections from the lands west of Battery Creek to the Battery Creek area.

Communications Plan
Devon’s Communications Plan, adopted in 2015, lays the foundation for a strategic approach to communication. This Plan focuses on building relationships with main stakeholder groups through sustainable and timely communication. It emphasizes the municipality’s commitment to open, two-way dialogue, listening to the community and all staff working collaboratively to engage citizens.

The direction provided in the Communications Plan has informed the development of the Engagement Plan that supported this ICSP, MDP and Battery Creek ASP process and approach.

2.3 Planning Hierarchy
Connecting Devon will guide land use decision making in Devon to 2045. With changes to the Municipal Government Act, the hierarchy of plans now includes Intermunicipal Collaboration Frameworks and Intermunicipal Development Plans for municipalities that are not members of a growth board (e.g. Capital Region Growth Board), or to address matters not covered in the scope of Growth Plan. The planning hierarchy is presented below.

Subsequent statutory plans (Area Structure Plans, Area Redevelopment Plans, and Neighbourhood Structure Plans) must align and implement the policies of the Municipal Development Plan.
3.0 Vision Statement and Guiding Principles

Embedded within the Town’s Communications Plan is a vision for the Town, which has been carried forward to form the vision for Connecting Devon. Several key principles were formed to support the vision and guide the future development and growth within the Town of Devon. The vision and principles are shared with the Integrated Community Sustainability Plan to ensure that Devon’s sustainability principles guide future growth and development.

Vision Statement

Devon is a healthy, active, sustainable and inclusive community.

Guiding Principles

Environmental Sustainability: Ensuring ecosystems are healthy by avoiding continuous encroachment into natural areas, and by reducing and eventually eliminating the ongoing build-up of synthetic materials, toxins, metals and fossil fuels in nature.

Social Sustainability: Being inclusive and free of barriers for all people, so they can meet their physical and emotional needs, regardless of age, ability, income or ethnicity.

Economic Sustainability: An economic system that is strong resilient, adaptable and more localized; one that avoids undermining the social and ecological systems which it is dependent.

Smart Growth: Development that supports our overall sustainability objective by prioritizing infill, redevelopment, and densification strategies, which aim to enhance the quality of life, avoid continuous encroachment into the natural environment, maintain ecological integrity, and save money over time.
4.0 Historical Growth Population Growth and Projections

The policies of Connecting Devon is rooted in an understanding of historical population growth, and the population projections provided by the Capital Region Board to 2047.

4.1 Historical Population Growth

Devon was incorporated as a village on December 31, 1949 and then as a town on February 24, 1950. Table 4.1 presents the Town of Devon’s population history since incorporation according to both federal and municipal census results. Overall and average annual growth rates between federal censuses (every five years) and municipal censuses (varies from annually to seven years) are provided. The overall and average annual absolute growth is also provided and growth levels are assigned based on the average annual growth rates observed.

The growth pattern resulting from historical population growth is illustrated on Map 2: Historical Growth of Devon.

Table 4.1: Town of Devon Population History, 1951–2016

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Census History</th>
<th></th>
<th>Municipal Census History</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Change Over Period</td>
<td>Average Annual Growth</td>
<td>Average People per Year</td>
</tr>
<tr>
<td>1951</td>
<td>842</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>1955</td>
<td>1,512</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>1956</td>
<td>1,429</td>
<td>69.7%</td>
<td>11.2%</td>
<td>117</td>
</tr>
<tr>
<td>1958</td>
<td>1,512</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>1961</td>
<td>1,418</td>
<td>-0.8%</td>
<td>-0.2%</td>
<td>-2</td>
</tr>
<tr>
<td>1966</td>
<td>1,283</td>
<td>-9.5%</td>
<td>-2.0%</td>
<td>-27</td>
</tr>
<tr>
<td>1970</td>
<td>1,398</td>
<td>-1.8%</td>
<td>-0.3%</td>
<td>-4</td>
</tr>
<tr>
<td>1971</td>
<td>1,468</td>
<td>14.4%</td>
<td>2.7%</td>
<td>37</td>
</tr>
<tr>
<td>1973</td>
<td>1,502</td>
<td>3.9%</td>
<td>1.9%</td>
<td>28</td>
</tr>
<tr>
<td>1975</td>
<td>2,268</td>
<td>51.0%</td>
<td>22.9%</td>
<td>383</td>
</tr>
<tr>
<td>1976</td>
<td>2,786</td>
<td>89.8%</td>
<td>13.7%</td>
<td>264</td>
</tr>
<tr>
<td>1978</td>
<td>3,336</td>
<td>20.7%</td>
<td>9.9%</td>
<td>286</td>
</tr>
<tr>
<td>1979</td>
<td>3,475</td>
<td>4.2%</td>
<td>4.2%</td>
<td>139</td>
</tr>
</tbody>
</table>

1 Compounded average annual growth rates.
2 For the purpose of this analysis, a “low” growth level is an average annual growth rate of 1.0% or less and a “high” growth level is an average annual growth rate of 3.0% or greater. A “moderate” growth level is an average annual growth rate of between 1.0% and 3.0%.
## Table 1: Federal Census History and Municipal Census History

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Census History</th>
<th>Municipal Census History</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Change Over Period</td>
</tr>
<tr>
<td>1980</td>
<td>3,669</td>
<td>5.6%</td>
</tr>
<tr>
<td>1981</td>
<td>3,885</td>
<td>39.4%</td>
</tr>
<tr>
<td>1982</td>
<td>3,931</td>
<td>3.3%</td>
</tr>
<tr>
<td>1986</td>
<td>3,691</td>
<td>-5.0%</td>
</tr>
<tr>
<td>1988</td>
<td>3,752</td>
<td>-4.6%</td>
</tr>
<tr>
<td>1989</td>
<td>3,956</td>
<td>5.4%</td>
</tr>
<tr>
<td>1991</td>
<td>4,082</td>
<td>10.6%</td>
</tr>
<tr>
<td>1992</td>
<td>4,082</td>
<td>2.8%</td>
</tr>
<tr>
<td>1994</td>
<td>4,380</td>
<td>7.7%</td>
</tr>
<tr>
<td>1996</td>
<td>4,496</td>
<td>10.1%</td>
</tr>
<tr>
<td>2000</td>
<td>4,808</td>
<td>9.8%</td>
</tr>
<tr>
<td>2001</td>
<td>4,969</td>
<td>10.5%</td>
</tr>
<tr>
<td>2003</td>
<td>5,315</td>
<td>10.5%</td>
</tr>
<tr>
<td>2005</td>
<td>6,095</td>
<td>14.7%</td>
</tr>
<tr>
<td>2006</td>
<td>6,256</td>
<td>25.9%</td>
</tr>
<tr>
<td>2009</td>
<td>6,361</td>
<td>4.4%</td>
</tr>
<tr>
<td>2011</td>
<td>6,510</td>
<td>4.0%</td>
</tr>
<tr>
<td>2014</td>
<td>6,650</td>
<td>1.8%</td>
</tr>
<tr>
<td>2016</td>
<td>6,578</td>
<td>1.0%</td>
</tr>
</tbody>
</table>


Figure 4.1 illustrates the historical population growth of the Town of Devon by census type from 1951 to 2016 as presented in Table 1 above.
4.2 Population Projections

The Capital Region Board (CRB) prepared a set of population projections for the Capital Region by municipality in 2013 and accepted these projections as information. The projections had a baseline of 2014 and a horizon of 2044 and included two scenarios – a Low Case and a High Case.

In early 2015, the CRB accepted an adjusted version of the 2014 population projections based on the outcomes of municipal censuses that were conducted in 2014 for the purposes of the Capital Region Growth Plan (CRGP) Update. The adjusted version replaced the estimated 2014 baseline populations with actual 2014 municipal census counts for those municipalities that conducted municipal censuses, but retained the originally estimated average annual growth rates through to 2044.

The Town of Devon was one of the numerous municipalities affected by the 2015 adjustments to the 2013 CRB population projections. Originally, the CRB estimated Devon to have a 2014 baseline population of 7,000, a 2044 horizon population of 11,800 in the Low Case, and a 2044 horizon population of 13,900 in the High Case. However, the Town of Devon’s 2014 municipal census counted an actual population that was lower at 6,650. As a result, the adjusted version of the CRB population projections resulted in lower population estimates for Devon in 2044 under both the Low Case and High Case scenarios.

Table 4.2 presents the adjusted population projections for the Town of Devon that were accepted by the CRB in early 2015. As it is now currently 2017, these projections have been extrapolated three years for a full 30-year range to a horizon of 2047.
Table 4.2: Town of Devon Adjusted CRB Population Projections, 2014–2047

<table>
<thead>
<tr>
<th>Year</th>
<th>CRB Low Adjusted</th>
<th>CRB High Adjusted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Original Population</td>
<td>Change Over Period</td>
</tr>
<tr>
<td>2014</td>
<td>6,650</td>
<td>—</td>
</tr>
<tr>
<td>2015</td>
<td>6,766</td>
<td>1.8%</td>
</tr>
<tr>
<td>2016</td>
<td>6,885</td>
<td>5.8%</td>
</tr>
<tr>
<td>2017</td>
<td>7,005</td>
<td>1.8%</td>
</tr>
<tr>
<td>2018</td>
<td>7,128</td>
<td>1.8%</td>
</tr>
<tr>
<td>2019</td>
<td>7,253</td>
<td>1.8%</td>
</tr>
<tr>
<td>2020</td>
<td>7,380</td>
<td>1.8%</td>
</tr>
<tr>
<td>2021</td>
<td>7,509</td>
<td>9.1%</td>
</tr>
<tr>
<td>2022</td>
<td>7,640</td>
<td>1.8%</td>
</tr>
<tr>
<td>2023</td>
<td>7,774</td>
<td>1.8%</td>
</tr>
<tr>
<td>2024</td>
<td>7,910</td>
<td>1.8%</td>
</tr>
<tr>
<td>2025</td>
<td>8,049</td>
<td>1.8%</td>
</tr>
<tr>
<td>2026</td>
<td>8,190</td>
<td>9.1%</td>
</tr>
<tr>
<td>2027</td>
<td>8,333</td>
<td>1.8%</td>
</tr>
<tr>
<td>2028</td>
<td>8,479</td>
<td>1.8%</td>
</tr>
<tr>
<td>2029</td>
<td>8,627</td>
<td>1.8%</td>
</tr>
<tr>
<td>2030</td>
<td>8,778</td>
<td>1.8%</td>
</tr>
<tr>
<td>2031</td>
<td>8,932</td>
<td>9.1%</td>
</tr>
<tr>
<td>2032</td>
<td>9,088</td>
<td>1.8%</td>
</tr>
<tr>
<td>2033</td>
<td>9,247</td>
<td>1.8%</td>
</tr>
<tr>
<td>2034</td>
<td>9,409</td>
<td>1.8%</td>
</tr>
<tr>
<td>2035</td>
<td>9,574</td>
<td>1.8%</td>
</tr>
<tr>
<td>2036</td>
<td>9,742</td>
<td>9.1%</td>
</tr>
<tr>
<td>2037</td>
<td>9,912</td>
<td>1.8%</td>
</tr>
<tr>
<td>2038</td>
<td>10,086</td>
<td>1.8%</td>
</tr>
<tr>
<td>2039</td>
<td>10,262</td>
<td>1.8%</td>
</tr>
<tr>
<td>2040</td>
<td>10,442</td>
<td>1.8%</td>
</tr>
<tr>
<td>2041</td>
<td>10,625</td>
<td>9.1%</td>
</tr>
<tr>
<td>2042</td>
<td>10,811</td>
<td>1.8%</td>
</tr>
<tr>
<td>Year</td>
<td>CRB Low Adjusted</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----------------</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>Original Population</td>
<td>Change Over Period</td>
</tr>
<tr>
<td>2043</td>
<td>11,000</td>
<td>1.8%</td>
</tr>
<tr>
<td>2044</td>
<td>11,192</td>
<td>1.8%</td>
</tr>
<tr>
<td>2045</td>
<td>11,388</td>
<td>1.8%</td>
</tr>
<tr>
<td>2046</td>
<td>11,588</td>
<td>9.1%</td>
</tr>
<tr>
<td>2047</td>
<td>11,790</td>
<td>1.8%</td>
</tr>
</tbody>
</table>

Source: Capital Region Board, 2015 (2014-2044) and ISL Engineering and Land Services, 2017 (2045-2047)

Figure 4.2 illustrates the projected population growth of the Town of Devon according to the 2015-adjusted CRB population projections by scenario from 2014 to 2047 as presented in Table 4.5 above.

Figure 4.2: Town of Devon Adjusted CRB Population Projections, 2014–2047

Source: Capital Region Board, 2015 (2014-2044) and ISL Engineering and Land Services, 2017 (2045-2047)
5.0 Development Constraints

Consideration to the growth and development of Devon are the natural features, resource extraction and oil and gas facilities in addition to utility rights-of-way. As a result of these features, policies must consider:

- Potential impacts and appropriate mitigation to inform land use management decisions.
- Protection and conservation of tributaries, wetlands, including the North Saskatchewan River Valley and Ravine Slopes, Battery Creek Slopes and Rabbit Hill Creek Slopes.
- Presence of rare elements of concern (vegetation and wildlife) within the Town.
- Flood risk areas along the North Saskatchewan River (northeast and northwest Devon)

Map 4: development Constraints, depicts areas that may constrain development, and may be subject to legislation, regulations and policy. Through the planning process, further technical study and analysis is required, and this is reflected in policy.
6.0 Policy Areas

The follow sections establish the growth and development policies of Devon’s Municipal Development Plan, Connecting Devon.

Structure of the Plan

The policies align with focus areas established by the Integrated Community Sustainability Plan, and reflect the guiding principles established at the outset of the Integrated Community Sustainability Plan and Municipal Development Plan process. They are:

- Economy and Finance
- Land Use, Neighbourhoods and Homes:
- Transportation
- Infrastructure and Energy
- Natural Environment
- Parks, Recreation and Culture
- Health and Well-being
- Learning and Education
- Partnerships and Capacity

Interpretation

1. The policies are deliberate statements that indicate the direction to guide the Town’s growth and development. Throughout the policies, the following language of compliance is used:
   - Where “shall” is used in a policy, the policy is considered mandatory.
   - Where “should” is used in a policy, the intent of the policy is mandatory, but can be varied (discretionary).
   - Where “may” is used in a policy, the policy is recommended for best practice.

2. The future development pattern for the Town is shown on Map 5: Land Use Concept. Development shall conform to this map and the policies within this Municipal Development Plan.
6.1 Economy and Finance: How we generate wealth

6.1.1 Introduction

Diversification of Devon’s economy is vital for the Town to ensure that future growth and development is fiscally sustainable. While Devon will continue to grow its residential tax base, the Town must diversify the tax base and proactively pursue a higher percentage of growth in its non-residential tax base. This will be achieved by encouraging more diverse economic opportunities and uses within the Town’s commercial and industrial sectors. A more diverse economic base and increasing local business and employment will improve Devon’s ability to afford the capital investment, operating and maintenance costs associated with planned and new infrastructure, community services and programs required to meet community needs.

6.1.2 Objective

By 2044 Devon’s economy is strong, and has become more diversified and localized, offering meaningful employment opportunities and increasing the non-residential tax base.

6.1.3 Goals

Devon has a healthy economy, where opportunities for commercial and industrial development have helped to create a viable mix between the residential and non-residential tax base.

Devon’s economy has diversified to become more resilient; it is connected to its oil and gas roots, while also leveraging and supporting the transition toward more high tech, green and renewable energy economies.

A critical mass and diversity of locally-owned businesses offer the products and services needed by the community; they are thriving and help to maintain Devon’s small-town character.

Devon has a skilled workforce and there are many opportunities for meaningful and well-paying employment in the community.

Economic activities use land and resources efficiently, protect natural and residential areas, and are transitioning to the use of renewable energy and sustainable materials.

6.1.4 Policies

A. Overall

1. Promote development of a diverse and stable local economy by:
   a. Identifying and protecting an adequate supply of employment lands in the community to accommodate the employment projections specified for Devon in the Edmonton Metropolitan Region Growth Plan;
   b. Encouraging diversification of the energy sector to attract and support new industries – green energy, manufacturing, and technology;
   c. Supporting the growth and diversification of the commercial sector to attract new tourism and recreation activities, and expanding existing business activities;
   d. Sustaining investment in infrastructure to ensure an adequate level of services is provided to support local employment lands in Devon’s built-up urban area,
   e. Defining and protecting a supply of local employment lands in Industrial areas to accommodate a mix of jobs, services, and amenities.

2. Acknowledge the role of home based businesses as contributing to Devon’s local economy and innovation, and ensure that development regulations pertaining to home based business activity in a
residential area are clearly articulated and enforceable, and recognize the downtown as the core of the business community.

3. Foster local entrepreneurship within Devon with a focus on diversifying the energy sector, and attracting new industries such as, but not limited to renewable and alternative energy and related downstream businesses and services.

4. Contribute to and support regional economic development initiatives pursued by municipal partners within the Capital Region and other regional stakeholders to leverage economic development initiatives.

5. Coordinate and collaborate with the Government of Alberta and the Capital Region Board to support efficient access to regional infrastructure and enhance competitiveness through the efficient movement of people, goods and services to, from and within the Capital Region.

B. Downtown

1. Accommodate smaller-scale local office, business and commercial land use and employment opportunities in the downtown.

2. Designate and support the growth of local employment areas in the built-up urban area as generally depicted in Schedule 3B of the Edmonton Metropolitan Region Growth Plan for local business activities to support complete communities and a diversified tax base.

3. Promote and strengthen the existing and future downtown businesses through planning and coordinating infrastructure and related services to achieve employment and diversification opportunities.

4. Encourage non-residential development that will incorporate and support green building practices and the value chain of renewable and alternative energy initiatives in the downtown.

5. Continue to work with landowners in the downtown to encourage support for and level of participation in redevelopment efforts.

C. Tourism

1. Leverage Devon’s recreation and natural environment assets to encourage and promote tourism opportunities to support a diversified local economy and strong tourism sector. These assets include, but are not limited to, the trail head of the River Valley Alliance trail to Fort Saskatchewan, recreational tournaments, and river-based adventures (canoe routes).

2. Create and implement supportive economic development programs with a focus on destination (downtown) retail, outdoor recreation, food services, accommodation to attract visitors to Devon.

D. Industry

1. Direct new light and medium industrial development to locate in local employment areas indicated on Map 5: Land Use Concept.

2. Heavy industrial development is not permitted within the Town.

3. Require new and expansion of light and medium industrial development on lands adjacent or proximate to non-industrial development to:
   a. consider and assess potential adverse impacts on existing residential developments in the surrounding area;
   b. incorporate natural buffers and setbacks in the design of the on-site development to minimize and mitigate potential adverse impacts off-site;
   c. consider incorporation of eco-industrial approaches in the planning and design of the development including, but not limited to, wastewater re-use and integrated treatment systems, heat exchange networks, green technology and green building practices.


5. Explore and develop a strategy and policies for innovative and fiscally responsible approaches that will enable the Town to secure and maintain a supply of serviceable industrial land.
E. **Renewable Energy**

1. Explore and develop strategic plans to support municipal initiatives to plan, develop and promote energy conservation, energy recovery and the use of alternative and renewable energy systems. This may include:
   a. Innovation in research, ownership models, and distribution
   b. Entrepreneurship
   c. Downstream infrastructure and business
   d. Demonstration projects

F. **Finance**

1. Continuing to operate, maintain and distribute utility (water, wastewater, and gas) services via municipally-owned infrastructure to optimize existing infrastructure investment.
2. Explore the long term financial benefits and risks associated with municipally-owned fiber optics. The assessment must consider operations, maintenance and distribution.
3. Require the developer to construct and pay for the full cost of infrastructure necessary to facilitate proposed development.

G. **Grants**

1. Pursue government programs for the rehabilitation of existing municipal infrastructure and the provision of new municipal infrastructure required to meet community needs to support the Town’s fiscal sustainability.

6.2 **Land Use, Neighbourhoods and Homes: Where we live and work**

6.2.1 **Introduction**

This policy area includes all development in the Town of Devon including residential, commercial and industrial development, growth management and urban design.

Devon’s assets as a small town reflect a focus on renewable and alternative energy, access to natural areas including the North Saskatchewan River Valley and ravines, and its strong community engagement offer opportunities with respect to land use, neighbourhoods and homes to address its challenges of revitalizing the downtown while developing greenfield areas, and providing employment opportunities within its boundaries.

As a member of the Capital Region Board, Devon has a responsibility to actively implement and promote the objectives and policies of the Edmonton Metropolitan Region Growth Plan. The coordinated growth of the Capital Region and the Town of Devon will facilitate regional objectives, while also fulfilling the goals for the Town.

6.2.2 **Objective**

The community has a range of land uses and housing forms, services and parks and open space.

6.2.3 **Goals**

Downtown is a destination within Devon. It is pedestrian oriented and vibrant. Downtown is our commercial hub, and is supported by residential land uses integrated within and surrounding its boundaries. Downtown reflects Devon’s history and character.
Development has been located to: preserve contiguous natural areas; avoid hazardous and ecologically sensitive areas; minimize energy use and greenhouse gas emissions; and use infrastructure systems efficiently.

Growth is coordinated, contiguous and compact to minimize the development footprint and enable the efficient use of existing and new infrastructure.

There is sufficient and diverse land use to provide varied employment opportunities and skill training within the city.

There is a diversity of housing forms, affordability, and density across the Town and they are integrated throughout all neighbourhoods.

Seniors have access to housing within Devon in proximity to services, amenities, recreation, and their families.

Redevelopment opportunities are promoted and supported within established areas. It is recognized that redevelopment offers opportunities in terms of providing a range of housing forms, affordability; meeting our transit goals; and using land and infrastructure efficiently.

Neighbourhoods are complete and connected; there are opportunities to shop, be active, work and be at home in all of our neighbourhoods.

Development considers its surroundings, and values good urban design. The visual form and overall character of our neighbourhoods and non-residential development are attractive and distinctive.

6.2.4 Policies

A. Overall

1. Development in Future Neighbourhoods and Industrial areas shall be subject to an Area Structure Plan prior to consideration of zoning and subdivision.

2. In addition to the requirements of the Municipal Government Act, Area Structure Plans shall address through policy:
   a. How minimum greenfield density targets established by the Edmonton Metropolitan Region Growth Plan will be achieved;
   b. Provide a mix of land uses in a compact form, including a mix of residential and employment uses to support the creation of complete communities;
   c. Incorporate innovative and sustainable development standards to achieve compact development;
   d. Incorporate an interconnected street network and open space network to support active transportation and transit viability, where applicable; and
   e. Provide for a mix of housing forms and housing options that are attainable in areas close to existing and future employment areas, and multi-modal transportation access.

3. Statutory Neighbourhood Structure Plans may be required to provide further planning, policy and infrastructure details with respect to the development of Future Neighbourhoods and Planned Neighbourhoods subject to an Area Structure Plan. The requirement to complete a Neighbourhood Structure Plan(s) will be specified in the applicable Area Structure Plan.

4. All redevelopment proposals involving a significant land area or scale of development in the Downtown, Established and Planned Neighbourhoods shall require an Area Redevelopment Plan. Area Redevelopment Plans shall address:
   a. Servicing and servicing capacity
   b. Infrastructure improvements
   c. Residential densities
d. Location, types, scale and built-form of land uses including, but not limited to residential, employment and office, cultural and entertainment opportunities  
e. Pedestrian and cyclist circulation and facilities  
f. Urban design of the public realm and development  
g. Phasing of development  

5. All statutory plans shall demonstrate alignment with:  
a. Edmonton Metropolitan Regional Growth Plan  
b. Devon Municipal Development Plan  
c. Leduc County and Devon Intermunicipal Development Plan  
d. Master Plans including: River Valley, Trails, Recreation, Transportation  

6. Develop and apply a Terms of References for Area Structure Plans and Area Redevelopment Plans.  

7. Establish high quality urban design through the preparation and implementation of urban design guidelines. Guidelines will be implemented through:  
a. Municipal developments and projects;  
b. Policy to be contained within new and amended statutory plan; and  
c. Strategic policy and direction within Master plans (including, but not limited to Trails, Transportation and Recreation).  

8. Prioritize and act upon opportunities for intensification through redevelopment and infill of underutilized sites in the Downtown, Established and Planned Neighbourhoods, and Industrial and Commercial areas.  

9. Apply a minimum net residential density for low, medium and high density development to statutory plans to facilitate the implementation and demonstrate alignment with minimum greenfield residential density targets and aspirational urban and sub-regional centres density target within subsequent statutory plans (e.g. Area Structure Plans, Area Redevelopment Plans, Neighbourhood Structure Plans).  

<table>
<thead>
<tr>
<th>Minimum net residential density (du/nrha)</th>
<th>Example of residential form</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low density 15</td>
<td>Single, semi detached and duplex</td>
</tr>
<tr>
<td>Medium density 30</td>
<td>Row housing</td>
</tr>
<tr>
<td>High density 90 du/nrha</td>
<td>Low rise apartment</td>
</tr>
</tbody>
</table>

10. Review and amendment, if necessary, of the Land Use Bylaw to ensure that development forms, definitions, and regulations align with, and implement the residential density ranges.  

B. Downtown  

1. For the purposes of the Edmonton Metropolitan Region Growth Plan, the Downtown is designated as a Sub-Regional and Urban Centre. As an Urban Centre, intensification through redevelopment will be encouraged and facilitated in order to achieve the 75 dwelling unit per net residential hectare aspirational target in accordance with the Edmonton Metropolitan Region Growth Plan.  

2. For the purposes of the Edmonton Metropolitan Region Growth Plan, the Downtown is designated as an Intensification Area (Map 11: EMRGP Metropolitan Structure Alignment Area). As an Intensification Area, the Downtown is the primary location for intensification opportunities through redevelopment of underutilized sites, infill development, or the expansion or conversion of existing building.  

3. Intensification through redevelopment in the Downtown shall be encouraged and facilitated to contribute to achieving of the aspirational intensification target of 10% in accordance with the Edmonton Metropolitan Region Growth Plan. The intensification target will be measured as the percentage of new residential dwellings that are constructed within the built-up urban area of Devon. The Town shall track intensification through redevelopment activities (e.g. building permits) each year to demonstrate alignment with the Edmonton Metropolitan Region Growth Plan.
4. Focus intensification through redevelopment in the downtown by optimizing existing infrastructure and increasing:
   a. Number of residential units;
   b. Range of housing forms available;
   c. Commercial and office land uses; and
   d. Amenities in the public realm.

5. Continue to review and update land use and development regulations, policies and practices to ensure that the redevelopment process in the Downtown is streamlined and efficient.

6. Support redevelopment initiatives in the Downtown that demonstrate all of the elements below:
   a. Alignment with the Downtown Vitalization Plan, until such time that an Downtown Area Redevelopment Plan is adopted by Council;
   b. High quality urban design for the public realm and development;
   c. Pedestrian connections to the river valley and destinations throughout the Town; and
   d. Movement towards the aspirational target of 75 dwelling units per net residential hectare.

7. In tandem with future and subsequent planning of the Special Study Area (ESSO Lands North), an Area Redevelopment Plan should be completed for the Downtown to recognize the change in land uses, destinations within the Downtown, and departure from the direction of the Downtown Vitalization Plan.

8. If an Area Redevelopment Plan is not completed for the Downtown, a land use study or update to the Vitalization Plan to reflect the change in land use, and provide a policy framework for the redevelopment of the Downtown, shall be completed.

9. An Area Redevelopment Plan or land use study for the Downtown shall require supporting technical studies, and citizen and stakeholder engagement. The studies shall recognize the current role of the Downtown as the centre of civic administration and recreation, local business and retail services. The analysis must consider:
   a. Conformance with the Edmonton Metropolitan Region Growth Plan, Policy 1.4.2;
   b. The policies of this Municipal Development Plan;
   c. The economic, cultural impacts, as well as those of the strategic goals for the Downtown; and
   d. Stakeholder and citizen perspectives, gathered through a robust engagement process, on the benefits and consequences of relocating municipal uses and services out of the downtown.

C. Established Neighbourhoods

Established Neighbourhoods are neighbourhoods that are developed urban areas with plans of subdivision registered at the time of that the Municipal Plan is adopted.

1. For the purposes of the Edmonton Metropolitan Region Growth Plan, Established Neighbourhoods are identified as Built-up Urban Areas of the Metropolitan Structure. This is area is delineated on Map 11: EMGRP Metropolitan Structure Alignment.

2. Redevelopment in Established Neighbourhoods shall be encouraged to contribute to achieving of the aspirational intensification target of 10% in accordance with the Edmonton Metropolitan Region Growth Plan. The intensification target will be measured as the percentage of new residential dwellings that are constructed within the built-up urban area of Devon. The Town shall track intensification through redevelopment activities (e.g. building permits) each year to demonstrate alignment with the Edmonton Metropolitan Region Growth Plan.

3. Develop and implement urban design guidelines and sustainable development standards for Established Neighbourhoods to support the infill and redevelopment of vacant and underutilized sites, and as a means to engage and educate citizens.

4. Support the rehabilitation and improvements to existing infrastructure, pedestrian and cycling facilities, community services and facilities, and parks and open space in the Downtown and Established Neighbourhoods.
D. Planned Neighbourhoods

Planned Neighbourhoods are areas subject to Areas Structure Plans in effect prior to the adoption of this Municipal Development Plan.

1. Encourage increasing net residential densities, and the alignment of existing Area Structure Plans that govern Planned Neighbourhoods to the policies of the Edmonton Metropolitan Growth Plan through future amendments.

2. Identify and act upon opportunities to intensify proposed land uses and underutilized sites in Planned Neighbourhoods through future amendments to Areas Structure Plans.

E. Future Neighbourhoods

Future neighbourhoods include greenfield areas not yet subject to approved Areas Structure Plans or Neighbourhood Structure Plans.

1. For the purposes of the Edmonton Metropolitan Region Growth Plan, Future Neighbourhoods are included within the Greenfield Areas of the Metropolitan Structure. Greenfield Areas are delineated on Map 11: EMRGP Metropolitan Structure.

2. Amendments to the Municipal Development Plan are not required when Area Structure Plans or Neighbourhood Structure Plans are adopted by Council to guide future growth and development of these areas so long as their policies and general land use designations comply with the Municipal Development Plan. At the time that the Municipal Development Plan is reviewed, lands designated as Future Neighbourhoods that have since been subject to adoption of an Area Structure Plan or Neighbourhood Structure Plan shall be redesignated as Planned Neighbourhoods.

3. All residential development in Future Neighbourhoods shall meet a minimum residential density of 30 dwelling units per net residential hectare in accordance with the Edmonton Metropolitan Region Growth Plan.

4. Land uses in Future Neighbourhoods include:
   a. Low, medium and high density residential development;
   b. Mixed use development;
   c. Neighbourhood level commercial;
   d. Institutional (e.g. schools);
   e. Parks and open space;
   f. Stormwater management and public utilities.

5. Pedestrian and cyclist access to the River Valley should be provided through connections within the neighbourhood and between neighbourhoods, and be integrated with pocket parks and connect to North Saskatchewan River and ravine system.

6. Provide a mix of non-residential land uses to achieve a complete community, including recreational opportunities, commercial, cultural, entertainment, institutional and employment land use opportunities.

7. Accompany medium to high residential density in housing types and built-form with a mix of employment uses, enhancements to public gathering places and the provision of additional open spaces and amenities to support the creation of complete communities.

F. Commercial

1. Commercial development shall be planned to accommodate employment opportunities in accordance with the projections established by the Edmonton Metropolitan Region Growth Plan.

2. For the purposes of the Edmonton Metropolitan Region Growth Plan, local employment areas include Industrial areas and are delineated on Map 11: EMRGP Metropolitan Structure Alignment.

3. Statutory Plans will define commercial land use hierarchy and forms that provide employment, services, and amenities to future residents.
4. Commercial areas shall be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant areas with on-site (mixed use) or adjacent residential uses.

5. Local neighbourhood commercial development shall be designed to accommodate small to scale neighbourhood-level commercial and uses in Planned and Future neighbourhoods.

6. Highway commercial development shall be located only along arterial roads and Regional Expressways where access has been approved by Alberta Transportation. This form may incorporate higher density residential, office and institutional land uses resulting in mixed use development. Mixed use may be achieved either vertically integrated or as a stand-alone built form in the same block face as commercial uses.

G. Industrial

1. Industrial land uses shall be planned to accommodate employment opportunities in accordance with the projections established by the Edmonton Metropolitan Region Growth Plan.

2. For the purposes of the Edmonton Metropolitan Region Growth Plan, local employment areas include lands designated as Industrial, and are delineated on Map 11: EMRGP Metropolitan Structure Alignment.

3. Work with private and public partners to maintain a three-year supply of serviced and readily serviceable industrial land to enable the Town to respond to market needs.

4. Plan, design and develop industrial areas to accommodate multi-modal transportation including multi use trails for walking and cycling, ecological network connections, and other community facilities and services that serve industrial workers and contribute environmental sustainability.

5. Through a planning process, evaluate of cost and benefits of relocating the baseball diamonds north of Highway 19 to the lands designated as Major Recreation Area on Map 5: Land Use Concept, and redevelop the subject site for Industrial land uses.

6. Do not accommodate heavy industrial land uses within Town boundaries.

7. Ensure compatible land use patterns to minimize and manage risks to public safety and health through recognized and established risk and emergency planning processes including:
   a. Risk reduction at the source
   b. Risk reduction through land use controls and prescribed mitigation measures
   c. Emergency preparedness
   d. Risk communication.

H. Urban Services

1. The Urban Services land use designation recognizes the repurposing of the former ESSO administrative building for Town Administration office use.

I. Major Recreation Area

1. The Major Recreation Area will be developed in accordance with a Master Plan specific to these lands in addition to the policies of this Municipal Development Plan.

2. The Master Plan must consider and evaluated the needs for active recreation opportunities. This includes, and is not limited to: sport courts and fields (e.g. slo-pitch, soccer, tennis), skateboard park, BMX park, playgrounds, spray park and outdoor skating; and supportive amenities (e.g. picnic and rest areas, shelters, washrooms).

3. The Master Plan and future development of the lands must consider and address:
   a. Appropriate setbacks from the top-of-bank of Battery Creek;
   b. Location of amenities and services related to underground utilities and oil and gas facilities;
   c. Site access and circulation;
   d. Pedestrian and bicycle access and circulation to the site and Battery Creek;
e. Investigation, documentation and reclamation of any contaminated lands in accordance to professional standards and regulations; and
f. Interface with, and connections to, adjacent existing and future land uses.

J. Special Study Area
1. The majority of the lands commonly known as the ESSO north lands are designated as a Special Study Area (see Map 5: Land Use Concept). This recognizes the discussions that are ongoing with respect to their future development and use.
2. Removal of the Special Study Area designation is required prior to consideration of zoning and subdivision on any portion of the area. This requires:
   a. An amendment to the Municipal Development Plan to apply a land use designation and assign appropriate land use policies to reflect the desired use; and
   b. The adoption of an Area Redevelopment Plan. The Area Redevelopment Plan must establish land use policies, and provide a framework for the investigation, identification and reclamation of any contaminated lands in accordance with professional standards and regulations.

K. Range of Housing
1. Implement a review and update cycle of the Land Use Bylaw to ensure that land use regulations support and enable intensification through infill and redevelopment best practices to deliver a range of housing forms, including:
   a. Secondary suites including basement suites, garden suites and garage suites;
   b. Semi-detached and duplex dwellings as compatible with single detached dwellings;
   c. Increase opportunities for row housing; and
   d. Innovative ways to delivery housing to seniors.
2. Work with the Government of Alberta and other strategic partners to develop a strategy and framework to secure funding, land and the development seniors housing.
3. Explore implementation mechanisms to adopt inclusionary housing in the Land Use Bylaw as established by the Municipal Government Act.

L. Municipal Buildings
1. Municipal buildings shall demonstrate leadership and enhance civic pride in sustainability through the incorporation of net zero building design, operations and maintenance.
2. Incorporate renewable energy into all new public facilities, wherever fiscally responsible to do so.
3. Utilize innovative solutions and low impact development technologies to manage storm water on-site.
4. Design, redevelop and construct civic buildings and spaces so that they feature and celebrate the Town’s natural surroundings and incorporate innovative and sustainable development standards of urban design, architecture, landscape architecture and public art.
5. Retrofit municipal buildings and public spaces to make them universally accessible, age friendly, accommodate diverse lifestyles and encourage owners of existing private buildings and spaces to do the same.

M. Growth Management
1. Monitor population and employment data, the redevelopment activity, and land consumption in Town to inform alignment with the Edmonton Metropolitan Region Growth Plan and strategic decisions on future growth and expansion.
2. The Town may consider or initiate a notice of intent to annex land provided that a Growth Study has been completed and demonstrates:
a. There is less than or equal to an approximate 15-year land supply remaining of readily developable land for residential, commercial, industrial or institutional land use unless a higher remaining land supply threshold is agreed to by the affected neighbouring municipality;
b. The Growth Study uses a methodological approach that is consistent with the policies of the Municipal Development Plan and the Edmonton Metropolitan Region Growth Plan; and
c. The annexation principles of the Municipal Government Board have been considered.

3. For the purpose of 2.a., “readily developable land” is the estimated gross developable area of undeveloped lands after excluding non-developable portions of those lands encumbered by:
   a. water bodies, wetlands, watercourses, floodways, flood fringes, slopes, and associated environmental reserve;
   b. contamination;
   c. future highway right-of-ways;
   d. power transmission lines, pipelines, wells, other oil and gas facilities and legislated development setbacks associated with each of these types of encumbrances;
   e. a lack of available servicing to facilitate development; and
   f. other unique encumbrances that prevent urban development.
   g. The amount of gross developable lands being held off the market by unmotivated landowners may also be a consideration in determining the amount of readily developable land if there is a market demand that warrants development of the subject lands and the lack of motivation is preventing the Town’s ability to capture its population growth as projected by the CRB.

4. The Growth Study shall include:
   a. A determination of the land supply for each major land use (residential, commercial, industrial and institutional);
   b. Historical population growth analysis;
   c. Population projections;
   d. A detailed analysis of a defined study area that presents the opportunities to accommodate growth from the land use and serviceability perspectives, and constraints to accommodate growth such as topography, hydrology, environmentally sensitive lands, agricultural soils, serviceability, etc.;
   e. A determination of land requirements based on population projections and a set of growth assumptions; and
   f. Rationale to support any preferred growth directions that have been identified.

5. Notwithstanding Policy 2 and 4 above, the Town may consider or initiate a notice of intent to annex lands north of the Highway 19 and Highway 60 realignments, as previously identified within the Town of Devon/Leduc County Inter-Municipal Development Plan, and in the Leduc County/Town of Devon Agreement, without completing a Growth Study.

N. Contaminated sites

1. Require Phase I Environmental Site Assessment investigation of potential contaminated sites.
2. Remediate contaminated sites to a level suitable for the intended use prior to development or redevelopment.
3. Develop and maintain a record of contaminated and remediated oil and gas resource extraction sites.
4. Promote and facilitate brownfield redevelopment.
6.3 Transportation: How we get around

6.3.1 Introduction

This policy area focuses on planning a transportation system that promotes and supports pedestrian and bicycle infrastructure, facilities and connections to neighbourhoods and destinations within Devon. A transportation system that is not primarily focused on the personal vehicle will help maintain Devon’s small town feel by facilitating social connections while also supporting the Town’s sustainability goals.

6.3.2 Objective

By 2044 transportation systems are integrated with land use, shifting the choice of transportation from the car to alternative modes of transportation.

6.3.3 Goals

Active modes of transportation are an integral part of the transportation system, connecting neighbourhoods, destinations, and serving both recreation and transportation needs.

Transportation modes and infrastructure consider all levels of personal mobility.

The local public transportation system is convenient, safe and efficient, enabled by the level of density and range of land use achieved through development in Devon.

Regional modes of transportation include access to and linkages to mass transit.

6.3.4 Policies

A. Overall

1. Prepare and maintain a Transportation Master Plan to synthesize and build on work already completed by the Town including the Multi-modal Transportation Study and Trails Master Plan. The purpose of the Transportation Master Plan is to formalize policies, standards and priorities for the development, retrofit, rehabilitation of transportation infrastructure for the safe and effective movement of people, vehicles and commercial vehicles and parking. The Transportation Master Plan shall also establish the hierarchy and performance expectations for all modes of transportation – pedestrians, cyclists, transit, vehicles, and commercial vehicles.

2. Integrate vehicle and active modes of transportation infrastructure with land use.

3. Ensure that neighbourhoods connect to each other and to destinations within the Town including the Downtown, river valley and ravine trails, schools, community facilities, commercial and local employment areas.

4. Through land use bylaw regulations, require new and redevelopment to include the provision of bicycle parking. The provision of bicycle parking must be convenient, safe, effective and not interfere with pedestrian movement.

5. Support car sharing and carpooling initiatives through policy and land use bylaw regulations.

B. Transit

1. Work with regional partners to explore innovative ways to move people conveniently, safely and efficiently between regional destinations such as the City Leduc and the City of Edmonton. The goal of such regional transportation is to support commuters as well as citizens that require access to employment, services and goods through regional centres and connections to mass transit nodes.

2. Explore innovative ways to deliver local public transportation that is convenient, safe and efficient.

3. Integrate future transit facilities and services with modes of active modes of transportation.
4. Work with regional partners to explore innovative ways to deliver and sustain lifeline and specialize transportation services to connect regional services and amenities.

C. Active Transportation

1. Integrate active transportation as a key component of the Transportation Master Plan that builds and consolidates work that the Town has previously completed including the River Valley Trails Master Plan. The active transportation component must identify system gaps, priorities and the classification network of pedestrian and bicycle infrastructure and facilities.

2. Implement and update the River Valley Trails Master Plan to identify trail connections from the existing network into the Battery Creek Area Structure Plan area.

3. Continue to maintain, redevelop and close gaps in the connections of Town’s pedestrian and bicycle network.

4. Design Future Neighbourhoods and retrofit Planned and Established Neighbourhoods to improve pedestrian and bicycle connections to and between neighbourhoods, employment areas, schools, parks, community facilities, and destinations throughout Devon.

5. Design active transportation networks and facilities that are integrated with land use to provide safe, comfortable and reliable travel for pedestrians in Future and Established Neighbourhoods, as well a Commercial and Industrial land use areas.

6. Ensure that pedestrian and bicycle networks are accessible for those who have mobility limitations.

D. Commercial Traffic

1. Identify and maintain an integrated system of routes available for commercial vehicles that require access to Industrial and Commercial areas. Ensure routes are safe and do not impede the travel or safety of routes that support active modes of transportation.

E. Potential Ravine Transportation and Utility Corridor

A Traffic Impact Assessment (ISL Engineering and Land Services, 2016) identified that projected vehicle movements and circulation within the Battery Creek Area Structure Plan could be adequately managed through planned accesses at the southern boundary of the Plan area (Map 6). However, the Land Use Concept and Circulation (Maps 5 and 6 respectively) maps of this Plan identify a potential transportation and utility corridor crossing Battery Creek in proximity to Miquelon Avenue. The purpose of this designation is to protect a right-of-way and establish associated policies to provide direction in the event that a crossing is proposed.

1. The potential transportation and utility corridor crossing at Battery Creek does not assume a vehicle crossing.

2. Any proposed transportation and utility crossing requires an amendment to this Plan and the Battery Creek Area Structure Plan in accordance with the Municipal Government Act. The amendment application shall include:
   a. amendments to the Land Use Concept and Circulation maps (Maps 5 and 6 respectively) and any necessary text amendments;
   b. demonstrated compliance the Objectives, Goals and Policies of Municipal Development Plan;
   c. demonstrated compliance with all applicable Federal and Provincial legislation, regulations and approvals;
   d. an evaluation of Environmental Impact conducted by a qualified professional on behalf of the Town.

   The scope of the assessment shall be activity specific, and at a minimum include an impact assessment for:
   - Terrain and soils;
   - Land use;
- Surface water (i.e. quality and quantity) and aquatic resources (i.e. water courses, wetlands, fisheries);
- Vegetation (i.e. rare plants and weeds);
- Wildlife and wildlife habitat.

e. Mitigation for each impact should be site specific in lieu of standard Best Management Practices typically used in order to consider each ecosystem component as an important feature on the landscape.

f. The development and implementation of an engagement plan that includes citizens and stakeholders in accordance with the Town’s Community Engagement Framework. The proposed amendment must demonstrate how

3. The City of Edmonton Wildlife Passage Engineering Design Guidelines (June 2010) may be considered through the design of any proposed transportation and utility crossing.

6.4 Infrastructure and Energy: What supports our basic needs

6.4.1 Introduction

Devon is committed to growing in a responsible manner and using existing, new and planned infrastructure efficiently. The Town will promote investment in green infrastructure and building practices, sustainable planning and design incorporating low impact development technologies, ecosystem based adaptation approaches and climate adaptation tools to address risks from climate variability and manage its infrastructure assets.

Infrastructure needs and solutions will vary across the Town. The focus in the Downtown and Established Neighbourhoods will be on optimizing the use of existing infrastructure to accommodate new population and non-residential growth, and in Future Neighbourhoods on planning, designing and developing new infrastructure.

The Town will continue to review its development policies to explore new and innovative ways to provide infrastructure to Devon that meets sustainability goals in terms of how infrastructure is delivered and financed.

6.4.2 Objective

By 2044 Devon’s infrastructure systems are providing excellent, effective and efficient services, and Devon has made significant progress in the transitioning to renewable energy sources.

6.4.3 Goals

Our homes, municipal buildings and buildings of industry leaders are increasingly net-zero energy and have achieved carbon neutrality.

Communities are designed to be innovative, adaptive and resilient. Our buildings and supportive infrastructure are designed to accommodate alternative source of energy.

Residents are early adopters of green infrastructure, especially water conservation.

Infrastructure investments are prioritized to consider environmental impacts, lifecycle costs, and do not result in a burden to tax payers.

We continue to be proud and celebrate the high quality of infrastructure maintenance provided by the Town.
6.4.4 Policies

A. Overall

1. Develop a net zero strategy, including establishing targets, conducting a carbon footprint audit and identifying the necessary steps required to achieve net zero.

2. Extend utility services into Future Neighbourhoods only if an approved area structure plan is in place which demonstrates contiguous development and the logical and orderly extension of existing or planned infrastructure.

3. Ensure evaluation and prioritization of infrastructure investments state and consider lifecycle costs.

4. Review and update associated bylaws to ensure alignment with Municipal Development Plan policy (e.g. development levies bylaw, community standards bylaw).

5. Incorporate sustainable principles that consider neighbourhood design, low impact development, ecosystem based adaptation approaches (floodplain, wetland and forest management), and ecological design approaches in the planning, design and building of Future Neighbourhoods, and through redevelopment in Established and Planned Neighbourhoods.

6. Seek opportunities to enhance civic pride and promote tourism by redeveloping, designing and constructing civic buildings, community gathering places and spaces to feature the North Saskatchewan River Valley and Ravine System and other natural living systems within the Town, and promote high standards for urban design, architecture, landscape design and incorporate net-zero energy, low-impact development, and public art.

7. Integrate energy conservation and the use of renewable and alternative energy energy in the design of Future Neighbourhoods, and through redevelopment in the Downtown, Established and Planned Neighbourhoods, to reduce energy consumption and greenhouse gas emissions.

8. Plan, coordinate and design future infrastructure to utilize existing infrastructure corridors where possible.

9. Develop an Infrastructure Master Plan to establish a long term plan for the provision of water and wastewater services, and management of storm water and solid waste. The Master Plan shall demonstrate alignment with the goals and objectives of the Integrated Community Sustainability Plan, and this Municipal Development Plan through innovative policies and solutions that will deliver sustainable infrastructure to the Town. The Master Plan will also outline the processes to amend and update the Master Plan.

10. Maintain and regularly update the off-site levy bylaw in accordance with the Municipal Government Act to ensure the fair and equitable distribution of costs for all statutorily authorized municipal improvements.

11. Utilize ecosystem based adaptation approaches and ecological design best practices in the operation and design of municipally-owned and managed facilities and infrastructure.

12. Lobby other orders of government for funding of upgrades to the wastewater treatment plant and future infrastructure investments, programs and projects to accommodate future growth and the delivery of safe and reliable services to residents.

B. Stormwater

1. Require Master Drainage Plans for watersheds where for:
   a. Future Neighbourhoods; or
   b. or where ecologically significant areas exist and will be subject to man-made land use changes in the near future.

More detailed drainage plans shall be prepared by a developer in conjunction with Area Structure Plans and Neighbourhood Structure Plans for Future Neighbourhoods and any Area Redevelopment Plans.

2. Manage stormwater on private property through incorporating innovative technologies and solutions such as low impact development, bioswales, and naturalize landscapes.

3. Incorporate low impact development into stormwater management systems for Future Neighbourhoods.
4. Encourage conservation of wetlands and their integration into stormwater management facilities in new area structure plans in Future Neighbourhoods.

5. Require development in Future Neighbourhoods that may impact the Region’s natural areas (e.g., North Saskatchewan River Valley) and other local environmentally sensitive areas to demonstrate that it has incorporated ecosystem based adaptation approaches, and ecological design best practices into the design of neighbourhoods and buildings to mitigate and minimize storm water run-off and potential adverse impacts.

6. Encourage public education programs about water conservation, and the function and role of stormwater management facilities.

7. Promote investment in climate adaptation tools and initiatives to address climate risk, ensure infrastructure resilience.

C. Wastewater

1. Ensure long term municipal wastewater servicing capacity is available to accommodate projected population growth in Devon as identified in the Edmonton Metropolitan Region Growth Plan.

2. Prioritize wastewater service delivery in serviced the Downtown and Established Neighbourhoods to encourage infill and redevelopment, followed by Future Neighbourhoods where the extension of existing services is logical, contiguous, and efficient.

3. Encourage innovative and sustainable designs and standards for new urban development in Devon to accommodate the collection and reuse of greywater, and the exchange of surplus greywater and waste energy between various businesses and industries in commercial and industrial areas.

D. Water

1. Promote the safe, reliable and efficient development of infrastructure by encouraging a community wide approach for water demand management.

2. Collaborate with public agencies and private partners to support the development of water conservation guidelines, programs and enforcement of guidelines to reduce consumption of the Town’s water resources.

3. Encourage redundancy and operation efficiency in the delivery of water systems.

4. Advocate for, encourage, and facilitate the use of innovative and sustainable design technologies and standards to conserve and reuse water resources. This applies to all scales of development including neighbourhoods, mixed use, commercial and industrial, as well as the development of municipal facilities. Conservation and reuse methods include grey water, purple pipe, and on-site stormwater management.

E. Solid Waste

1. Encourage and facilitate methods to divert materials from landfills associated with all new urban development.

2. Promote and facilitate the reduction and diversion of solid waste through the three Rs - reduce, reuse and recycle.

F. Oil and Gas Facilities

1. Develop a risk prevention and management approach to planning around oil and gas pipelines and facilities. This shall be incorporate in new area structure plans for Future Neighbourhoods.

2. Work sector partners on the decommissioning and removal of decommissioned pipelines.

3. Collaborate with Edmonton Area Pipeline and Utility Operators Committee (EAPUOC), Energy and Resources Conservation Board (ERCB), regional partners and other industry operators as they plan and maintain pipeline corridors.
4. Develop and maintain an up-to-date information base on oil and gas facilities, including, but not limited to pipelines, wells, battery sites, to assist the Town in making sound land-use planning decisions in areas impacted by oil and gas activities.

5. Encourage resource extraction activities related to energy to be directed away from natural living systems.

6. In consultation with the Energy and Resources Conservation Board (ERCB), ensure development setbacks from oil and gas facilities (pipelines, well, battery, etc.) are achieved through the subdivision approval process.

G. Power Transmission

1. Develop a risk prevention and management approach to planning new urban development around power transmission facilities and incorporate in new area structure plans for Future Neighbourhoods.

2. In consultation with AltaLink, ensure development setbacks from power lines and associated facilities are achieved through the subdivision approval process.

H. Shallow Utilities

1. Require that new development coordinate with shallow utility companies on servicing capacity and extension.

2. Require that new development coordinate with other utility providers (e.g. electrical and telecommunications) on servicing capacity and extension.

3. Investigate and evaluate the financial feasibility and implications of fiber optics being provided as a municipally-owned utility to as a revenue stream for the Town’s benefit.

I. West of Highway 60

1. Due to the lack of knowledge about and understanding of the extent of the constraints affecting future development of the lands west of Highway 60, careful planning, and design considerations through the preparation of major infrastructure master plans shall be required to establish municipal services requirements prior to any new urban development authorizations or Area Structure Plans for any portion of lands west of Highway 60. Infrastructure master plans shall include a set of policies applicable to developing lands west of Highway 60 in alignment with and in addition to those the policies of this Municipal Development Plan.

6.5 Natural Environment: What we depend on to survive and thrive

6.5.1 Introduction

Devon’s location and identity are strongly linked to the provincial environmentally sensitive area of the North Saskatchewan River, valley and ravine system. These environmental assets serve as natural habitat for wildlife and provide opportunities for recreation corridors, trails and viewpoints that are important to protect for the social, health and amenity benefits to Devon residents and visitors. The Town recognizes its role to be a responsible steward of the environment and the importance of these natural areas as part of a much broader ecological network. To this end, Devon is committed to managing its future growth and development through conservation and sustainable planning and design practices.

6.5.2 Objective

Natural systems and areas are protected and trade-offs between them and growth are carefully considered.
6.5.3 Goals

Local and regionally significant natural areas, wildlife corridors, and watersheds are identified, protected and retained.

Residents are stewards of the natural environment, resources and wildlife; they are informed of and engaged in related decision-making processes.

All residents can access the river valley and ravine system, facilitated by direct pedestrian access from their neighbourhoods.

Impacts on natural systems are reduced by requiring potential adverse effects be avoided, remediated or mitigated.

Hazard lands are identified and protected as Environmental Reserve Lands.

6.5.4 Policies

A. Overall

1. Conduct an inventory of local natural areas to identify those that are the most ecologically significant and environmentally sensitive as part of completing a Natural Areas Master Plan, and updating the Trails Master Plan and River Valley Master Plan.

2. Develop a management framework through the guidance of the provincial Land-use Framework, Groundwater Management framework, and Water Management Framework for the North Saskatchewan River to manage ecologically significant areas and environmentally sensitive areas. The framework should focus on the sustainability of these natural areas through conservation and sustainable practices including managing public access within an urban context, and recognize the value of these natural areas to maintain a healthy larger ecological network within the Region.

3. Require supporting environmental and technical studies for all new statutory plans and infrastructure plans that may impact provincial environmentally sensitive areas, and locally identified ecologically significant and environmentally sensitive areas to:
   a. Incorporate an ecological network approach;
   b. Consider the maintenance and restoration of wildlife movement corridors; and
   c. Identify the required conservation buffers, mitigation measures, floodplain and development setbacks, and transition of land uses from identified natural living systems.

4. Determine any biophysical and wildlife studies requirements to accompany new development proposals in consultation with Alberta Environment and Parks. Studies shall be completed not less than one year prior to the submission of a development application to determine the presence of rare plant and wildlife species that may have specific seasonal survey requirements.

5. Any evaluation of Environmental Impact shall be conducted by a qualified professional on behalf of the Town. The scope of the assessment shall be activity specific, and at a minimum include an impact assessment for:
   - Terrain and soils;
   - Land use;
   - Surface water (i.e. quality and quantity) and aquatic resources (i.e. water courses, wetlands, fisheries);
   - Vegetation (i.e. rare plants and weeds);
   - Wildlife and wildlife habitat.

6. Mitigation for each impact should be site specific in lieu of standard Best Management Practices typically used in order to consider each ecosystem component as an important feature on the landscape.
7. Ecological design features to be incorporated in the planning and design of the development to minimize and mitigate potential adverse impacts on the natural living systems including but not limited to low-impact development and green building practices.

8. Collaborate and coordinate with the Capital Region Board, member municipalities and stakeholders to acquire, protect and enhance regionally significant natural living systems and linkages.

B. Natural Areas

1. Acquire the most ecologically significant natural areas and environmentally sensitive areas in the Town through the application of Environmental Reserve and Conservation Reserve provisions of the Municipal Government Act, and manage these areas through the use of applicable provincial strategies, provincial and federal acts, regulations and guidelines, and conservation tools through the implementation of the provincial Land-use Framework.

2. Specifically, as development occurs, acquire the riparian zones and upland habitat of the Battery Creek and Battery Washout Creek as Environmental Reserve in accordance with the Municipal Government Act to minimize soil erosion, protect and enhance habitat for plant and wildlife species, and provide for the passive enjoyment of citizens.

3. Develop and implement a stewardship program, protection, management and enhancement guidelines for natural areas, parks and open space areas through the guidance of the provincial Land-use Framework, Groundwater Management framework, and Water Management Framework for the North Saskatchewan River.

4. Collaborate and coordinate with strategic partners including landowners and stakeholders such as developers, provincial government departments, environment non-profit organizations to encourage the enhancement of natural areas including the reintroduction of native vegetation into the Town’s ecological network.

C. Ecological Connections

1. Acquire critical natural linkages, wildlife corridors and buffer zones to conserve and restore the function, integrity and connectivity of natural areas of ecological significance remain sustainable within an urban context.

2. Protect and conserve existing natural features such as tree stands to provide contiguous wildlife habitat areas and movement corridors

3. Expand the urban forest through the landscaping requirements for new developments.

D. Water Bodies

1. Work proactively with the Government of Alberta to ensure that Crown interests in water bodies are addressed as early as possible in the development planning and approval process.

2. Wetlands including sufficient buffers to maintain their water quality and hydraulic function, as well as the upland habitat necessary to support the wetland ecosystem shall be conserved and protected using conservation tools under the guidance of the provincial Land-use Framework.

3. Adopt and enforce regulations and guidelines that will meet or enhance all regulatory requirements for water discharges and pollution control to protect the North Saskatchewan River watershed.

4. Support water quality monitoring of the North Saskatchewan River and reporting programs.

E. Environmental and Conservation Reserves

1. Where lands and natural features meet the definition of environmental reserve, but are not claimed by the Province, the Town shall require dedication of these lands and natural features as Environmental Reserve through the implementation and the full legislative entitlement in accordance with the Municipal Government Act.

2. Enforce compliance with provincial legislation requiring a strip of land not less than six metres in width, abutting the bed and shore of the North Saskatchewan River, stream or other body of water.
3. All new development in Devon proposed adjacent the North Saskatchewan River Valley and Ravine System shall require a geotechnical study conducted by a certified professional engineer to:
   a. delineate the top-of-bank; and
   b. consider and make recommendations specifying additional development setbacks to increase the separation distance beyond the minimum six metres.

4. A minimum three metre wide top of bank trail shall be constructed within the six metre Environmental Reserve area abutting the bed and shore of the North Saskatchewan River, stream or other body of water; or the identified top of bank.

5. Notwithstanding the geotechnical study recommendations regarding development setbacks, Devon may implement additional separation distance by means of a conservation reserve in accordance with the Municipal Government Act.

F. Resource Extraction

1. Develop strategies to guide new natural resource extraction and development, support economic growth, and protect natural living systems in accordance with the Edmonton Metropolitan Region Growth Plan, and provincial strategies.

6.6 Parks, Recreation and Culture: How we strengthen our bodies and refresh our souls

6.6.1 Introduction

Parks, recreation and cultural amenities are essential to a community's success. They contribute to the overall health and wellbeing, help to lower health care costs, and are economic drivers that contribute to: creating employment opportunities; attracting people to visit, reside and remain in Devon; and generating revenues for both the private and public sectors.

Citizens value Devon’s opportunities to be active. Therefore maintaining and planning for parks, open space and recreational opportunities – and connections to them – are critical to supporting future growth and development.

6.6.2 Objective

There is a diversity of recreation, open space, arts and culture offerings that enhance individual and community wellbeing, and balance accessibility and adventure.

6.6.3 Goals

Well maintained trails connect Devon’s neighbourhoods and amenities, making it easy for people to get around actively and safely.

Parks and open space are integrated into all neighbourhoods.

Recreation, arts and cultural offerings meet the needs of community and officer year round options for all abilities and demographics.

Good quality spaces, facilities and amenities exist, are well maintained and supported, and they are delivered within the financial means of the community.
6.6.4 Policies

A. Overall

1. Implement the Recreation Master Plan in part through policy contained in new statutory plans.
2. Support the delivery of public art within private sector developments. Contributions may be considered in part towards meeting the landscaping requirements of developments.
3. Ensure that redevelopment in the Downtown, Established and Planned Neighbourhood include opportunities to deliver open space, arts and culture facilities and programming.
4. Partner with organizations and stakeholders to deliver lands and facilities for culture, education and recreation opportunities. Partnerships should be guided by Council adopted policies, with agreed upon terms of reference and ongoing reporting back to Council on operations and budgetary matters.
5. Deliver spaces, activities and programming for all seasons and ages.
6. Ensure that all neighbourhoods and districts are served by recreational and cultural facilities such as libraries and recreation centres to serve their residents.
7. Develop a strategy to address reinvestment and rehabilitation of park space in established neighbourhoods.
8. Time the development of parks as closely as possible with the development they are intended to serve.

B. Long Term Planning

1. Develop and implement a systematic approach to the acquisition and planning of parks, open space, cultural and recreational facilities. This will require capital and operational budget planning as well as the development of policy on the allocation of parkland in Future Neighbourhoods. Overall the policy should address:
   a. Guidelines for delivering Municipal Reserve Lands
   b. Identification of land acquisition beyond that acquired through Municipal Reserve
   c. Development of strategy to acquire lands beyond Municipal Reserve opportunities, including allocation of capital and operational budgets
   d. Identification, allocation and prioritization of parkland, open space, sports fields, services and programs based on long term population growth
   e. Definition of levels of service and programming to be delivered by different types of open space facilities (e.g. sport fields and neighbourhood parks)
   f. Implementation of the Parks, Culture and Recreation Master Plan (2016).

C. Major Recreation Area

1. The Major Recreation Area as designated on Map 5: Land Use Concept, shall be developed in accordance with the policies established in Section 6.2 Land Use, Neighbourhoods and Homes: Where we live and work.

D. Schools

1. Monitor the need for land for new education facilities in partnership with Black Gold Regional and the Evergreen Catholic Separate School Division.
2. Work with partners in the School boards, Government of Alberta and community service providers to explore innovative ways to deliver services, facilities and programs.
3. Develop, implement and regularly review joint use agreement with the both school divisions to deliver recreation and open space facilities and programs.
E. Integration of Land Uses

1. Integrate parks and open space with significant natural areas (Environmental Reserve, locally and regionally significant natural areas) to provide connections to the Town’s system (existing and planned) trail system.

2. Recognize parks, recreation and cultural facilities as gathering places and destinations within neighbourhoods through great urban design, pedestrian oriented development, on-site accessibility.

3. Ensure commercial and industrial development provide safe and convenient pedestrian access from adjacent sidewalks, and parking areas; and provide adequate, safe, convenient bicycle parking facilities.

4. Ensure that community facilities, parks and open space are located to be accessible by a variety of modes of transportation, including pedestrian and bicycle connections and facilities.

F. Municipal Reserve

1. Require that 10% of the developable land is dedicated as Municipal Reserve in accordance with the Municipal Government Act. Additional Municipal Reserve may be required if Section 668 of the Municipal Government Act applies.

2. Priority is given to the dedication of Municipal Reserve in the form of land. Municipal Reserve may be dedicated by money in-lieu, or a combination of land and money in-lieu when, in the opinion of the Subdivision Authority, dedication entirely in the form of land is not appropriate. Money in-lieu contributions shall be calculated at the market value rate, and the funds shall be used to enhance, upgrade other reserve sites, or acquire additional park areas.

3. Municipal Reserve shall not consist of:
   a. lands in excess of 15% grade (steep slopes), and which shall be designated as Environmental Reserve;
   b. lands susceptible to flooding (identified as flood hazard lands); and
   c. lands legally encumbered by rights-of-way or other limitations which would reduce or limit useability of the site.

4. Municipal Reserve lands may:
   a. support and promote the joint use and development of facilities and spaces;
   b. support design that enable gathering spaces to accommodate festivals, community functions or provide activity space for arts and cultural events; and
   c. act as a buffer between the built and natural environment.

5. A maximum of 50% of a stormwater management facility must accommodate public access in the form of a developed trail above the high water mark. Lands above the high water mark that are publically accessible may be dedicated as Municipal Reserve. Any lands below the high water mark, or that are not publically accessible shall not be dedicated as Municipal Reserve lands.

6.7 Health and Well-being: How we stay healthy and socially active

6.7.1 Introduction

Devon’s small-town feel is valued by its citizens. Although difficult to define, this value is based in a strong sense of community and belonging. Establishing, celebrating and nurturing connections between people, gathering places and spaces, and nature is important to maintain a sense of community. As the community grows it is critically important to nurture and enhance services, and the physical and natural environments that promote connections with people, places and nature to maintain well-being and the small-town feel of Devon.
6.7.2 Objective

Devon is a connected, caring, safe and inclusive community, one where people are happy and healthy and enjoy a high quality of life.

6.7.3 Goals

Devon is a safe, friendly place where residents are connected to each other; they contribute to the well-being of others and the community.

Devon residents of all ages, abilities and incomes enjoy a high quality of life and are included and respected in the community.

Residents are physically, mentally and spiritually healthy; they are able to access the health and social services they need in a timely and convenient manner.

Active, healthy lifestyles are enabled by active transportation options, a healthy environment and access to healthy food.

There are opportunities for residents to produce their own food locally, and Devon has increased food security.

6.7.4 Policies

A. Overall

1. Provide open space opportunities multi-season passive and structured recreation such as walking, cycling, hiking; and snowshoeing, cross-country skiing.

2. Ensure the planning, design and development of neighbourhoods incorporate pedestrian and cycling connections within and between neighbourhoods, establish access to the River Valley and Ravine System, as well as to community gathering places and destinations within Town.

3. Encourage, recognize and celebrate volunteerism for the community benefits it provides.

4. Engage citizens to promote social and recreation facilities and programs that provide opportunities for active living to ensure citizens are not physically, socially or culturally isolated and remain active in the community.

5. Encourage activities organized by citizens as a means to foster a sense of belonging to the community and support diversity.

6. Ensure strategic, social and land use policies and regulations provide buildings, spaces and programs at a neighbourhood and Town level to support activities and events that bring citizens together such as senior and youth centres, neighbourhood block parties, festivals and markets.

7. Ensure that citizens are able to easily connect to and access social services programs and facilities.

8. Monitor and evaluate the level and range of social services to inform strategic decisions so that future needs can be met.

B. Urban Agriculture

1. Establish a network to support urban agriculture within the Town’s established areas and future neighbourhoods. This includes:
   - the identification and acquisition of land to support the growing, selling and purchasing of food; and
   - implementation through policy, statutory plans, and land use regulations for Established and Future Neighbourhoods.

2. Promote complete communities by encouraging urban agriculture in school site planning to educate the public and build capacity for growing food locally.
3. Encourage intergenerational activities and opportunities through the location, planning and design of seniors housing and childcare near school sites.

4. Encourage urban agriculture and edible landscapes in public open spaces and gathering places through enhancements to landscaping standards to increase the community’s capacity to grow food locally.

C. Communications and Engagement

1. Ensure that an effective and meaningful way of communicating with residents is continually reviewed and enhanced; establish a means to evaluate whether communication policy and methods are working and relevant to citizens.

2. Implement and regularly review and update the Town’s engagement policy.

3. Seek out and implement innovative methods and tools to communicate with and engage citizens.

6.8 Learning and Education: How we exercise our minds

6.8.1 Introduction

This system describes the health of Devon residents, including their physical, mental, emotional and spiritual health. It also includes the overall community health and wellbeing, covering such things as sense of belonging, social connections, community safety and the local food system.

6.8.2 Objective

Devon is a place that values lifelong learning, and residents have the skills, creativity and capacity to address challenges and opportunities.

6.8.3 Goals

Informal learning opportunities meet the needs of the community, are well supported and enable learning to occur between people in the community and across generations.

Learning and education offerings have helped residents prepare for a diversity of economic opportunities, including the green, high tech and trades sectors.

Devon’s schools offer high quality education and are actively supported by the community.

6.8.4 Policies

A. Overall

1. Actively participate in information sharing, locational and operational decisions by school boards to support the Town’s growth.

2. Engage school boards, community service providers and stakeholders to explore innovative ways to achieve mutual community goals.

3. Provide diverse and accessible education opportunities for all ages.

4. Develop partnerships with post-secondary institutions to explore future opportunities to incorporate post-secondary operations in Devon.

5. Incorporate informal learning opportunities associated with the North Saskatchewan River Valley and ravine system, as well and future urban agriculture, and renewable energy endeavors.

6. Promote waste reduction and water conservation, reuse, recycling and diversion programs through public education.
6.9 Partnerships and Capacity: How we deliver on the other focus areas and goals

6.9.1 Introduction

Devon plays an important role in the Capital Region to meet its citizen, and providing services for the surrounding rural communities. Devon values its strategic partnerships with municipal neighbours, non-profit organizations such as the North Saskatchewan River Valley Alliance, industry and business leaders in the community, regional employers such as Edmonton International Airport, and other levels of government such as Alberta Transportation to communicate and advocate for the Town’s needs and goals. Strengthening these partnerships, and maintaining positive intermunicipal relations within the Capital Region is fundamental to providing Devon with a strong foundation to meeting the future needs of its citizens, negotiating Joint Use Agreements and establishing Intermunicipal Collaboration Framework Agreements.

6.9.2 Objective

Devon has the capacity, collaborative relationships and resources to achieve its community vision and goals for the future.

6.9.3 Goals

People, organizations and businesses in Devon share the same vision and goals for the future of the community, and they work in partnerships that include neighbouring governments to achieve them.

Organizational and community capacity to move Devon towards the vision and goals is ongoing in the pursuit of excellence and continuous improvements.

The Town acknowledges its role within the Capital Region and actively pursues the principles and policies of the Growth Plan.

Devon enjoys strong intergovernmental relations and collaborates with neighbouring communities and First Nations to achieve mutual benefit.

Collaboration and partnerships between organizations and individuals are based on the principles of trust, respect, transparency, effective communication and meaningful stakeholder engagement.

Devon applies an entrepreneurial and fiscally responsible approach to ensure it has the financial resources to achieve the goals, and opportunities to pool resources, share and reduce costs, and leverage funding are actively identified and pursued.

6.9.4 Policies

A. Overall

1. Cultivate and maintain effective relationships with planning partners at the municipal, regional, provincial levels, as well as with non-government organizations. Explore opportunities to develop strategic partnerships to address important intermunicipal and regional issues and achieve goals with, but not limited to:
   - Leduc County
   - City of Leduc
   - Parkland County
   - City of Edmonton
   - Edmonton International Airport
B. Capital Region Board

1. Participate actively on the Capital Region Growth Management Board through involvement on Board committees and in collaborating on and supporting Regional initiatives such as:
   - Integration of land use infrastructure;
   - Responsible growth; the region’s development footprint and the long term cost of growth and infrastructure Protection and stewardship of natural living systems and environmental assets
   - Identifying, conserving and managing prime agricultural lands; diversifying and growing the agri-economy
   - Regional transportation systems; multi modal and integrated movement of people, goods and services
   - Regional energy corridors
   - Sub-regional housing assessments, housing choices accessible to all age and income levels for complete communities
   - Prioritization and coordination of major regional infrastructure investments
   - Regional economic development

2. Ensure that all new statutory plans, and substantive amendments to existing area structure plans adopted in accordance with the Municipal Government Act prior to the date the Edmonton Metropolitan Region Growth Plan comes into force, comply with the Growth Plan.

3. Any proposed statutory plan amendment adjacent to any of the existing or proposed features identified in Map 10: EMRGP Regionally Significant Features shall be circulated to the affected parties responsible for, or with a vested interest in these features for their comments. These parties include, but may not be limited to, Edmonton Airports, AltaLink, the Trans Canada Trail Society, Alberta Transportation and the River Valley Alliance, or any successor parties thereof.

4. Any proposed statutory plan adjacent to any of the existing or proposed features identified in Map 10: EMRGP Regionally Significant Features shall include policies to protect the ongoing integrity and function of these features resulting from consultation with the affected parties mentioned in Policy 3.

5. Submit all new statutory plans, and substantive amendments to existing area structure plans adopted prior to the Growth Plan coming into effect, to the Capital Region Growth Management Board for review in accordance with the Regional Evaluation Framework.

6. Circulate transportation master plans and urban agriculture master plan or strategy to the CRGMB for review and comment to support implementation of the Growth Plan, and collaborate on CRGMB’s priorities including, but not limited to, updates to the Integrated Regional Transportation Master Plan, and Regional Agriculture Master Plan.

7. Submit relevant municipal data to CRGMB on key performance indicators as specified in the Edmonton Metropolitan Region Growth Plan to support CRGMB’s monitoring and reporting responsibilities to the Government of Alberta.

C. Intermunicipal Partners

1. Build and maintain open and effective channels of communication with municipal neighbours to strengthen intergovernmental relations at the political and administrative levels.
2. Create and maintain statutory plans and land use planning processes that provide certainty for land use decisions where impacts cross municipal boundaries. These will meet requirements for Intermunicipal Development Plans and Intermunicipal Collaboration Framework Agreements as established in the Municipal Government Act (MGA).

3. Provide notice of proposed statutory plan bylaws to Leduc County and circulate statutory plan bylaws for their comments prior to public hearing and issuance of any development approvals.

D. **Seniors and Youth**

1. Explore innovative ways and partnerships to deliver new services and housing choices for all income levels and lifestyles including, but not limited to, seniors and inclusionary housing.

2. Continue to support and deliver innovative and creative services, programs for Devon’s youth, including but not limited to Support Youth Action Now.

E. **School Boards**

1. Work cooperatively with all School Boards to pursue, negotiate, and enhance Joint Use Agreements of school and park reserves.

2. Pursue partnerships and joint facility opportunities with all School Boards to accommodate multi-use purposes and service delivery in an economical manner.

3. Work with all School Boards to implement the goals of this Plan, and ensure that future growth needs are addressed.

F. **Alberta Health**

1. Work with Alberta Health to develop a long term plan for the level of service and asset management needs at the hospital.
7.0 Implementation

1. The Municipal Development Plan shall be reviewed and updated approximately every five years to ensure that development continues to reflect the vision, goals and objectives of the Municipal Development Plan. A review may also be necessary to reflect:
   a. Shifts in economic, social and development opportunities and constraints;
   b. Changes in Legislation and Provincial regulations; and
   c. Changes to Council strategic priorities.

2. To assure consistency among adopted statutory plans, the Town shall amend its applicable Area Structure Plans and the Intermunicipal Development Plan if necessary so that they are consistent with the Municipal Development Plan pursuant to section 638 of the Municipal Government Act.

3. Any proposed amendment to the Ravines of Devon Area Structure Plan should consider expansion of the Area Structure Plan boundary to include the small remnant of NE-27-50-26-W4 south of the regional power transmission line, designated as a Future Neighbourhood in Map 5: Land Use Concept, as a possible expansion of planned residential development in the northwest corner of the ASP. An amendment to the Municipal Development Plan is to accommodate this boundary adjustment. At the time that the Municipal Development Plan is reviewed, and if the Area Structure Plan amendment has occurred to adjust the boundary, the lands shall be redesignated as Planned Neighbourhood.

4. Any proposed amendment to the Ravines of Devon Area Structure Plan should further consider to adjustment of the Area Structure Plan boundary to exclude the small remnant of SE-27-50-26-W4 severed by the Washout Creek ravine in the northeast corner of the Area Structure Plan in favour of a concurrent amendment to the Battery Creek Area Structure Plan for its inclusion of the same lands for better comprehensive planning of the subject lands.

5. Review and update the Land Use Bylaw to implement the policies of this Municipal Development Plan. This includes, but is not limited to, residential development forms, definitions and regulations to facilitate and implement the minimum greenfield density target, and the aspirational urban centre density target.
8.0 Glossary

Terms marked with an asterisk (*) are terms defined by the Edmonton Metropolitan Region Growth Plan.

Aspirational target: member municipalities will plan to work towards achieving the target, and will demonstrate how they are working towards this target in their municipal development plans and other statutory plans.*

Agricultural Impact Assessment: An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area.*

Built-up urban area: All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016.*

Municipal Reserve: Land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Municipal Government Act.

Centres density target: An aspirational target for people+jobs/ gross hectare (gha) or dwelling units per net residential hectare (du/nrha) for TOD centres and urban centres and sub-regional centres with a population of over 5000.*

Complete community: Includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system.*

Connectivity: Having the parts of elements joined or linked together.*

Conserve: As defined in the provincial Land-use Framework, 2008 (LUF), the responsible preservation, management and care of our land and of our natural and cultural resources.*

Conservation reserve: Land that is required to be dedicated at the time of subdivision that qualifies as conservation reserve under the Municipal Government Act for the purpose of protecting and conserving land. This may include lands that have environmentally significant features and not land that could be required to be provided as environmental reserve.

Contiguous: Being in actual contact, sharing a common border, touching or connected through an unbroken sequence. Adjacent to a built-up urban area or planned area approved for urban development through a statutory plan.*

Ecological design: Any form of design that minimizes environmentally destructive impacts by integrating itself with living processes (e.g. low impact development).*

Ecosystem: A biological environment consisting of all the organisms living in a particular area, as well as all the nonliving, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.*

Environmental Reserve: Land that is required to be dedicated at the time of subdivision that qualifies as environmental reserve under the Municipal Government Act, which may include ravines, land adjacent to a body of water or land subject to flooding.
**Environmentally Sensitive Area**: A landscape element or area with important and, or unique environmental characteristics essential to the long term maintenance of biological diversity, soil, water or other natural processes, both within the ESA and in a regional context.

**Established Neighbourhoods**: Neighbourhoods that are developed urban areas with plans of subdivision registered at the time of that the Municipal Plan is adopted.

**Future Neighbourhoods**: Areas identified predominantly for future residential development that did not have an approved Area Structure Plan or neighbourhood-level statutory or non-statutory plan at the time of adoption of the Municipal Development Plan.

**Greenfield Area**: An area for future urban growth in an urban community located outside of the built-up urban area or previously planned areas.*

**Infill**: The development of vacant lots within previously developed areas.*

**Intensification**: Development at a higher density than currently exists in built-up urban areas, major employment areas and local employment areas through: redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings.*

**Intensification Areas**: Lands identified by municipalities within the built-up urban area to accommodate intensification.*

**Intensification Target**: An aspirational target for the amount of residential growth to be achieved within a built-up urban area. Intensification targets will be measured as the percentage of new residential dwellings that are constructed within the built-up urban area of an urban community each year.*

**Local Employment Area**: Localized area with industrial, commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area.*

**Metropolitan Area**: The area surrounding the metropolitan core, including portions of county lands, urban communities, major and local employment areas and intervening undeveloped areas that are socio-economically tied and that share industry, housing and infrastructure.*

**Minimum Greenfield Density**: The required residential density for greenfield areas planned and approved in accordance with the Edmonton Metropolitan Region Growth Plan; measured as average dwelling units per net residential hectare within an area structure plan.*

**Mixed Use Development**: Development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce the development footprint through land use and improve public accessibility to amenities.*

**Neighbourhood**: A residential area with an appropriate mix of housing types that provides access to employment, local amenities, services, community facilities and pedestrian linkages.

**Planned Neighbourhood**: Areas that are under development and have an approved Area Structure Plan or other neighbourhood-level statutory or non-statutory plan.

**Redevelopment**: The creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites.*
Residential density: The measure of the ratio of dwelling units per net residential area. The net residential area excludes Environmental, Municipal and Conservation Reserves, roadway (including local, collector and arterial), public utilities, stormwater management facilities, and commercial, industrial and institutional lands.

Rural Centre: Urban area in the rural area [of the Edmonton Metropolitan Regional Structure] that provides a local level of service to serve their own community, with potential to accommodate higher density mixed use development, appropriate to the size and scale of the community. Rural centres include the central areas of towns, villages and some growth hamlets.*


Sub-regional Centre: A centre in the rural area that provides a sub-regional level of service to meet the needs of their own community and those in the wider area. Sub-regional centres have potential to accommodate higher density mixed use development, appropriate to the scale of the community.*
Highway 19
Highway 60
Range Road 262
Michigan Street
St. Lawrence Avenue
Superior Street
Derrick Drive
Athabaska Avenue

Note: All future facility locations and alignments are conceptual. No MDP amendment is required to adjust these locations and alignments.

1:30,000
3TM 114-83
* Top-of-bank is approximate and not yet complete within portions of the 2015 annexation lands.
^ Refer to Town of Devon Wetland Inventory prepared by Associated Environmental in January 2017 for more details.
MAP 9: COMMUNITY FACILITIES AND OPEN SPACES

- Natural
- Open Space
- Major Recreation
- Sports Fields to be Relocated

Architectural and Land Services
MUNICIPAL DEVELOPMENT PLAN

Highway 19
Highway 60
Highway 60 Realignment
Highway 19 Realignment
Range Road 262
Michigan Street
Miquelon Avenue
St. Lawrence Avenue
Athabaska Avenue
Superior Street
Derrick Drive

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0.25 km
1:30,000
3TM 114-83
* Primary location for intensification with higher density mixed use development appropriate to the size and scale of Devon in accordance with its role as both a Sub-Regional Centre and Rural Centre in the EMRGP.

** Secondary location for small-scale medium density intensification in locations where appropriate.

^ Area structure plans (ASPs) are in effect that are grandfathered with their previously approved residential densities. ASP amendments are encouraged to increase previously planned densities.

† Greenfield areas not yet subject to approved ASPs. EMRGP residential density targets shall be applied.

‡ Greenfield areas to be developed with local employment land uses within the context of future ASPs.